

La Enmienda del Plan de Transporte Estatatal 2035

Mayo 2011



Un Mensaje de la Comisión de Transporte de Colorado y del Departamento de Transporte de Colorado (CDOT)

La Comisión de Transporte de Colorado y el Departamento de Transporte de Colorado (CDOT) se complacen en hacer pública esta Enmienda del Plan de Transporte Estatal 2035 (2035 Plan). Esta Enmienda del Plan sirve como suplemento al Plan 2035 existente y le provee información actualizada a los interesados en el transporte, sobre asuntos críticos que afrontamos en el mantenimiento del sistema de transporte estatal.

Desde la adopción del Plan 2035 en 2008, CDOT ha llevado a cabo proyectos estatales de transporte que benefician al público viajero, a través de fondos recibidos por la Ley de Recuperación y Reinversión de los Estados Unidos (ARRA, sigla de American Recovery and Reinvestment Act) y la Ley de Avance de Fondos para Transporte Terrestre y Recuperación Económica (FASTER, sigla de Funding Advancements for Surface Transportation and Economic Recovery Act). Los fondos de ARRA han generado o sostenido directamente un promedio de más de 2,000 empleos por mes a través de la ejecución de más de 133 proyectos. FASTER suministra una fuente necesaria de fondos dedicados al trabajo en puentes deficientes, seguridad de las vías y las necesidades de tránsito en el estado. Junto con la creación de la División de Tránsito y Ferrovías y la adopción de la Política Directriz de Ciclistas y Peatones, CDOT ha mostrado su compromiso activo para afrontar los grandes desafíos del sistema de transporte combinado del estado.

A pesar de estos logros recientes, la brecha en fondos de CDOT ha continuado en aumento desde la adopción del Plan 2035, debido a varios factores, entre ellos el aumento de costos, la escasez de fondos, el crecimiento de la población y el envejecimiento de las infraestructuras. El estado continúa enfrentando decisiones difíciles con respecto a las prioridades de programa y de los proyectos para mantener la seguridad del público viajero. En el Plan 2035, CDOT calcula que el costo de mantener su infraestructura de transporte es de aproximadamente 176,000 millones de dólares hasta 2035, es decir 53,000 millones de dólares más que los ingresos esperados. Esta brecha de fondos no da cuenta de mejoramientos de desarrollo ni tampoco satisface la visión de Colorado para el sistema de transporte estatal puesto en marcha por el Plan 2035. Sin fuentes nuevas de fondos, será necesario hacer un compromiso en las decisiones que se tomen, las cuales nos afectarán a todos. Tales compromisos exigirían cambios a la calidad de la experiencia de viajar, incluyendo aglomeración, malas condiciones del pavimento y limitación de la remoción de nieve.

La viabilidad del sistema de transporte de Colorado depende de la toma de decisiones a conciencia, de la eficiencia y la innovación para mejorar el transporte en Colorado y de abordar estas difíciles decisiones más adelante. CDOT y la Comisión de Transporte ya están trabajando en varias iniciativas que tendrán un papel importante en la próxima actualización del plan, incluyendo sostenibilidad y habitabilidad, estrategias para la reducción de emisiones de gases causantes del efecto invernadero y el desarrollo más adelante de un enfoque sobre la planificación basado en el desempeño, para evaluar mejor los beneficios económicos del transporte y mejorar las decisiones de planificación y de políticas para reflejar tendencias estatales. Estas iniciativas involucran asociaciones con otras agencias, lo cual desempeña un papel integral en un enfoque de más cooperación para tratar los retos de transporte actual de una manera innovadora.

Mirando hacia el futuro, CDOT seguirá trabajando con el público para tratar las nuevas oportunidades y retos de transporte. Esperamos trabajar juntos para poner en marcha nuestra visión colectiva del sistema de transporte combinado estatal.



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1. Propósito y presentación

La Enmienda del Plan de Transporte Estatal 2035 del Departamento de Transporte de Colorado (CDOT sigla de Colorado Department of Transportation) es un suplemento al Plan de Transporte Estatal 2035, *Colorado en Movimiento: Visión hacia el futuro (2035 Statewide Transportation Plan “Moving Colorado: Vision for the Future”)* (Plan 2035). En general, una enmienda completa un plan existente, mientras una actualización supone el desarrollo de un documento nuevo que reemplaza el documento del plan existente. Aunque a CDOT no se le exige actualizar el Plan de Transporte Estatal de manera regular, esta enmienda se desarrolló para mantener consistencia con los procesos de planificación regionales y para servir como puente entre el Plan 2035 y la próxima actualización, lista para adoptarse en 2015. Dada la incertidumbre económica y financiera actual, CDOT y sus socios de planificación han determinado que una enmienda del plan existente permitiría a CDOT realizar sus metas, usando con cautela sus limitados recursos.

Mientras que las necesidades del sistema de transporte estatal sigue en aumento, los ingresos disponibles no han sido suficientes para cubrir esas necesidades en los últimos años. El costo de mantener el sistema de transporte existente (sin mejoramientos adicionales) está estimado en 176,000 millones de dólares durante el horizonte de tiempo del Plan 2035; sin embargo los ingresos calculados para el mismo período son de 123,000 millones de dólares (en dólares del 2008). Esta brecha de fondos le significa a CDOT y a otros entes gubernamentales responsables de mantener el sistema de transporte, desarrollar maneras nuevas para hacer que el dinero alcance y tomar decisiones difíciles, incluyendo cambios al nivel de servicio provisto, a las prioridades en las inversiones, o ambos.

En los años desde la adopción del Plan 2035, CDOT ha terminado más de 235 proyectos de construcción y provisto mantenimiento continuo al sistema de más de 9,100 millas recorridas en una sola dirección. Durante este mismo tiempo, varios cambios importantes a la organización han mejorado la capacidad de CDOT de proveer un sistema de transporte combinado. Estos cambios incluyen la formación de la nueva división de tránsito y ferrovías (Division of Transit and Rail) y de una nueva directiva de la política para ciclistas y peatones (Bicycle and Pedestrian Policy Directive). La división nueva es responsable por la planificación, desarrollo, funcionamiento e integración de sistemas ferroviarios en el sistema estatal de transporte. La política de CDOT para ciclistas y peatones propone integrar los requisitos de ciclistas y peatones en la planificación, diseño, y funcionamiento de servicios de transporte.

La enmienda del plan incluye las secciones siguientes:

- **El proceso de planificación de transporte** – Una visión general de los procesos de planificación a largo plazo.
- **El proceso de enmendar el Plan 2035** – Una visión general del conjunto de las razones y el enfoque para preparar esta enmienda del plan.
- **Perspectiva financiera** – Una visión general de los fondos actuales, cambios de las fuentes de fondos y la brecha actual de fondos (es decir, la brecha entre requisitos existentes y recursos disponibles).
- **Organización de Planificación Metropolitana (MPO, Metropolitan Planning Organization) Plan de Transporte Regional (RTP, Regional Transportation Plan) actualizaciones y enmiendas** – Una visión de los cambios claves en las actualizaciones o enmiendas a la MPO y el RTP 2035.
- **Participación del público** – Una visión general de las actividades para involucrar al público como parte del proceso del Plan 2035.

- **Logros recientes** – Un resumen de logros recientes desde el Plan 2035 original.
- **Nuevos asuntos en la planificación de transporte** – Una visión general de nuevos asuntos importantes en la planificación de transporte; incluyendo la sostenibilidad y habitabilidad, la calidad del aire, la reducción de emisiones GHG y las medidas de desempeño.
- **Una visión hacia el futuro** – Una visión de la próxima actualización del plan estatal de transporte.
- **Conclusión** – Un resumen de los temas claves.

Este documento incluye enlaces a recursos en la Web. Encontrará una lista entera de éstos recursos en el Apéndice A.

2. Los procesos de la planificación de transporte

Esta sección resume los procesos de CDOT de la planificación de transporte, que incluyen el RTP incorporados en un Plan Estatal de Transporte único. Estos planes resumen una visión de largo plazo (un mínimo de 20 años) para el futuro del transporte en cada región y en todo el estado. Para llevar a cabo estos planes, CDOT y sus socios de planificación desarrollan programas para mejorar el transporte a corto plazo (6 años). Luego, CDOT determina los fondos disponibles para cumplir los proyectos por un proceso de asignación de recursos. Cada uno de estos procesos será discutido en más detalle en los apartados siguientes.

Encuentre información adicional sobre el proceso de planificación de transporte en la sección “CDOT Planning Section” en línea en: www.coloradodot.info/programs/statewide-planning.

2.1. Planes estatal y regional de largo plazo

El estado de Colorado está obligado por ley a desarrollar un Plan de Transporte Estatal a 20 años que incluye los RTP desarrollados por las 15 [Regiones de Planificación de Transporte](#) (TPR, sigla de Transportation Planning Regions) y las cinco MPO del estado¹. CDOT, en coordinación con los TPR rurales, es responsable por el desarrollo de los diez TPR RTP rurales. Las MPO son responsables de desarrollar sus propios planes.

De los 15 TPR de Colorado, cinco son MPO para las áreas urbanas con poblaciones de más de 50,000 habitantes. Los diez TPR restantes están considerados TPR rurales. Las MPO en Colorado incluyen el consejo regional de gobiernos de Denver (DRCOG, sigla de Denver Regional Council of Governments), el MPO de Grand Valley, el consejo de gobiernos del noroeste de Colorado (NFRMPO, sigla de North Front Range Metropolitan Planning Organization), el consejo regional de gobiernos de Pikes Peak (PPACAG, sigla de Pikes Peak Area Council of Governments) y El consejo regional de gobiernos de Pueblo (PACOG, sigla de Pueblo Area Council of Governments).

¹ La ley federal requiere un horizonte de tiempo mínimo de 20 años. Planes Estatales de Transporte y RTP mantienen típicamente un horizonte de tiempo más largo de entre 25 y 30 años.

El Plan 2035 fue adoptado por la [Comisión de Transporte de Colorado](#) (Colorado Transportation Commission) en marzo de 2008 y resume una visión de transporte amplia y combinada para el estado de Colorado. Ofrece una perspectiva estatal que hace eco de la política de la Comisión de Transporte Colorado e integra los requisitos, ingresos y costos identificados en todos los 15 RTP. Por ser un plan combinado, cada modo de transporte está incluido: terrestre, tránsito, de carga, aéreo, por bicicleta y a pie. El Plan 2035 está basado en corredores y cubre aproximadamente 350 corredores en todo el estado. [La visión de los corredores](#) (Corridor Visions) dirigen cada modo de transporte e incluyen estrategias que aspiran a resolver las metas únicas de transporte de cada corredor.

El sistema estatal de transporte está manejado por CDOT bajo la dirección de la Comisión de Transporte de Colorado. La comisión consta de 11 comisionados que representan distritos específicos. Cada comisionado está nombrado por el gobernador, confirmado por el senado de Colorado y sirve un período de cuatro años.

Las MPO están obligadas por ley federal a poner al día sus RTP cada 5 años y en áreas que no logran el nivel que se requiere en la calidad del aire, cada 4 años². Las MPO RTP 2035 se adoptaron entrado el 2007 y a comienzos de 2008. De acuerdo con el ciclo de actualización, las MPO actualizaron o enmendaron sus RTP de acuerdo con esta Enmienda del Plan para ser adoptadas en 2011 y a comienzos de 2012. A pesar de que se requiere que las MPO actualicen sus RTP cada 4 o 5 años, no existe tal requisito para los TPR rurales.

2.2. Programas de mejoramiento de transporte

El Plan Estatal de Transporte se lleva a cabo programando proyectos prioritarios en el [Programa Estatal de Mejoramiento de Transporte](#) (STIP, sigla de Statewide Transportation Improvement Program)³ a corto plazo de 6 años. El STIP identifica capital y proyectos paso a paso por lugar, alcance, fuentes de financiamiento y año de programación. A la vez, las MPO desarrollan sus Programas de Mejoramiento de Transporte (TIP, sigla de Transportation Improvement Programs), que son incluidos dentro del STIP sin modificación. Los TPR rurales no desarrollan TIP y como tal trabajan de cerca con CDOT para identificar y priorizar proyectos para incluir en el STIP. Las actualizaciones MPO RTP corresponden en general con el requisito de desarrollar un TIP nuevo cada 4 años. Se adoptarán TIP nuevos para los cinco MPO en 2011, planificarán proyectos y proveerán fondos para ellos en años fiscales (FY, abreviación en inglés de "fiscal year") 2012-2017. De manera parecida, CDOT tiene que poner al día el STIP cada 4 años. Se adoptará el STIP 2012-2017 en junio de 2011, un poco antes del principio de FY 2012 estatal, el 1 de julio de 2011.

2.3. Proceso de asignación de recursos

La asignación de recursos es el proceso por el cual CDOT, en colaboración con las MPO y los TPR, pronostica y reparte recursos estatales y federales para todo el horizonte del Plan Estatal de Transporte (es decir, el mínimo de 20 años). Este incluye totales de fondos de cada una de las seis [regiones de](#)

² MPO en áreas que no logran el nivel requerido en la calidad del aire como se define en la sección 107(d) del Acto de Aire Limpio (42 U.S.C. 7505^a) o MPO en áreas que anteriormente no lograron el nivel requerido en la calidad del aire pero que posteriormente lo lograron, deben actualizar su RTP cada 4 años en vez de cada 5. En Colorado, se incluyen DRCOG, PPACG, y NFRMPO.

³ TIP y STIP son requisitos a cubrir en un período de 4 años. Automáticamente, CDOT desarrolla un STIP de 6 años para incluir algún traslapo cuando entra en cada ciclo de 4 años.

[ingeniería](#) (engineering regions). Los recursos están pronosticados para cada uno de los 6 años bajo el TIP y STIP, con un “control total” del horizonte del plan. La asignación de recursos es necesaria para mantener restricciones presupuestarias, que estipulan que los planes se someten a ingresos razonablemente esperados. Las MPO están sujetas federalmente a mantener restricciones presupuestarias, mientras que el Plan de Transporte Estatal está sujeto a un requisito estatal de mantener restricciones presupuestarias. Aunque el proceso de la asignación de recursos es parte de la *actualización* del plan, no es necesario para una *enmienda* del plan. Esto es debido a una enmienda del plan deja la mayoría del plan sin alterar, incluyendo los totales de control. Para esta enmienda del plan se cumplió un proceso de modificación del reparto de recursos y está discutido con más detalle en la sección 2.

3. El proceso de enmendar el Plan 2035

CDOT es responsable por el desarrollo del Plan de Transporte Estatal; sin embargo, no tiene que actualizar el plan en un intervalo específico. Aunque no lo requiere, CDOT desarrolló esta enmienda del plan para mantener concurrencia con las MPO RTP, para incorporar y dirigir cambios significados en el RTP y para dirigir cambios recientes desde una perspectiva estatal. La decisión de desarrollar una enmienda del plan en vez de hacer una actualización, fue el resultado de una reflexión y desarrollo cuidadoso entre CDOT y sus socios de planificación, incluyendo la Administración Federal de Carreteras (FHWA, sigla de Federal Highway Administration), Administración Federal de Tránsito (FTA, sigla de Federal Transit Administration), MPO y TPR. Este enfoque fue también repasado por el [Comité Consultivo de Transporte Estatal](#) (STAC, sigla de Statewide Transportation Advisory Committee) y la Comisión de Transporte de Colorado (CTC, sigla de Colorado Transportation Commission). Con base en estas discusiones, se determinó que una acción cautelosa sería la de desarrollar una enmienda del plan, con esfuerzos más amplios que ocurrirán durante el ciclo próximo de actualizar al plan. Los siguientes factores llevaron a este enfoque:

- **Autorización federal de transporte** – La autorización proyecto de ley más reciente, La ley de transporte seguro, confiable, flexible y eficiente: Un legado para los usuarios (SAFETEA-LU, sigla de Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), expiró en septiembre de 2009. Desde entonces la acción del Congreso ha sido limitada, con poco progreso hacia una autorización proyecto de ley nueva; por lo tanto, proceder con una actualización del plan habría requerido gastos significativos de tiempo y recursos de un plan que puede no cumplir con los requisitos nuevos de planificación en la próxima autorización.
- **Censo estadounidense de 2010** – El Plan 2035 depende mucho de información demográfica provista por el censo estadounidense de 2000. Una autorización del plan cumplida antes de la puesta de los datos del censo 2010 sería basada en información vieja que no refleja exactamente tendencias y totales demográficos ni de población.
- **Incertidumbre económica y financiera** – Los procesos de planificación de transporte tienen que competir frecuentemente con fuentes de fondos impredecibles; sin embargo, las circunstancias económicas actuales lo hace más difícil que en ciclos anteriores de planificación. Sin una autorización federal de transporte nueva, los fondos federales de transporte quedan en duda. Por eso, retrasar una nueva enmienda del plan por unos años, le permite al proceso de planificación tener un clima económico más estable y mayor certeza en cuanto al nivel de fondos.

- **Requisitos legales** – A pesar de que las MPO tienen que actualizar sus RTP por lo menos cada 4 o 5 años, no existe este requisito para el Plan de Transporte Estatal o para los TPR rurales .
- **Plan existente** – El Plan 2035 existente cumple con los requisitos de SAFETEA-LU y mantiene un horizonte de planeación mínimo de 20 años (extendido al 2035).
- **Recursos limitados** – Dada la situación económica actual y los presupuestos limitados, no sería prudente hacer uso de los recursos limitados para hacer una actualización del plan en este momento. Una enmienda al plan le permite a CDOT y al personal de MPO prepararse mejor para una actualización extensa en el próximo ciclo de actualización del plan.

De acuerdo con el enfoque de enmendar al plan, CDOT desarrolló [un proceso modificado de asignación de recursos](#) (modified resource allocation). Este enfoque modificado incluye pronósticos de nuevas asignaciones de ingresos sólo para los años del STIP nuevo (de FY 2012 a 2017), pero se retiene los totales de 2035 consistente con el Plan 2035 adoptado actualmente (en dólares del 2008). Para la asignación modificada de los recursos, se usaron ingresos actuales para FY 2008 y 2009, cifras finales de presupuesto para FY 2010 y cifras proyectadas para el presupuesto FY 2011 y los años del STIP de FY 2012 a 2017. Dado que los totales de control quedan igual, esto significa que los dólares asignados para los años 2018 a 2035 en el Plan 2035 original tienen que ser ajustados en esta enmienda para nivelar los cambios hechos a las asignaciones de 2008 a 2017.

Asignación modificada de recursos (\$ en miles de millones deflacionados)



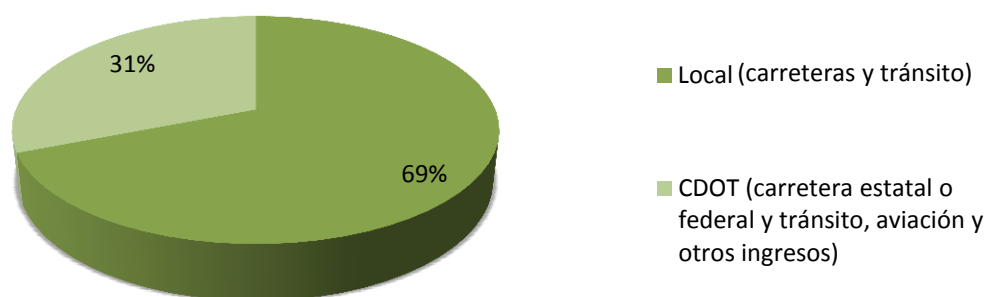
4. Perspectiva financiera

El Plan 2035 pronostica ingresos de aproximadamente 123,000 millones de dólares (en dólares del 2008) para transporte en Colorado de 2008 a 2035. Esta suma refleja lo que razonablemente se espera esté disponible para el horizonte de tiempo total del plan. De esto, CDOT recibe, maneja y reparte el 31% de estos fondos⁴ para el sistema de transporte estatal. Esto incluye el sistema de carreteras estatales (HSH, sigla de State Highway System), que representa más de 9,100 millas recorridas en una sola dirección,

⁴ CDOT usa el proceso de asignar recursos (ya discutido en una sección anterior) para determinar cuánto financiamiento recibe cada región de CDOT de este total.

que significan casi el 60% de las millas transitadas sobre calzadas del estado. El 69% restante está manejado y repartido por gobiernos locales, ante todo para proyectos de calzadas locales. Los fondos locales de tránsito son la siguiente fuente importante de ingresos de transporte en el estado. Esta enmienda del plan mantiene el pronóstico de 123 mil millones de dólares en el plan 2035. Es digno notar que el pronóstico de ingresos para un período largo debe considerar una cantidad significativa de incertidumbre. Por lo tanto, un pronóstico de ingresos no es garantía en realidad de que los fondos estarán disponibles.

Pronóstico de Rentas en el Estado para 2008-2035 123,000 millones de dólares (en dólares del 2008)



Una gran incertidumbre es la terminación de la autorización del proyecto de ley federal de transporte actual. La autorización de transporte se refiere a la autorización de fondos federales y el proyecto de ley federal de transporte que guía los gastos de transporte terrestre federal en los Estados Unidos. Los proyectos de ley típicamente suministran la autorización y fondos por un período de seis años. El proyecto de ley más reciente, SAFETEA-LU, aprobó 284,600 millones de dólares en gastos de transporte terrestre y se venció el 30 de septiembre de 2009, pero ha sido extendido varias veces a través de continuas resoluciones que mantienen el nivel de fondos.

Desde la adopción del Plan 2035, se promulgaron dos cambios legislativos estatales que impactan de manera significativa los fondos de recursos para el transporte: los proyectos de Ley 09-228 y 09-108.

- **Proyecto de ley del Senado 09-228** – Este ley eliminó ciertos traslados⁵ de fondos desde el fondo general del estado a CDOT y los sustituyó con otra fuente de fondos. Esta fuente provee CDOT con hasta el 2% de ingresos brutos del fondo general (del fondo general del estado) por 5 años consecutivos si se satisfacen ciertas condiciones económicas y fiscales en el estado. La Oficina de Planificación y Presupuesto del Estado (OSPB, sigla de Colorado Office of State Planning and Budgeting) estima que las condiciones para un traslado ocurrirán en FY 2012. El Consejo Legislativo de Colorado estima que éstas condiciones no ocurrirán hasta FY 2014 o más adelante. Según la Nota Fiscal de Impacto de 2009, se estima que SB 09-228 proveerá traslados por una cantidad aproximada entre \$170 millones y \$230 millones por año, cuando esté

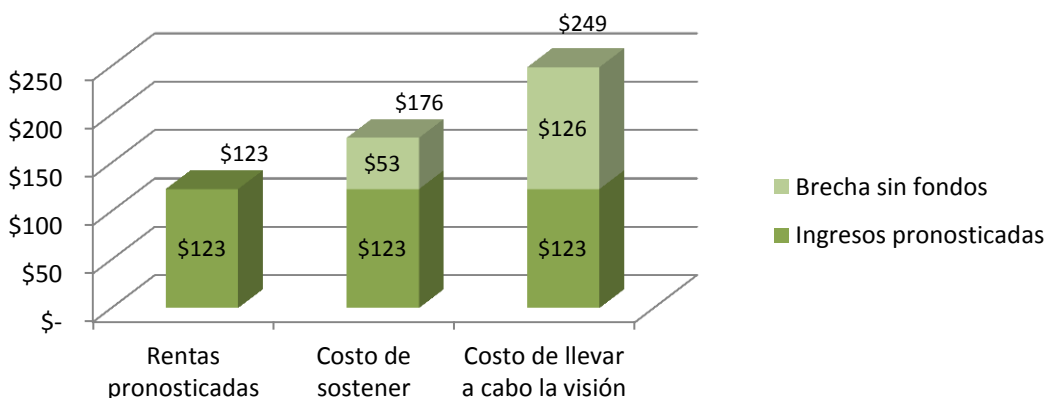
⁵ El Proyecto de Ley del Senado 09-228 eliminó los traslados de fondos provistos por el Proyecto de Ley del Senado 97-001 y el Proyecto de Ley de la Cámara 02-1310.

vigente. No obstante, esta reemplazará solo en parte a los fondos perdidos de la eliminación por el proyecto de ley del traslado de otros fondos.

- Proyecto de Ley del Senado 09-108** – El Avance de Fondos para Transporte Firme y Recuperación Económica (FASTER, sigla de Funding Advancements for Surface Transportation and Economic Recovery) provee a CDOT y a los gobiernos locales con una fuente nueva de fondos estable, previsible y separada del fondo general del estado. A través de incrementos modestos en las cuotas de inscripción de vehículos y otros mecanismos de fondos, CDOT y los gobiernos locales recibirán fondos dedicados a reparar puentes deficientes estructuralmente y a hacer mejoramientos importantes de seguridad vial en todo el estado. FASTER provee también 15 millones de dólares por año para mejoramientos estatales y locales de tránsito. Se estima que esta ley resultará en ingresos para CDOT y gobiernos locales de 179,000 millones de dólares en FY 2010 y de cerca de 250 millones de dólares para FY 2012. Información adicional sobre FASTER aparece en la sección 6, Realizaciones recientes de ésta Enmienda del Plan.

El Plan 2035 resumió la creciente brecha entre los recursos disponibles (es decir ingresos) y los recursos necesarios para mantener el sistema de transporte de Colorado. El Plan 2035 pronosticó que entre 2008 y 2035, habrían disponibles 123,000 millones de dólares en ingresos para el transporte en Colorado. El costo de sostener el sistema de transporte existente de nuestro estado a los niveles actuales de funcionamiento se estimó en 176, 000 millones de dólares y el costo de llevar a cabo la visión descrita del Plan 2035 en 249,000 millones de dólares.⁶ Esto refleja brechas en los fondos de 53,000 millones de dólares y de 126,000 millones de dólares, respectivamente.

Brecha Estimada de Fondos 2035 (\$ en miles de millones de 2008)



Esta brecha de fondos ha crecido considerable desde la adopción del Plan 2035. El desarrollo seguido de esta es el resultado de varios factores, como:

- Valor reducido del impuesto de gasolina** – Debido a que la tasa de impuestos a la gasolina por galón es fija y a que las ventas de gasolina han disminuido en años recientes, la cantidad de fondos recaudados también disminuyó en el mismo período. A la vez, el valor de aquellos

⁶ Todas las cifras en dólares de 2008.

dólares ha disminuido debido a la inflación. Los impuestos federales de gasolina no han aumentado desde 1993 y los impuestos estatales de gasolina son los mismos desde 1991; por lo tanto hay menos ingresos de esta fuente de fondos y se espera que esta tendencia continúe.

- **Costos crecientes** – Desde el principio de la década, el costo de mantener, reparar, y reconstruir el sistema de transporte estatal, según el Índice del Costo de Construcción en Colorado ([Colorado Construction Cost Index](#) en inglés), ha subido en casi el 50%⁷.
- **Crecimiento de la población** – A medida que la población de Colorado crece, las demandas del nuestro sistema de transporte también crecen, por lo tanto exigen más capacidad y más frecuentes (y a veces más costosos) esfuerzos de mantenimiento.
- **Un sistema envejecido** – La infraestructura de transporte está construida para durar un tiempo determinado y cuando cada elemento del sistema se acerca al final de su duración, los costos de mantenimiento aumentan y eventualmente se hace necesario un costoso reemplazo.

En 2007 el gobernador Ritter convocó al Jurado de Ejecución y Finanzas de Transporte para evaluar los requisitos de transporte del estado e identificar programas a largo plazo y las fuentes de fondos sostenibles. El jurado recomendó unos 1,500 millones de dólares adicionales en fondos anualmente para el sistema de transporte estatal. En contraste, en los 2 años anteriores el presupuesto anual de CDOT alcanzó un promedio de 984 millones de dólares.

Aunque los fondos provistos por Proyecto de Ley del Senado 09-108 (FASTER) representan un gran avance en cerrar la brecha de fondos de transporte estatal, los recursos son insuficientes para mantener el sistema existente de transporte, sin hablar de los requisitos futuros. Los costos de suministrar y mantener la infraestructura de transporte son bastante altos⁸:

- El costo promedio por milla de construir un carril nuevo de carretera es de aproximadamente \$645,420.
- El costo promedio por milla de reconstruir un carril de carretera es de aproximadamente \$572,725.
- El costo promedio por milla de repavimentar un carril de carretera es de aproximadamente \$263,495.
- En FY 2010, CDOT gastó más de \$6,353 por carril de carretera por milla en mantenimiento que incluye la reparación de la calzada (pavimento), repavimentación menor y barrer (excluyendo la remoción de nieve y hielo). A los gastos de actividades de mantenimiento les faltan bastante para estar nivel de gastos necesarios para mantener las condiciones existentes.
- En FY 2010, CDOT gastó más de 66 millones de dólares o aproximadamente \$9.75 por carril de carretera por milla, en remoción de nieve y hielo.

Los años venideros exigirán tomar decisiones difíciles. Por la falta de nuevas fuentes de fondos, vamos a tener que tomar decisiones que implican un compromiso. Esto requerirá cambios al nivel de servicio provisto, a las prioridades de inversión, o a ambos. Algunos ejemplos de estas decisiones son:

⁷ Basado en el Índice del Costo de Construcción en Colorado de 2000 comparado con el de 2009

⁸ Los promedios son para 2010 y están calculados con base en los costos estatales.

- El nivel de servicio al que los ciudadanos de Colorado están acostumbrado a recibir disminuiría. El nivel de servicio se define como que tan bien conductores pueden ir de un destino a otro e incluye factores como aglomeración (congestión) de tráfico, condición del pavimento (calzada) y la remoción de nieve y hielo.
- Menos dólares se destinarían para el mejoramiento de la capacidad y más para las actividades de mantenimiento.
- Las carreteras afrontarían cierres debido al mal tiempo cuando los fondos para remoción de nieve y hielo estén reducidos o destinados a carreteras de volumen más alto. El costo de remover la nieve y hielo varía de acuerdo al número y la magnitud de las tormentas en un año determinado.
- Los fondos para trabajos de repavimentación pueden ser priorizados entre las carreteras del sistema estatal, significando que algunos caminos recibirían más atención y algunos menos.
- Los proyectos estratégicos estarían sujetos a demoras significativas o a la reducción en su alcance.

Estos asuntos ya están apareciendo de manera prominente en discusiones sobre del sistema de transporte de Colorado y sólo aumentarán en importancia en los años venideros. Estas y otras decisiones difíciles serán indudablemente un punto fundamental en la próxima actualización del plan.

Una tendencia reciente en fondos de transporte son los programas competitivos con base en subvenciones. Un sistema competitivo con base en subvenciones requiere que las agencias del gobierno soliciten fondos para cada proyecto en particular. Ejemplos reciente de programas basados en subvención competitiva son el de Inversión de Transporte Generadora de Recuperación Económica (TIGER, sigla de Transportation Investment Generating Economic Recovery) TIGER I y TIGER II. Las subvenciones TIGER se concedieron con base en competitividad para inversiones de capital de transporte terrestre que tuvieran un impacto significativo en la nación, una zona metropolitana o una región. Se recibieron más de 78,000 millones de dólares en solicitudes para los 2,100 millones de dólares en fondos disponibles. En febrero de 2010, se le concedió a Colorado 10 millones de dólares en fondos TIGER I para un sistema de tránsito rápido de autobuses y un proyecto de carriles dirigidos en la carretera US 36.

5. Actualizaciones y enmiendas a la MPO del RTP

Como se expuso anteriormente, las MPO requieren que actualicen sus RTP por lo menos cada 4 o 5 años. Cada una de los cinco MPO de Colorado tiene o está actualizando o enmendando sus RTP al mismo tiempo del desarrollo de la Enmienda del Plan. Esta Enmienda del Plan, al momento de adoptarse, incorpora los planes adoptados de DRCOG, PACOG y GVMPO. NFRMPO y PPACG adoptarán sus planes a largo plazo en septiembre 2011 y enero 2012 respectivamente. Sus planes serán entonces enmendados en el Plan de Transporte Estatal. La siguiente es una descripción breve de las actualizaciones y enmiendas de la MPO y la dirección en Internet en dónde encontrar los documentos.

DRCOG – DRCOG adoptó su Plan de Transporte Regional Metro Vision 2035 (MVRTP, sigla de Metro Vision Regional Transportation Plan) en febrero 16 de 2011. En diciembre de 2010 se hizo una audiencia pública después de un periodo de revisión de 30 días. El MVRTP se actualizó después de un año y medio

de proceso con los interesados y el comité, en conjunto con el comprensivo Plan Metro Vision 2035. Se hizo un gran esfuerzo por incorporar y tener en consideración los principios de sostenibilidad. Se establecieron objetivos específicos a largo plazo relacionados con las millas recorridas por vehículo (VMT, sigla de Vehicle Miles Travelled) y la reducción de gases causantes del efecto invernadero (GHG, sigla de Greenhouse Gases), el transporte en vehículos con un solo ocupante y el crecimiento en centros urbanos. La actualización MVRTP 2035, también fiscalmente limitada, contenía los mismos proyectos de vías importantes a nivel regional y los de transporte rápido que el plan anterior. Por favor visite, la página Web de DRCOG para obtener más información:

[http://www.drcog.org/index.cfm?page=RegionalTransportationPlan\(RTP\)](http://www.drcog.org/index.cfm?page=RegionalTransportationPlan(RTP))

PACOG – PACOG preparó una enmienda al Plan de Transporte del Área Long-Range en Pueblo 2035 (Pueblo Area Long Range Transportation Plan), el cual se adoptó en enero 24 de 2008. La enmienda trata algunos de los cambios importantes desde la adopción en 2008 del RTP 2035, en especial la nueva información sobre los cambios de financiamiento del transporte en Colorado. También identifica nuevos problemas como las emisiones GHG, sostenibilidad y habitabilidad, cambios en el clima y la conexión entre el uso de la tierra y el transporte como temas importantes para ser tratados en la próxima actualización completa del plan. Muchos de los capítulos del plan no tuvieron cambios significativos y tienen documentos cortos con enmiendas por separado. Otros capítulos que contienen los datos socioeconómicos adicionales y otros datos para el plan original fueron actualizados si existía información actualizada disponible. Los capítulos y cualesquier documentos de enmiendas actualizados asociados están disponibles en: http://www.pacog.net/2035_LRTP_Page.html. El período para que el público hiciera sus comentarios empezó el 4 de noviembre de 2010 y concluyó el 22 de febrero de 2011, en una sesión abierta al público. La junta directiva de PACOG adoptó la enmienda el 28 de abril de 2011.

Grand Valley – El RTP de Grand Valley se basa en la revisión y el análisis profundo del uso de la tierra y los planes de transporte en las ciudades de Fruita y Grand Junction, en los pueblos de Palisade, Collbran y De Beque, y del condado de Mesa (el cual incluye las comunidades rurales de Gateway, Loma, Mack, Mesa, Powderhorn, Whitewater y otras áreas sin incorporar del condado Mesa incluidas en el Plan Principal Rural [Rural Master Plan] y en el Plan de la Comunidad de Clifton/Fruitvale [Clifton/Fruitvale Community Plan]). El RTP busca facilitar los objetivos regionales y mejorar la infraestructura y servicio de transporte.

Un resultado fundamental del RTP es identificar y/o confirmar de nuevo la visión y las prioridades de transporte de la comunidad local. El plan define claramente los objetivos de transporte, las necesidades y las prioridades en toda la región y apoya los planes integrales de uso de la tierra del condado y la ciudad. Los proyectos identificados a través de una asociación de colaboración entre el condado Mesa, Grand Junction, Fruita, Palisade, De Beque y Collbran ayudan en la programación e implementación de futuras inversiones en transporte. El RTP se adoptó el 25 de abril de 2011. Para obtener más información favor visite la página Web: <http://www.2035rtp.com/site/>

NFRMPO – La actualización de RTP 2035 incorporará dos nuevos elementos: una primera fase con el Informe del Impacto Ambiental en el Norte de I-25 (North I-25 Environmental Impact Statement) y un análisis técnico corto sobre las emisión de gases GHG. El anteproyecto del documento estará disponible en junio de 2011. El documento será todavía un plan con base en el corredor del Norte de I-25, enfocado en la actualización de información en el documento, sin efectuar una revisión total.

La participación del público se enfocará en la educación y la información más que en recibir comentarios sobre puntos que no se van a proponer cambiar. El alcance al público incluirá encuestas, grupos focales y el uso del Internet. La primera ronda de participación del público se llevó a cabo entre febrero y marzo de 2011; la segunda se realizará en junio cuando se dé a conocer el anteproyecto del plan. Se anticipa que el concejo adoptará la actualización de RTP en septiembre de 2011. Para obtener más información sobre el proceso de actualización de RTP, por favor visite:

<http://www.nfrmpo.org/Projects/2035RTPUpdate.aspx>

PPACG – El PPACG está desarrollando actualmente la actualización para seguir adelante (Moving Forward Update). Esta actualización incorpora la información actualizada desde el 2008 e incluye una discusión sobre nuevos problemas y tendencias. PPACG también está probando un nuevo marco de planificación para Transportation Research Board (junta de investigación de transporte) designado para mejorar la colaboración entre las agencias y sus intereses. PPACG también adoptará la actualización para seguir adelante en enero de 2012. Para obtener más información en el proceso de actualización, por favor visite: <http://www.movingforwardplan.org/index.html>

6. Participación del público

La enmienda al plan 2035 ofrece la oportunidad a CDOT para reiterar la visión a largo plazo de Colorado para la creación de un sistema de transporte combinado integral, al tiempo que se asegura que los interesados tengan voz en el proceso. La participación del público es un componente fundamental en el desarrollo de un plan de transporte efectivo para todo el estado y STIP. Como parte del desarrollo de STIP 2012-2017, las regiones de CDOT fueron la sede para las reuniones del proceso de prioridad de la programación del proyecto ([Project Priority Programming Process \[4P\]](#)) para discutir la selección y prioridad de cada uno de sus TPR y/o MPO. A pesar de que el propósito principal de dichas reuniones fue el de revisar el STIP actual y hacer solicitudes para nuevos proyectos, también dieron la oportunidad de participación en la enmienda del plan.

CDOT necesita participantes activos y comprometidos y sus variados puntos de vista para asegurar una visión a largo plazo del transporte, consistente con el deseo de las personas de Colorado.

CDOT llevó a cabo más de 64 reuniones, incluyendo reuniones con gobiernos tribales, seguidas por 20 reuniones TPR en conjunto e individuales. Participaron en el proceso más de 1,420 comisionados de condados, miembros de consejos de planeación regionales y otros interesados así como ciudadanos; recibieron información sobre la Enmienda del Plan y se les dio la oportunidad de hacer comentarios. Además de estas reuniones, se usaron otros medios para la comunicación con los socios de planeación, oficiales electos y el público sobre la Enmienda del Plan, incluyendo la página Web de CDOT y postales de notificación por correo y correo electrónico.

Hace poco CDOT creó un nuevo sitio Web (www.coloradodot.info) para ofrecer información y mejorar la recepción de comentarios. El sitio Web le permite a los usuarios acceder a la Enmienda del Plan y enviar sus comentarios electrónicamente. Haciendo uso de su extensa base de datos, CDOT envió postales por correo y correo electrónico a los interesados, notificándoles que por un periodo de 30 días la Enmienda del Plan estaba disponible para revisión y comentarios. El bajo costo de este tipo de notificación permitió que una gran variedad de ciudadanos tuvieran un papel activo en el proceso de planeación. Al término del periodo de 30 días de revisión y comentarios, CDOT revisó y consideró todos los comentarios y ofreció respuestas según lo apropiado.

Los métodos de comunicación a un público específico también fueron usados para asegurar que las poblaciones de bajos recursos tuvieran la oportunidad de hacer comentarios a la Enmienda del Plan. El documento de la Enmienda del Plan se hizo disponible en español, en oficinas públicas y en la sección de planeación del sitio Web de CDOT. Además se hicieron postales de notificación en español que se distribuyeron en puntos claves de congregación de la comunidad hispana. Se hizo un esfuerzo para distribuir notificaciones en todo el estado a líderes de comunidades que representan poblaciones de bajos recursos.

Hay una lista completa con las fechas y los sitios de las reuniones, así como los sitios en donde está disponible la Enmienda del Plan de modo impreso en el apéndice B.

7. Logros recientes

Los recursos actuales son insuficientes para mantener el sistema de transporte existente, sin mencionar las necesidades en el futuro. En este ambiente, es especialmente importante que CDOT haga el mejor uso de sus limitados recursos. En los últimos años, CDOT ha estirado al máximo sus fondos para mantener el sistema de transporte y disminuir el ritmo de deterioro del sistema. En los años fiscales 2009 y 2010, desde la adopción del Plan 2035, el presupuesto anual de CDOT ha sido de un promedio de 984 millones de dólares. Durante ese tiempo, CDOT:

- Ha recibido más de 235 proyectos de construcción en todo el estado, que incluye la disminución de caída de rocas, reconstrucción y repavimentación de vías, instalación de barandas protectoras y de rejas para caminos en invierno así como vías peatonales y para bicicletas.
 - Completó 88 proyectos de reconstrucción y repavimentación de vías.
 - Completó 16 proyectos de reparación y reemplazo de puentes.
 - Solucionó problemas de vías con peatones y bicicletas completando 68 proyectos de seguridad.
- Distribuyó más de 57 millones de dólares en subvenciones de tránsito federales y estatales a proyectos de infraestructura de tránsito locales, regionales y estatales

Durante este periodo, los empleados de CDOT también han estado ocupados manteniendo los elementos existentes del sistema de transporte. Algunos de estos trabajos incluye mantener los caminos y puentes transitables en clima inclemente (o reducir las horas de cierre), repavimentar las vías para mejorar la seguridad al conducir y asegurar que las señales de tránsito y la demarcación de los carriles estén claramente indicadas. El equipo de mantenimiento de CDOT ha mantenido más de 62 millones de pies cuadrados (2.2 millas cuadradas) de vías repavimentadas e implementado actividades de mantenimiento preventivo que retrasaron la necesidad de proyectos más costosos de rehabilitación y reconstrucción.

Ejemplos de logros recientes de CDOT

- Rehabilitación de la vía de bicicletas en la C-470 en el condado de Douglas.
- Reconstrucción de la I-76 desde Sedgwick hasta la frontera estatal con Nebraska.
- Repavimentación de la US 40 en el centro de Steamboat Springs, en el condado de Routt.
- Puente en la calle 4ta., en el condado de Pueblo.
- Vía recreacional en la montaña Swan, en el condado de Summit.
- Centro de tránsito de Durango, en el condado de La Plata.

Los programas de seguridad de CDOT han contribuido al mejoramiento de la seguridad en las vías y a la reducción del número de accidentes fatales. El mejoramiento de la seguridad en las vías generalmente incluye mejores señales de tránsito, pintura reciente en la demarcación de las vías, carriles nuevos de aceleración y desaceleración, y la identificación de lugares en donde ocurren con frecuencia accidentes con patrones que pueden corregirse (“hot spots”). Además del mejoramiento físico de la seguridad en el tráfico, CDOT también apoya y coordina programas de educación para conductores como [The Heat is On](#) y [Click it or Ticket](#), (Abrochado o Multado), para aumentar la conciencia de los conductores sobre situaciones de conducir potencialmente peligrosas. La campaña “The Heat is On” se enfoca en reducir los accidentes con conductores ebrios aumentando la presencia de la policía y patrulleros que detendrán a conductores ebrios. Los datos iniciales de esta campaña mostraron una disminución de un 5% en el número de muertes relacionadas con choques por conducir en estado de embriaguez entre los fines de semana de Memorial Day y de Labor Day en el 2010 comparados con los de 2009. La campaña “Click It or Ticket” se enfoca en aumentar el número de conductores que usan el cinturón de seguridad.

En los siguientes puntos están resumidos otros de los logros recientes de CDOT, incluyendo la implementación de la Ley de Recuperación y Reinversión de los Estados Unidos (ARRA, sigla de American Recovery and Reinvestment Act) y FASTER, el desarrollo de una nueva división de tránsito y ferrovías (Division of Transit and Rail) y de una nueva directiva de política para ciclistas y peatones (Bicycle and Pedestrian Policy Directive).

7.1. ARRA

El 17 de febrero de 2009, el Presidente Obama firmó ARRA. Como resultado, Colorado recibió más de 500 millones de dólares para proyectos de transporte en todo el estado. De esto, CDOT recibió 386.8 millones de dólares en fondos federales para autopistas y otros 12.5 millones de dólares en fondos federales para tránsito (para proyectos de tránsito en áreas rurales). ARRA también proporcionó fondos adicionales para transporte directamente a las agencias de tránsito y a las tres MPO más grandes del estado, para sus proyectos de acuerdo a la prioridad. El objetivo principal de ARRA fue el de implementar proyectos rápidamente para crear trabajos y generar una recuperación económica. Se estima que los proyectos de transporte para los cuales ARRA proveyó fondos generaron o mantuvieron directamente un promedio de más de 2,000 trabajos por mes, desde la aprobación de la ley. Con los fondos asignados por ARRA, CDOT llevará a cabo aproximadamente 133 proyectos, 115 de los cuales son de autopistas y 18 de tránsito. Para encontrar información adicional sobre ARRA visite [USDOT ARRA Website](#) y [CDOT ARRA Website](#).

7.2. FASTER

El gobernador Ritter y la Asamblea General de Colorado dieron el primer paso para encontrar la solución a la brecha en fondos para el transporte, con la aprobación en 2009 de FASTER. El origen de FASTER se remota al panel de financiamiento e implementación de transporte de Colorado (Colorado Transportation Finance and Implementation Panel). A pesar de ser una cantidad importante, los ingresos que FASTER genera representan solo una porción de los 1,500 millones de dólares en fondos anuales recomendados por el panel. Se estima que FASTER proveerá más de 250 millones de dólares anualmente para mejoramiento del transporte en Colorado a través de incrementos moderados en los costos de registro de vehículos y recargos adicionales. Una cantidad importante de estos fondos se asignará a gobiernos locales para cubrir sus necesidades, así como para proveer fondos dedicados para atender puentes deficientes, seguridad en las vías y necesidades de tránsito dentro del estado. Hasta el 30 de abril 2011, 43 proyectos de seguridad en las vías y 21 proyectos en puentes estaban ya sea en

construcción o habían sido terminados usando fondos de FASTER. Los principales componentes de FASTER son:

- **Programa de iniciativas de puentes (Bridge Enterprise Program)** – El recargo para la seguridad de los puentes provee fondos especialmente designados para los puentes con el estado más deficiente en Colorado, que son los puentes identificados por el departamento como deficientes estructuralmente o funcionalmente obsoletos y que se están clasificados por el departamento como en mal estado (poor). También provee para la creación de una nueva iniciativa para puentes ([Bridge Enterprise](#)) para supervisar la reparación, reemplazo, operación y mantenimiento actuales o cualquier combinación de estas, de un puente designado. Los ingresos serán distribuidos en un periodo de 3 años y se estima que el total será de casi 95 millones de dólares en el tercer año. Para apresurar la terminación de los proyectos y aprovechar las bajas tasas de interés del momento, el programa de iniciativa de puentes completó la emisión inicial de bonos a largo plazo en el 2010. Se anticipa la emisión de más bonos en años venideros.
- **Programa de seguridad en las vías (Road Safety Program)** – El recargo para la seguridad en las vías provee fondos para los proyectos de seguridad en las vías ([road safety projects](#)) definido por la legislación como “un proyecto de construcción, reconstrucción o mantenimiento que la comisión determina como necesario para mejorar la seguridad de una autopista estatal, un condado determina que es necesario para mejorar la seguridad de una carretera del condado o una municipalidad determina que es necesario para mejorar la seguridad de una calle en la ciudad”. Se estima que los ingresos anuales llegarán a los 122 millones de dólares en el año fiscal 2010 y aumentarán a 144 millones de dólares en el año fiscal 2012.
- **Iniciativa de alto desempeño en el transporte (HPTE, sigla de [High Performance Transportation Enterprise](#))** – Esta iniciativa se formó para luchar fuertemente por medios innovadores para financiar eficientemente importantes proyectos de infraestructura de superficies de transporte. El HPTE reemplaza la iniciativa de peajes de Colorado (CTE, sigla de Colorado Tolling Enterprise) y elimina la prohibición anterior de cobrar peaje en carreteras existentes, dado que todas las comunidades involucradas den su consentimiento. El HPTE opera como un negocio de propiedad del gobierno, con su propia junta de directores.
- **Programas de fondos para tránsito** – FASTER provee a CDOT con 10 millones de dólares por año para proyectos de transporte y de transporte combinado regionales y estatales. Fondos adicionales de 5 millones de dólares para tránsito están disponibles a través de las regiones de CDOT para un programa de subvención para el tránsito local ([Local Transit Grant Program](#)).
- **Factores de planeamiento.** La ley estatal incluye una serie de “factores” de planeamiento que deben tenerse en cuenta en el plan de transporte estatal. FASTER ha agregado los siguientes nuevos factores:
 - Enfoque en la infraestructura de las inversiones, incluyendo la preservación del sistema existente de transporte, comúnmente conocido como “arreglar primero” (“fixing it first”) para apoyar la vitalidad económica de estado y la región.
 - Mejoramiento de la seguridad.
 - Opción estratégica de movilidad y transporte combinado.
 - Mejoramiento de la seguridad.
 - Apoyo al transporte masivo urbano o rural.
 - Liderazgo en aspectos relacionados con el medio ambiente.
 - Transporte de carga efectivo, eficiente y seguro.
 - Reducción de los gases GHG.

7.3. División de tránsito y ferrovías

Una nueva división en CDOT, la de tránsito y ferrovías ([Division of Transit and Rail](#)) fue creada con la ley 09-94 del Senado en 2009. La nueva división es responsable por “el planeamiento, desarrollo, operación e integración de tránsito y trenes ligeros, incluyendo, cuando sea apropiado, sistemas de trenes elevados, en el sistema de transporte del estado.” Esta ley también requiere que CDOT coordine con otros proveedores de tránsito y de trenes ligeros a planear, promover e implementar inversiones en tránsito y servicios de trenes ligeros en todo el estado. Las actividades iniciales de esta nueva división incluyen el desarrollo del plan de vías ferroviarias para el transporte de carga y pasajeros, un plan de tránsito para todo el estado y un comité asesor. Los planes serán integrados en la próxima actualización del Plan de Transporte Estatal.

7.4. Directiva de la política para ciclistas y peatones

El 22 de octubre de 2009, CDOT adoptó la directiva de la política para ciclistas y peatones ([Bicycle and Pedestrian Policy Directive 1602](#)), una política innovadora que hace un llamado para que las necesidades de los ciclistas y peatones sean incluidas de manera rutinaria en el planeamiento, diseño y operación de instalaciones de transporte. A pesar de que CDOT se esfuerza por la implementación de esta política en todas las vías, hay tres excepciones a la política”

(1) cuando la ley prohíbe a ciclistas y peatones a usar la vía, (2) cuando el costo excede el 20% del costo total del proyecto o (3) cuando la escasez de población en el área la identifica como una que no tiene necesidad de ese tipo de instalaciones. La política también dirige a CDOT a desarrollar un plan estatal para bicicletas y peatones, a incluir el diseño para bicicletas y peatones en su manual de diseño de vías y tomar medidas relacionadas con el mantenimiento, educación relacionada con la política (para ciclistas y conductores) y el cumplimiento de ésta. El Plan Estatal para Ciclistas y Peatones será integrado en la próxima actualización del Plan de Transporte Estatal.

Planeamiento de transporte combinado

Un modo de transporte es un medio para transportar artículos o personas, como caminos, trenes ligeros, bicicletas o caminar (Ej. vías peatonales), entre otros.

A pesar de que CDOT es más conocido por sus autopistas, también es una agencia de transporte combinado. Dos desarrollos recientes refuerzan su enfoque en el transporte combinado e incluyen la creación de la nueva división de tránsito y ferrovías (Division of Transit and Rail) y la adopción de la directiva de la política para ciclistas y peatones (Bicycle and Pedestrian Policy Directive). Estos dos esfuerzos fomentarán la consideración de todos los modos de transporte en el planeamiento, diseño y mantenimiento del sistema de transporte de nuestro estado.

8. Nuevos asuntos en la planificación de transporte

El surgimiento de nuevos asuntos relacionados con el transporte ha crecido en significancia en años recientes y puede requerir más atención y una revisión más exhaustiva que la hecha en esfuerzos de planificación anteriores. Dos de los asuntos más importantes incluyen los asuntos de sostenibilidad y habitabilidad, así como la reducción de gases causantes del efecto invernadero. La calidad del aire se relaciona con estos dos conceptos y aunque no es un asunto nuevo, es un asunto que está experimentando un cambio significativo. Las medidas de desempeño también se están volviendo un tópico importante en la planificación de transporte a medida que los estados se mueven hacia una planificación con base en el desempeño. Muchos de estos asuntos tocan límites políticos, físicos y organizativos. Como tales, los esfuerzos de colaboración y las asociaciones existentes con otras agencias

juegan un papel importante en el manejo de dichos asuntos. Algunos ejemplos de estos esfuerzos de colaboración son:

- **Consejo de recursos para el transporte y el medio ambiente ([Transportation and Environmental Resource Council \[TERC, sigla en inglés\]](#))** – TERC se formó en 2002 para tratar el transporte y el liderazgo en asuntos ambientales e incluye CDOT, socios de planificación y agencias federales y estatales. El subcomité de sostenibilidad de TERC está forma parte del desarrollo de conceptos de sostenibilidad para todo el estado y de una estructura adicional para coordinar los esfuerzos relacionados con sostenibilidad entre el estado y las agencias locales.
- **Asociación interinstitucional federal para comunidades sostenibles ([Federal Interagency Partnership for Sustainable Communities](#))** – Esta iniciativa federal se creó con la intención de coordinar, vivienda, transporte, medio ambiente y otros elementos de la comunidad. La asociación se explica con más detalle más adelante. A nivel del estado, CDOT está involucrado en un número de esfuerzos similares, como se discute más adelante.
- **Iniciativa de Colorado para calles principales sostenibles ([Colorado Sustainable Main Streets Initiative](#))** – Junto con otras agencias estatales, CDOT es socio es este esfuerzo para llevar un proceso de colaboración integrado para ayudar a los recursos técnicos y financieros existentes para ayudar a las comunidades a mejorar la sostenibilidad de sus centros.
- **Consejo Regional de la Calidad del Aire ([Regional Air Quality Council](#)) (RAQC, sigla en inglés)** – CDOT está comprometido en varios esfuerzos de colaboración con RAQC, incluyendo un programa para reducir el número de vehículos con motor diésel en marcha sin estar andando (Engines Off! Colorado), programas para modernizar motores diésel y el programa [OzoneAware](#) , el cual es una campaña educativa para ayudar a que las personas adquieran mayor conciencia del ozono producido por sus actividades y los pasos que pueden tomar para reducirlo. El RAQC también trabaja estrechamente con CDOT en el desarrollo de planes de implementación en el estado ([State Implementation Plans](#)) para cumplir con los estándares federales de la calidad de aire para contaminantes específicos y está asociado con CDOT en esfuerzos de integración en transporte y uso de la tierra.
- **Esfuerzo de colaboración de transporte y Energy Smart en Colorado (Colorado Energy Smart Transportation Collaborative Effort)** – A través de una subvención de US DOT y Rockefeller Foundation; CDOT y la Oficina de Energía del Gobernador (GEO, sigla de Governor's Energy Office) iniciaron un nuevo esfuerzo de colaboración dirigido a hacer que el sistema de transporte sea más eficiente energéticamente y sostenible. Como parte de este esfuerzo, CDOT y GEO trabajarán en colaborarán con partes interesadas de las agencias locales, regionales, estatales y federales para desarrollar herramientas y un marco de trabajo que mejore el proceso de planeación para que incluya el uso de energía de transporte y las emisiones de gases causantes del efecto invernadero.

Las siguientes secciones ofrecen un resumen de las actividades actuales de CDOT en las áreas de sostenibilidad, habitabilidad, calidad del aire, reducción de las emisiones causantes del efecto invernadero, y la medidas de desempeño.

8.1. Sostenibilidad y habitabilidad

Los conceptos de sostenibilidad y habitabilidad se tienen en cuenta cada vez más en las políticas y planificación de transporte. Sostenibilidad es el concepto de adoptar políticas y prácticas que cumplan con las necesidades existentes de la comunidad sin comprometer su habilidad para proveer para necesidades en el futuro. La habitabilidad en el transporte “se trata de usar la calidad, ubicación e instalaciones y servicios por tipo de transporte disponibles para ayudar a cumplir los objetivos más amplios de la comunidad como el acceso a buenos trabajos, vivienda asequible, escuelas de buen nivel y calles seguras.”⁹

Al nivel federal, el Departamento de Transporte de los Estados Unidos (USDOT, sigla de U.S. Department of Transportation), el Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD, sigla de U.S. Department of Housing and Urban Development) y la Agencia de Protección Ambiental de Estados Unidos (EPA, sigla de U.S. Environmental Protection Agency) recientemente hicieron un acuerdo llamado la Asociación Interinstitucional para Comunidades Sostenibles (Interagency Partnership for Sustainable Communities). La asociación tiene el objetivo de “ayudar a mejorar la accesibilidad a vivienda asequible, más opciones de transporte y bajar los costos de transporte a la vez que se protege el medio ambiente en la comunidades en todo el país”. Además, el USDOT publicó recientemente una guía de habitabilidad en el transporte ([Livability in Transportation Guidebook](#)), la cual ilustra como los principios de habitabilidad se han incorporado exitosamente en la planificación, programación y diseños de proyectos de transporte.

A nivel estatal, CDOT está comprometido en varios esfuerzos relacionados con los conceptos de sostenibilidad y habitabilidad como:

- Esfuerzos en curso del consejo de sostenibilidad de CDOT (CDOT Sustainability Council), incluyendo programa de auditoría de desempeño de energía y el desarrollo de un plan de reducción de combustible de CDOT.
- El inicio de un programa verde de mantenimiento para reducir el impacto en el medio ambiente de las actividades e instalaciones de mantenimiento.
- Terminación del proyecto piloto GreenLITES para evaluar y clasificar la sostenibilidad de los proyectos de diseño de transporte.
- Terminación del estudio para evaluar el potencial de mejoras de sostenibilidad en las áreas de descanso de CDOT y el uso de las instalaciones de CDOT de propiedad de CDOT para generación de energía alternativa.
- Terminación del estudio de integración del uso de la tierra y el transporte para identificar el uso de la tierra y una herramienta de planificación desde la perspectiva del transporte, para usar en comunidades rurales y para desarrollar un programa piloto a seguir.

8.2. Calidad de aire

El programa de CDOT sobre la calidad del aire ([Air Quality Program](#)) mejora la calidad del aire, asegurando que todos los proyectos y operaciones de CDOT cumplen con las leyes y regulaciones

⁹ Departamento de Transporte de los Estados Unidos. *Livability in Transportation Guidebook: Planning Approaches that Promote Livability*. Primera edición. ICF International: Durham, NC; 2010.

federales, estatales y locales sobre la calidad del aire; también lo hace promoviendo estrategias que reducen la emisión de contaminantes de vehículos automotores.

La política 1901 de CDOT sobre la calidad del aire fue aprobada por la Comisión de Transporte de Colorado en 21 de mayo de 2009. La directiva es un acuerdo de colaboración y trabajo para tratar programadamente las fuentes móviles y sin regular de contaminantes en el aire y gases causantes del efecto invernadero producidos por las autopistas estatales de Colorado, las vías interestatales y las construcciones. También llama por el desarrollo de un Plan de Acción de CDOT por la Calidad del Aire (CDOT Air Quality Action Plan). Actualmente en desarrollo, ese plan promoverá la visión de una flota de manejo sostenible y educación y alcance al público para entender mejor los gases causantes del efecto invernadero y las fuentes móviles de contaminantes del aire. También definirá en términos generales programas y asociaciones proactivas con otras agencias para reducir los gases causantes del efecto invernadero relacionados con el transporte y las emisiones de contaminantes en el aire y a identificar estrategias para reducir VMT y las horas recorridas por vehículo (VHT, sigla de Vehicle Hours Traveled).

Otro desarrollo importante en la calidad del aire es la actual reevaluación de los estándares de EPA. EPA designó el norte de la zona Front Range (incluyendo Denver y Fort Collins) como de no haber logrado los niveles de ozono requeridos en el 2007. Se anticipa que la reevaluación de los estándares de ozono de EPA resultará en estándares más rigurosos que pueden poner todo el estado de Colorado en riesgo por no lograr los niveles de ozono. Se espera que los nuevos estándares sean anunciados en el verano de 2011.

EPA regula muchas fuentes móviles de contaminantes del aire y gases causantes del efecto invernadero. Las fuentes de contaminantes del aire son compuestos emitidos por vehículos en las carreteras y por equipo que no se encuentra en las carreteras que pueden afectar la salud humana. Los gases causantes del efecto invernadero son gases que atrapan en la atmósfera el calor emitido desde la superficie de la tierra. Los principales gases causantes del efecto invernadero producidos por el sector del transporte son el dióxido de carbono (CO₂), metano (CH₄), óxido nitroso (N₂O) e hidrofluorcarburo (HFC)

EPA regula los niveles de ozono al nivel del suelo al establecer un estándar mínimo (Ej. el nivel de ozono que es aceptable al nivel del suelo). Las comunidades que cumplen con estos estándares se consideran como áreas de logro y las que no se consideran áreas de no logro. Una vez que un área se designa como de no logro, los gobiernos estatales y locales dentro de esa área deben desarrollar planes que muestren cómo van a cumplir con los estándares (Ej. volverse un área de logro).

VMT está relacionado con la calidad del aire porque los vehículos que funcionan con gasolina producen gases causantes del efecto invernadero, precursores de ozono (Ej. compuestos orgánicos volátiles y óxido nitroso) y otros contaminantes del aire. De este modo, al reducirse el número de millas recorridas se reduciría también la cantidad de emisiones y de contaminantes del aire. El concepto con VHT es similar pero usa horas recorridas en vez de distancia. Al reducir el tiempo que un vehículo tiene que ser operado para viajar a cierta distancia (a través de sistemas de descongestión de tráfico, sistemas de eficiencia y otras medidas relacionadas) también se reducirán las emisiones y los contaminante del aire.

8.3. Reducción de emisiones de los gases causantes del efecto invernadero

En los Estados Unidos, el transporte es la segunda fuente más importante de emisiones de gases causantes del efecto invernadero y es responsable por casi el 29% de todas las emisiones. Un reporte reciente de USDOT para el congreso, el papel del transporte en la reducción de gases causantes del efecto invernadero en los Estados Unidos ([Transportation's Role in Reducing U.S. Greenhouse Gas Emissions](#)), explica el asunto e identifica estrategias para reducir las emisiones de los gases causantes del efecto invernadero producidas por el sector del transporte. Al nivel del estado, FASTER incluye el requisito que el Plan de Transporte de Estado trate el asunto de la reducción de gases causantes del efecto invernadero. La próxima ley federal de autorización de transporte podrá incluir nuevos requisitos de planificación que traten la reducción de gases causantes del efecto invernadero. Muchos de los programas y esfuerzos existentes relacionados con la calidad del aire y la sostenibilidad tendrán un papel importante en el lograr esta reducción. Además, CDOT está actualmente comprometido en varias actividades que tratan directamente la reducción de las emisiones de gases causantes del efecto invernadero en el transporte. En 2011, CDOT en asociación con GEO, inició un proceso de colaboración con los socios de planificación e interesados, para desarrollar un marco de trabajo para incorporar la reducción de gases causantes del efecto invernadero en un proceso de planificación en adelante por la próxima actualización al Plan de Transporte Estatal. El proceso de colaboración y el marco de trabajo ofrecerán la oportunidad a CDOT, GEO, los socios de planificación y otros interesados para examinar las estrategias que tengan sentido para Colorado, para desarrollar oportunidades de colaboración e identificar los pasos a seguir.

8.4. Medidas de desempeño

Las medidas de desempeño son parte de una planificación con base en el desempeño y con un enfoque administrativo que incluye establecer políticas y objetivos claros, hacer seguimiento de datos y tendencias y pronosticar para tomar decisiones sobre planificación y políticas. Las medidas de desempeño son la vara con la cuál se miden los logros de la agencia en el futuro. El Reporte Anual de Desempeño de CDOT ([Annual Performance Report](#)) contiene ejemplos de algunos de los esfuerzos actuales de CDOT para medir desempeño. Desde 1998 el Reporte Anual de Desempeño ha descrito el desempeño de CDOT usando las mismas 25 medidas. Tradicionalmente, las medidas de desempeño han sido usadas principalmente para medir el desempeño o la seguridad del sistema de transporte usando medidas como las muertes por millos de millas recorridas por vehículo, o los minutos de retraso por viajero en segmentos de autopistas congestionadas. Cada vez más, las medidas de desempeño están adquiriendo mayor importancia en otras áreas de operaciones de CDOT, incluyendo la planificación. Se anticipa que el próximo proyecto de ley federal sobre el transporte incluirá requisitos adicionales relacionados con las medidas de desempeño y que éstas tendrán un papel fundamental en la próxima actualización del Plan de Transporte Estatal.

9. Una mirada al futuro

Las leyes actuales de transporte requieren que MPO RTP y planes de transporte en todo el estado, planeen al tiempo de adopción por lo menos 20 años para la ejecución del plan. Las próximas actualizaciones al MPO RTP, el Plan de Transporte Estatal y TPR y RTP rurales se adoptarán en el 2015. En ese momento será necesario extender el periodo previsto para la ejecución del Plan de Transporte Estatal y RTP más allá de 2035 para poder mantener el periodo de ejecución de 20 años requerido. Esto significa que la próxima actualización del plan muy probablemente supondrá la extensión del periodo de

ejecución hasta el 2040 o más. En contraste con lo limitado de esta Enmienda del Plan, la actualización del plan incluirá la revisión y actualización de todos los aspectos del Plan 2035 existente. Los elementos fundamentales de la próxima actualización del plan son:

- **Previsión de nuevos ingresos y asignación de recursos** – La próxima actualización del plan se hará conforme al proceso de asignación de recursos descrito en la sección 1.3. A diferencia con la asignación modificada de recursos hecha para esta Enmienda del Plan, la actualización del plan incluirá provisiones actualizadas de ingresos y asignación de recursos para la duración proyectada del nuevo plan. Esto incluirá ingresos anticipados de FASTER y de SB 09-228 y la utilización de un nuevo modelo de ingresos.
- **Nuevos requisitos federales** – La nueva actualización del plan necesitará tratar y responder a los posibles nuevos requisitos incluidos en la próxima autorización federal, tales como la reducción de emisiones GHG y las medidas de desempeño.
- **Proceso de participación de público** – Se llevarás a cabo intensos esfuerzos de llegar al público como parte de la próxima actualización del plan. Esto incluirá métodos convencionales como reuniones públicas y nuevas técnicas como encuestas a cliente y llegar al público a través de soluciones interactivas por Internet.
- **Información demográfica actualizada** – El Plan 2035 existente hace uso de la información demográfica del censo de los Estados Unidos del 2000. La próxima actualización del plan incluirá los nuevos datos del censo de los Estados Unidos de 2010.
- **Factores de planificación estatales** – Como se mencionó anteriormente, la nueva legislación para FASTER incluye factores adicionales para tener en cuenta en el Plan de Transporte Estatal. La próxima actualización del plan examinará estos factores en detalle. Los factores de FASTER son adicionales a los factores de planificación existentes en la ley estatal: factores importantes en el transporte combinado; coordinación con la planificación del uso de la tierra de los condados y municipios; desarrollo de planes de manejo de transporte combinado en áreas grandes en coordinación con el proceso de desarrollar los elementos del Plan de Transporte del Estado.
- **Integración de planes de transporte combinado** – Actualmente CDOT se encuentra en las primeras etapas de desarrollo de un Plan para Ciclistas y Peatones, un Plan de Transito Estatal y un Plan Estatal de Transporte de Carga y Peatones por Ferrovías. La próxima actualización integrará estos planes en un Plan de Transporte Combinado Estatal.
- **Problemas de fondos** – La ausencia de fondos y los cambios significativos en los ingresos, la brecha de fondos y las decisiones difíciles asociadas con esta brecha requieren más discusión y estudio en la próxima actualización del plan.
- **Nuevos asuntos** – Continuará en aumento la importancia de los nuevos asuntos identificados en esta enmienda que también aparecerán de manera destacada en la actualización del plan como la sostenibilidad, la habitabilidad, la calidad del aire, las emisiones GHG y las medidas de desempeño en la planificación de transporte. CDOT utilizará un modelo GHG desarrollado para analizar diferentes situaciones para reducir emisiones GHG.

10. Conclusión

Como se describe en la introducción, esta Enmienda del Plan es un suplemento del Plan 2035 existente y describe y resume el propósito de este documento, el proceso de planificación, la perspectiva financiera y los logros recientes y cambios fundamentales ocurridos desde la adopción del Plan 2035 en el 2008. Se decidió que una enmienda del plan, contrario a una actualización del plan, era el paso más prudente a tomar dados varios factores y que los esfuerzos más grandes se llevarán a cabo durante la próxima actualización del plan.

El sistema de transporte de Colorado continúa enfrentado retos desde la adopción del Plan 2035. Con los cambios económicos, el crecimiento de la población, el incremento de costos, el aumento de las congestiones, el envejecimiento de las infraestructuras y la disminución de recursos, serán necesarias soluciones de compromiso. Será necesario tomar decisiones difíciles sobre cómo invertir el limitado dinero disponible.

Con la aprobación de FASTER, CDOT recibió una fuente de recursos dedicados al mejoramiento del transporte que ayuda a compensar la disminución de recursos de otras fuentes. Sin embargo, todavía no es suficiente para mantener y mucho menos satisfacer la visión del sistema de transporte estatal que los habitantes de Colorado han expresado. Se estima que entre el 2008 y el 2035 son necesarios 53,000 millones de dólares solo para mantener el nivel de servicio existente en el transporte en Colorado. Para satisfacer la visión de las personas de Colorado y para cumplir con los valores de la comunidad a través del estado, CDOT necesitará conseguir una cantidad significativa de ingresos, más allá de la obtenida a través de las fuentes tradicionales.

Desde la adopción en el 2008 del Plan 2035, CDOT ha gastado más de 1,900 millones de dólares (incluyendo un sólo desembolso de aproximadamente 400 millones de dólares de ARRA) en programas de seguridad, tránsito, aviación, mejoramiento de autopistas y puentes y las operaciones de mantenimiento en todo el estado. La mayoría del presupuesto de CDOT se usa en proyectos de construcción, mantenimiento de autopistas y operaciones de tráfico. Las fuentes de recursos de CDOT son principalmente los fondos federales para el transporte y fondos de los impuestos de los usuarios de las autopistas (HUTH, sigla de Highway Users Tax Fund), los cuales incluyen también los fondos de FASTER. Lo que viene siendo entre el 85% y el 95% de los ingresos de CDOT. Muy poco o casi nada proviene del Fondo General del estado.

La planificación de transporte ofrece el contexto para planear el futuro del sistema de transporte de Colorado, a través de un proceso de colaboración que involucra a los residentes, los negocios de la comunidad y los oficiales electos en el estado. La visión para el sistema de transporte tomará en cuenta las necesidades varias de nuestro diverso estado y equilibrará esas necesidades con los fondos disponibles. La visión que se tiene para los corredores expresa los valores de la comunidad, liderazgo ambiental, desarrollo económico y necesidades de transporte combinado.

El próximo plan tratará los factores de planificación identificados en la legislación de FASTER, muchos de los cuales CDOT ya ha estado tratado en el proceso de planificación. CDOT continuará hacia delante en los esfuerzos que lleva a cabo actualmente de tratar las iniciativas federales como sostenibilidad, habitabilidad, iniciativas de mejora de la calidad del aire incluyendo la reducción de emisiones GHG, opciones de conectividad y transporte combinado así como la preservación del sistema de transporte existente para apoyar la vitalidad económica del estado.

En los años venideros, CDOT continuará usando sabiamente sus recursos disponibles para transportar de manera segura y efectiva a personas, artículos e información y ofrecer el mejor sistema de transporte combinado para Colorado.

Appendix A – Web Resources

This document can be translated into Spanish upon request. Please forward requests to have this document translated into Spanish to Darin Stavish at darin.stavish@dot.state.co.us

Este documento se puede traducir a español a petición. Transmite por favor a cualquier petición para tener este documento traducido a español a Darin Stavish en darin.stavish@dot.state.co.us

The following are the URL addresses for the documents referenced in the 2035 Plan Amendment. A brief description of each is also provided.

[2035 Statewide Transportation Plan “Moving Colorado: Vision for the Future”](#), page 1

URL: <http://www.coloradodot.info/programs/statewide-planning/documents/2035%20Statewide%20Transportation%20Plan.pdf>

Description: The currently adopted, SAFETEA-LU compliant, 20-year long range plan for Colorado.

[Transportation Planning Regions](#), page 2

URL: <http://www.coloradodot.info/programs/statewide-planning/planning-process.html#Planning%20Regions>

Description: Transportation Planning Regions are geographically designated areas of the state comprised of municipalities and counties within its established boundaries created and approved by the Colorado Transportation Commission. There are 15 TPRs in Colorado.

[Colorado Transportation Commission](#), page 2

URL: <http://www.coloradodot.info/about/transportation-commission>

Description: The state's transportation system is managed by the Colorado Department of Transportation under the direction of the Colorado Transportation Commission. The commission is comprised of 11 commissioners who represent specific districts throughout the state.

[Corridor visions](#), page 2

URL: <http://www.coloradodot.info/content/programs/planning/2035CVCD/index.html>

Description: Corridor visions identify transportation modes and include strategies aimed at meeting each corridor's unique transportation needs.

[Statewide Transportation Improvement Program \(STIP\)](#), page 3

URL: <http://www.coloradodot.info/business/budget>

Description: The STIP identifies short-term, six-year capital and programmatic projects by location, scope, funding sources and program year.

[Engineering regions](#), page 3

URL: <http://www.coloradodot.info/about/regions.html>

Description: CDOT has divided its construction and maintenance responsibilities into six engineering regions covering the entire state.

[Statewide Transportation Advisory Committee \(STAC\)](#), page 4

URL: <http://www.coloradodot.info/programs/statewide-planning/stac.html>

Description: The STAC provides advice to the Colorado Department of Transportation and the Transportation Commission on the needs of the transportation system in Colorado and reviews and comments on all regional transportation plans submitted by the transportation planning regions and/or CDOT.

[Modified resource allocation](#), page 4

URL:

<http://www.coloradodot.info/business/budget/documents/Resource%20Allocation%20for%202035%20Plan%20Amendment%20-%20FINAL.pdf>

Description: The resource allocation process provides financial data for long and short term planning and fiscal management.

[Colorado Construction Cost Index](#), page 7

URL: <http://www.coloradodot.info/business/eema>

Description: The Colorado Construction Cost Index provides a formula for estimating construction costs in Colorado.

[2035 Metro Vision Regional Transportation Plan \(MVRTP\)](#), page 9

URL: [http://www.drcog.org/index.cfm?page=RegionalTransportationPlan\(RTP\)](http://www.drcog.org/index.cfm?page=RegionalTransportationPlan(RTP))

Description: The MVRTP addresses the challenges and guides the development of a multimodal transportation system over the next 28 years. It reflects a transportation system that closely interacts with the growth, development, and environmental elements of Metro Vision.

[2035 Pueblo Area Long Range Transportation Plan](#), page 9

URL: http://www.pacog.net/2035_LRTP_Page.html

Description: The Pueblo Area Long Range Transportation Plan is a 25+-year plan for the development of transportation programs and projects within the Pueblo area.

[Grand Valley 2035 Regional Transportation Plan \(RTP\)](#), page 9

URL: <http://www.2035rtp.com/site/>

Description: The 2035 RTP, to be adopted in March 2011, will bring together transportation, land use, and community issues in one process. The plan will identify the future transportation needs of the region, what can be afforded, and how transportation projects will be prioritized for implementation.

[North Front Range Metropolitan Planning Organization RTP Update](#), page 10

URL: <http://www.nfrmpo.org/Projects/2035RTPUpdate.aspx>

Description: The draft 2035 RTP Update is anticipated in June 2011. It will incorporate two new components: the Phase I North I-25 EIS and a brief technical analysis of GHG emissions.

[Moving Forward Updated 2035 RTP](#), page 10

URL: <http://www.movingforwardplan.org/index.html>

Description: This plan envisions a multimodal system of transportation infrastructure and services for the Pikes Peak region through 2035. PPACG is currently beginning the process of updating the plan in accordance with federal transportation and air quality requirements, and it is anticipated to be adopted in January 2012.

[Project Priority Programming Process \(4P\)](#), page 10

URL:

<http://www.coloradodot.info/business/budget/stip/4P%20STIP%20Development%20Guidelines%2009-09%20-%20CLEAN.pdf/view>

Description: CDOT, in cooperation with its planning partners, developed and utilizes the Project Priority Programming Process (4P) in order to prioritize projects for inclusion in the STIP.

[The Heat is On](#) and [Click it or Ticket](#), page 12

URL: <http://www.coloradodot.info/programs/alcohol-and-impaired-driving/alcohol-and-impaired-driving.html> and <http://www.coloradodot.info/programs/seatbelts-carseats>

Description: CDOT's Office of Transportation Safety and Public Relations Office oversee programs and public awareness campaigns in an effort to address dangerous public safety issues.

[USDOT ARRA Website](#) and [CDOT ARRA Website](#), page 12

URL: <http://www.dot.gov/recovery/> and <http://www.coloradodot.info/projects/arra>

Description: On February 17, 2009 President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009. As a result, Colorado received over \$500 million for transportation projects statewide. The purpose of these sites is to provide accountability for the spending of ARRA dollars.

[Bridge Enterprise](#), page 12

URL: <http://www.coloradodot.info/about/bridge-enterprise>

Description: Colorado's Bridge Enterprise was created to oversee the repair, replacement, ongoing operation or maintenance, or any combination thereof, of a designated bridge.

[Road safety projects](#), page 13

URL: <http://www.coloradodot.info/projects/faster>

Description: The Road Safety Surcharge provides funding through the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) legislation.

[High Performance Transportation Enterprise](#), page 13

URL: <http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte>

Description: The High Performance Transportation Enterprise was formed to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects.

[Local Transit Grant Program](#), page 13

URL: <http://www.coloradodot.info/projects/faster>

Description: FASTER legislation provides \$10 million per year to CDOT for statewide and regional transit and multimodal transportation projects. An additional \$5 million in transit funding is available through CDOT Regions for local transit projects.

[Division of Transit and Rail](#), page 13

URL: <http://www.coloradodot.info/programs/transitandrail>

Description: The Division of Transit and Rail was created by Senate Bill 09-94 in 2009 and is responsible for "the planning, development, operation, and integration of transit and rail, including, where appropriate, advanced guideway systems, into the statewide transportation system."

[Bicycle and Pedestrian Policy Directive 1602](#), page 14

URL: <http://www.coloradodot.info/programs/bikeped/documents/1602-0BikePed.pdf>

Description: CDOT 's Bicycle and Pedestrian Policy Directive 1602, calls for the needs of bicyclists and pedestrians to be included in the planning, design, and operation of transportation facilities as a matter of routine.

[Transportation and Environmental Resource Council \(TERC\)](#), page 14

URL: <http://www.coloradodot.info/programs/environmental/terc>

Description: The TERC was formed in 2002 to address transportation and environmental stewardship and includes CDOT, planning partners, and state and federal agencies.

[Federal Interagency Partnership for Sustainable Communities](#), page 14

URL: <http://www.epa.gov/dced/partnership/index.html>

Description: A federal initiative intended to coordinate housing, transportation, environment and other community elements.

[Colorado Sustainable Main Streets Initiative](#), page 14

URL: <http://dola.colorado.gov/sustainability/sustainable-main-streets.html>

Description: A collaborative, integrated process to leverage technical and existing financial resources to help communities enhance the sustainability of their downtowns.

[Regional Air Quality Council \(RAQC\)](#), page 14

URL: <http://www.raqc.org/>

Description: The RAQC develops and proposes effective and cost-efficient air quality planning initiatives with input from government agencies, the private sector, stakeholder groups, and citizens of the Denver metropolitan region.

[OzoneAware](#), page 14

URL: <http://www.ozoneaware.org/>

Description: An ozone awareness campaign created by the Regional Air Quality Council.

[State Implementation Plans \(SIP\)](#), page 14

URL: http://raqc.org/programs/more/state_implementation_plans/

Description: A SIP is a compliance document for federal air quality standards for specific pollutants.

[Livability in Transportation Guidebook](#), page 15

URL:

[http://knowledge.fhwa.dot.gov/cops/rex.nsf/All+Documents/80A7392C97749F508525779D00652EF5/\\$FILE/Livability_in_Transportation_Guide_072910_lowres.pdf](http://knowledge.fhwa.dot.gov/cops/rex.nsf/All+Documents/80A7392C97749F508525779D00652EF5/$FILE/Livability_in_Transportation_Guide_072910_lowres.pdf)

Description: The USDOT developed a livability guidebook which illustrates how livability principles have been successfully incorporated into transportation planning, programming, and project design

[Air Quality Program](#), page 16

URL: <http://www.coloradodot.info/programs/environmental/air-quality>

Description: CDOT's Air Quality Program improves air quality by ensuring that all CDOT projects and operations comply with federal, state, and local air quality laws and regulations, and by promoting strategies which reduce emissions of motor vehicle pollutants.

[Transportation's Role in Reducing U.S. Greenhouse Gas Emissions](#), page 17

URL: http://ntl.bts.gov/lib/32000/32700/32779/DOT_Climate_Change_Report_-_April_2010_-_Volume_1_and_2.pdf

Description: A recent USDOT report to Congress, *Transportation's Role in Reducing U.S. Greenhouse Gas Emissions*, outlines the issue and identifies strategies to reduce GHG emissions produced by the transportation sector.

[Annual Performance Report](#), page 17

URL:

http://www.coloradodot.info/library/AnnualReports/CDOT_FY2009%20Annual%20Performance%20Report.pdf/view

Description: The Annual Performance Report communicates to our customers the results CDOT achieves with the resources provided.

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Appendix B – Public Involvement

This document can be translated into Spanish upon request. Please forward requests to have this document translated into Spanish to Darin Stavish at darin.stavish@dot.state.co.us

Este documento se puede traducir a español a petición. Transmite por favor a cualquier petición para tener este documento traducido a español a Darin Stavish en darin.stavish@dot.state.co.us

The 2035 Statewide Transportation Plan Amendment (Plan Amendment) serves as an excellent opportunity for CDOT to reaffirm Colorado’s long range vision for a comprehensive multimodal transportation system while ensuring that all stakeholders have a voice in the process. Public involvement is a key component to developing an effective statewide transportation plan for Colorado. The public involvement approach developed for the Plan Amendment meets state and federal requirements and takes advantage of previously scheduled public involvement activities with our planning partners.

Other Outreach Mechanisms

CDOT Website – CDOT recently deployed a new website in order to make the maximum effort practicable to supply public information in electronic formats accessible via the internet, communicate complex information, and improve comment solicitation. CDOT website users can access the Plan Amendment, provide comments electronically, and link to 2035 MPO plan updates.

E-Mail and Print Postcard Notification (see Figure 1) – Using CDOT’s mailing database of over 4,700 citizens, elected officials, and organizational contacts, e-mail and print postcards were sent to stakeholders notifying them of the availability of the Plan Amendment. This low cost distribution method allowed for a wide range of citizens to play an active role in the planning process. The postcards notified the public of the availability of the document, provided the web address and staff contact information.

2035 Statewide Transportation Plan Amendment *Enmienda estatal del plan de transporte 2025*

The Colorado Department of Transportation is seeking comments on an amendment to the currently adopted 2035 Statewide Transportation Plan. The currently adopted 2035 Statewide Transportation Plan, 2035 Plan Amendment and an online comment form are accessible on the CDOT website at:

El departamento de transporte de Colorado (CDOT) está buscando comentarios sobre una enmienda del plan 2035 estatal de transporte adoptado. El plan 2035 estatal de transporte adoptado, la enmienda del plan de 2035, y un forma de comentarios están disponibles en el Internet. Vea:

<http://www.coloradodot.info/programs/statewide-planning/long-range-transportation-plans.html>

Comments will be received in writing from February 18, 2011 to March 21, 2011.

Se recibirán comentarios por escrito desde el 18 de febrero hasta el 21 de marzo de 2011. Puede hacer comentarios o preguntas para ponerse en contacto con:

You may comment or ask questions by contacting:

mail/mail: **Aaron Willis**
Colorado Department of Transportation
4201 E. Arkansas Avenue, Shumate Bldg.
Denver, CO 80222

phone/phone: **303-512-4019** fax: **(303) 757-9727**

email/email: **aaron.willis@dot.state.co.us**

En Español contacto: **Darin Stavish, 303-365-7047**



Colorado Department of Transportation
4201 E. Arkansas Avenue, Shumate Bldg.
Denver, CO 80222



We Look Forward to Hearing From You!
Tenemos ganas de recibir sus comentarios!



Figure 1: Postcard notification of availability of the 2035 Plan Amendment

Document Viewing Locations - As identified by the Colorado Department of Education, Colorado Depository Libraries are affiliated with the Colorado State Publications Library and maintain collections of state documents for public use. Copies of the 2035 Statewide Transportation Plan and Plan Amendment were sent to Colorado State Depository Libraries to help make the document more accessible to the public.

In addition, copies of the Plan Amendment were available at CDOT Region offices and headquarters, as well as other neighborhood libraries as discussed below. The following is a list of Colorado’s Depository Libraries and CDOT Offices (see Table 1) where English and Spanish versions of the Plan Amendment and 2035 Statewide Transportation Plan are available to the public:

Colorado Depository Libraries and CDOT Offices – Table 1

<p>Boulder: University of Colorado at Boulder Norlin Library 184 UCB 1720 Pleasant Street Boulder, CO 80309-0184 (303)492-8834</p>	<p>Colorado Springs: Pikes Peak Library District Penrose Public Library Government Publications & Local History 20 N. Cascade Avenue Colorado Springs, CO 80903 (719)531-6333, ext. 2253</p>	<p>University of Colorado at Colorado Springs Kraemer Family Library 1420 Austin Bluffs Parkway, P.O. Box 1750 719-262-3295</p>
<p>Denver: Denver Public Library Government Publications Division 10 West 14th Avenue Parkway Denver, CO 80204 (720)865-1711</p>	<p>Auraria Library Government Publications Department 1100 Lawrence Street Denver, CO 80204 (303)556-8372</p>	<p>Durango: Fort Lewis College John F. Reed Library 1000 Rim Drive Durango, CO 81301 (970)247-7551</p>
<p>Fort Collins: Colorado State University Government Publications Department Morgan Library 501 University Avenue Fort Collins, CO 80523 (970)491-1841</p>	<p>Glenwood Springs: Colorado Mountain College Spring Valley Library 3000 County Road 114 Glenwood Springs, CO 81601 (970)945-7481</p>	<p>Golden: Colorado School of Mines Arthur Lakes Library Government Documents Department 1400 Illinois Street Golden, CO 80401-0029 (303)273-3695</p>

Colorado Depository Libraries and CDOT Offices – Table 1

<p>Grand Junction: Mesa County Public Library District Government Publications Division 530 Grand Avenue Grand Junction, CO 81502-5019 (970)241-5251</p>	<p>Greeley: University of Northern Colorado Michener Library Government Publications Department 501 20 Street Greeley, CO 80639 (970)351-2987</p>	<p>Gunnison: Western State College Leslie J. Savage Library Government Publications Department 600 North Adams Street Gunnison, CO 81231 (970)943-2103</p>
<p>Lakewood: Jefferson County Public Library Lakewood Library Government Publications Division 10200 West 20th Avenue Lakewood, CO 80215 (303)232-9507</p>	<p>Pueblo: Pueblo City-County Library District Main Library 100 E. Abriendo Avenue Pueblo, CO 81004-4290 (719)562-5601</p>	<p>Steamboat Springs: Colorado Mountain College Alpine Campus Library 1330-50 Bob Adams Drive Steamboat Springs, CO 80477 (970)870-4451</p>
<p>Sterling: Sterling Public Library 421 North 5th Street Sterling, CO 80751 (970)522-2023</p>	<p>CDOT Region 1 18500 E. Colfax Ave. Aurora, CO 80011</p>	<p>CDOT Region 2 905 Erie Ave. Pueblo, CO 81002</p>
<p>CDOT Region 3 222 South 6th St., #317 Grand Jct., CO 81501-2769</p>	<p>CDOT Region 4 1420 2nd Street Greeley, CO 80632</p>	<p>CDOT Region 5 3803 N. Main Ave., #306 Durango, CO 81301</p>
<p>CDOT Region 6 2000 South Holly St. Denver, CO 80222</p>	<p>CDOT Headquarters Office Division of Transportation Development 4201 E. Arkansas Ave Shumate Building Denver, CO 80222</p>	

Outreach to Underserved Populations

CDOT takes seriously the responsibility of seeking input from all communities in Colorado. To that end, the department strives to provide information that is accessible and understandable, and provides the Plan Amendment documents in Spanish at libraries, public meetings, public offices, and on CDOT’s statewide planning website.

The department utilized a new outreach technique making English and Spanish versions of the current 2035 Statewide Transportation Plan and the Plan Amendment available at local libraries located in low

income areas, rural areas and minority neighborhoods to provide further access and equal opportunity for public participation to underserved populations. Through a process of analyzing 2000 Census track data on low income and minority areas, staff identified 40 additional libraries (see Table 2) to provide increased public access to the Plan Amendment in low income, rural and minority communities. By utilizing both depository and local neighborhood libraries for the distribution of plan documents, staff was able to cover gap areas that require additional attention for public outreach and help make these public documents more accessible. Additionally, staff looked at areas of the state that lack high speed internet, acknowledging the fact that by placing increased emphasis on visualization and producing easier to understand long range plan documents, often results in the need for high speed internet access. Therefore, the methodology for neighborhood library selection considered the availability of public internet access, the proximity to depository libraries and CDOT offices, and the percentages of underserved populations based on 2000 Census data.

Neighborhood Libraries – Table 2

Library	City	Public Internet Access?	Hours of Operation
Two Buttes Branch Library	Two Buttes	Y	Fri 10-2
Aguilar Public Library	Aguilar	Y	Mon 9-2, Tues 10-2, Thu 10-2, Fri 9-2
San Miguel Library District # 2/Norwood Public Library	Norwood	Y	Mon -Sat 11/5
Ordway Public Library	Ordway	Y	Mon/Wed/Thu 3-7, Fri/Sun 12-4
Costilla County Public Library	San Luis	Y	Mon-Fri 10:30-4:30
Flagler Community Library	Flagler	Y	Mon-Fri 10-4
Baca County Public Library	Springfield	Y	Mon-Fri 10-5
Boulder Public Library	Boulder	Y	Mon-Fri 10-5, Sat 10-3
Huerfano County Public Library	Walsenburg	Y	Mon-Fri 10-6, Sat 12-4
Rifle Branch Library	Rifle	Y	Mon-Sat 10-5, Sat/Sun 1-5
Delta Public Library	Delta	Y	Mon-Thu 10-7, Fri 10-6, Sat 10-4
Lafayette Public Library	Lafayette	Y	Mon-Thu 10-9, Fri/Sat 10-5, Sun 1-5
Silverton Public Library	Silverton	Y	Tue/Thu 11-8, Fri/Sat 10-5
Valdez-Perry	Denver	Y	Tues-Fri 10-6
Cedaredge Public Library	Cedaredge	Y	Tues 10-6, Wed 10-8, Thu/Fri 10-6, Sat 10-2
Maybell Branch Library	Maybell	Y	Wed-Sat 10-6
Akron Public Library	Akron	Y	Mon-Fri 9-5:30, SAT 9-1
Eloise May	Denver	Y	Mon-Thu 9-6, Fri & Sat 9-4, Sun 1-5
Martin Luther King Jr. Branch Library	Aurora	Y	Tues 11-7, Wed/Fri/Sat 10-6
Bent County Library District	Las Animas	Y	Mon 1-5, Wed-Thu 10-6, Fri 9-5, Sat 9-1
Canon City Public Library	Canon City	Y	Mon-Thu 9-7, Fri & Sat 10-5

Library	City	Public Internet Access?	Hours of Operation
Conejos Public Library District	La Jara	Y	Mon-Thu/Fri/Sat 8:30-4:30, Tues & Wed 8:30-7
Cortez Public Library	Cortez	Y	Mon-Thu 9-7, Fri 9-4, Sat 10-4
Blair-Caldwell Library	Denver	Y	Mon 12-8, Wed & Fri 10-6, Sat 9-5
Montbello Branch	Denver	Y	Mon & Tues 12-8, Thu & Fri 10-6, Sat 9-5
Park Hill Branch	Denver	Y	Tues 12-8, Thu & Fri 10-6, SAT 9-5
Pauline Robinson Branch	Denver	Y	Mon 12-8, Tues-Thu 10-6
Ross-Broadway Branch	Denver	Y	Mon-Tues 12-8, Wed 10-6, Sat 9-5
Dolores Public Library	Dolores	Y	Mon-Wed 9-6, Thu 9-7, Fri 9-4, Sat 9-3
McClanahan Memorial Library	Ignacio	Y	Mon-Thu 9-7, Fri 9-5, Sat 9-4
La Junta/Woodruff Memorial Library	La Junta	Y	Mon-Thu 10-8, Fri 10-6, Sat & Sun 1-5
La Veta Public Library District	La Veta	Y	Mon & Wed 10-8:30, Tues/Fri/Sat 10-5:30
Lamar Public Library	Lamar	Y	Mon-Thu 9-7, Fri 9-5, Sat 9-4
Manzanola School/Public Library	Manzanola	Y	Mon-Fri 8-4
Fruita Branch Library	Fruita	Y	Mon-Fri 9-6, Sat 9-4
Northern Chaffee County Library District	Buena Vista	Y	Mon-Fri 9-7, Sat 9-4
Southern Peaks Public Library	Alamosa	Y	Mon-Thu 9-8, Fri & Sat 9-5, Sun 9-1
Northern Plains Public Library	Ault	Y	Mon-Fri 9-7, Sat 9-12
Saguache County Public Library	Saguache	Y	Wed-Sat 10-6
Victor Public Library	Victor	Y	Tues/Thu/Fri 10-4

Update to the Statewide Mailing Database

As a part of increasing our outreach to general and underserved populations, CDOT utilized a database specialist to check each of the existing database addresses and contacts for completeness and accuracy. The database was updated to include:

- Updated local government addresses and contacts
- Special purpose districts
- Chambers of Commerce and Economic Development Organizations
- Media outlets (Spanish language and other ethnic groups)
- New transportation and environmental non-profit organizations

In effort to further increase access to underserved communities, specific emphasis was placed on identifying ‘community leaders’ who specialize in outreach to traditionally underserved communities for inclusion in the mailing database. The update resulted in increased accuracy for the postcard mailing and better inclusion of more diverse populations and organizations.

Non-Metropolitan Local Officials Consultation Process

CDOT recently approved its Non-Metropolitan Local Officials Consultation Process which specifically targets rural area elected and appointed officials. Within Colorado there are many non-metropolitan local officials due to the predominately rural nature of the state. Local elected and appointed officials are those that represent units of local government or have responsibility for transportation, including counties, incorporated cities, and special-purpose local government entities.

In compliance with the most recent federal transportation authorization known as SAFETEA – LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), and to ensure the state’s rural voices are heard, CDOT established a process to ensure that non-metropolitan local elected and appointed officials are able to fully participate in statewide transportation planning and programming. CDOT values the participation of local officials and works diligently to continuously improve collaboration with local governments in all aspects of statewide transportation planning and programming. A copy of the Non-Metropolitan Local Officials Consultation Process can be accessed on the CDOT website: www.coloradodot.info

Results of the Information Gathered

After obtaining comments on the Plan Amendment through the various mechanisms, CDOT staff provided responses to each comment, by way of either letter or e-mail. In some cases, staff responses include the contact information for CDOT subject matter experts to ensure that all issues are addressed. The following lists all of the public comments received during the 30-day public comment period and the corresponding responses.

Comment #1

Once again the people of rural Colorado are being asked to subsidize the larger urban centers of Colorado. Case in point - the increased motor vehicle registration hits rural Colorado harder per person. Agriculture needs more vehicles (two to three times) than their urban counterparts, most of which rarely, if ever, are used on the major highways, and those highways are generally the last to receive any funding. The bulk of the funding is spent in the metro areas of Denver and Colorado Springs. We have to travel larger distances to acquire the same services as our urban neighbors, yet less of our money is spent on our roads. The state needs to learn to live within its revenue like the rest of us and not ask for more funding.

Lee Hollingsworth

Response to Comment #1

Dear Mr. Hollingsworth,

Thank you for your comments on the 2035 Statewide Transportation Plan Amendment submitted online. CDOT recognizes all areas of the state as important for the safe and efficient movement of people, goods and information, and for the economic vitality of Colorado. In these difficult economic times both citizens of Colorado and state and local governments must stretch limited resources and make difficult decisions.

The Department uses a process to fairly and equitably distribute resources to all areas of the state to meet the needs of all Coloradans. With the continued decline in revenues, CDOT faces tough choices in funding transportation improvements. CDOT's \$53 billion funding gap identified in the 2035 Statewide Transportation Plan has continued to grow in size since the adoption of that plan in 2008. This is the result of many factors including rising costs for materials and construction, funding shortages, population growth, and aging infrastructure. There are fewer dollars to maintain the transportation system in all areas of the state.

With passage of the FASTER (Funding Advancements for Surface Transportation and Economic Recovery) Act, CDOT and local governments (cities, towns and counties) now have a new and much needed dedicated funding source that is predictable and stable for transportation improvements throughout the state. Through modest increases in vehicle registration fees (approximately \$2.60 a month for the first year and \$3.50 by 2012 for the average driver) and other funding mechanisms, CDOT and local governments will receive dedicated funds to repair structurally deficient bridges and make important road safety improvements across the state. The registration fee is based on vehicle weight since vehicle weight disproportionately affects road and bridge deterioration (the heavier the vehicle the greater the impact to the roadway surface). Funds can be used for improvements on the interstate system as well as state highways and local roads throughout Colorado, including many of the roadways that run through rural parts of the state.

It is the role of the Colorado Transportation Commission to guide the department in making tough choices on priorities and it is their responsibility to ensure that the difficulties are equitably shared statewide.

Once again, thank you for your comments.



Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Division of Transportation Development
Colorado Department of Transportation

Comment #2

Mr. Aaron Willis,

I am a member of the Montrose City Council and a member of the CML Executive Board; however my comments reflect my own personal opinion.

Governor Hickenlooper has stated that he wants to bring the State together economically. Doing what is in the best interests of the State as a whole, not a particular region or area. I think CDOT and the Transportation Plan can and should be a part of the Governor's plans.

I have read through the 2035 Statewide Transportation Plan and submit the following observations:

There is a disconnect between the Front Range and the Western Slope.

Of the top ten strategies, only 3 or 4 are applicable to the Western Slope and rural areas, whereas all of the 10 apply to the Front Range and metro area.

A considered 'fix' for CDOT's problems would be an increase of an average of \$601 per car owner, per year. Rural Colorado (specifically the Western Slope) is vast and with non-existent rail and little transit system. We have no alternative but to drive cars, therefore the cost of the proposed 'fix' would unfairly burden those in rural areas.

I have lived in Montrose for over 58 years. If I remember correctly the need to four lane Highway 50 between Grand Junction and Montrose was a low priority compared to other projects on the Front Range. However once it was finally completed, the economic impact on the Western Slope is undeniable.

If the transportation system on the Western Slope were brought in line with the Front Range, the population of the State would have a better chance of expanding across the State. In a similar thought, the State is trying to divert water from the Western Slope to the thirsty Front Range. I think the State should consider diverting people to the Western Slope and a better transportation system would encourage that growth.

Gov. Ritter took funds from FASTER to balance the budget. Considering what happened to FASTER, I would not support any funding proposals that allowed the Governor or legislators to divert funding to other projects. If the voters approve funding for transportation, those funds should not be used for anything other than transportation.

Thanks for the opportunity to comment.
Respectfully,

Gail Marvel
735 South Park Ave.
Montrose, CO 81401
970-249-4443

Response to Comment #2

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



May 12, 2011

Gail Marvel
735 South Park Ave.
Montrose, CO 81401

Dear Ms. Marvel,

Thank you for your comments on the 2035 Statewide Transportation Plan Amendment. The Executive Director of CDOT is part of the Governor's cabinet and CDOT is actively working with other state agencies to be more effective and efficient, and support the economic vitality of the entire state.

The top 10 strategies you reference in your comment are the result of input received from all areas of the state. They capture the values and needs identified in the 350 statewide corridors as provided by all 15 transportation planning regions within Colorado (10 are rural and 5 are urban) and are therefore reflective of all areas of the state equally.

With passage of the FASTER (Funding Advancements for Surface Transportation and Economic Recovery) Act, CDOT and local governments now have a new and much needed dedicated funding source that is predictable and stable for transportation improvements throughout the state, including transit. Through modest increases in vehicle registration fees (\$2.60 a month for the first year and \$3.50 by 2012 for the average driver) and other funding mechanisms, CDOT and local governments will receive dedicated funds to repair structurally deficient bridges and make important road safety improvements across the state. The fee is based on vehicle weight since vehicle weight disproportionately affects road and bridge deterioration (the heavier the vehicle the greater the impact to the roadway surface). Funds can be used for improvements on the interstate system as well as state highways and local roads throughout Colorado, including many of the roadways that run through rural parts of the state.

FASTER funds may not be used for any other purpose than for transportation. Funds were not taken from FASTER to balance the budget as they are not part of the State's General Fund. The sources of funds for CDOT are primarily federal transportation funds and the Highway Users Tax Fund (HUTF, which includes FASTER funds) accounting for approximately 85 percent to 95 percent of CDOT's revenues. Very little, if any, funds come from the state's general fund. This is why FASTER is so important to maintaining the state's transportation system.

As shown in the Plan Amendment, 69 percent of revenue is allocated to and managed by local governments, primarily for local roadway projects, while 31 percent goes to CDOT for the state transportation system. In addition, CDOT provides funds to each of its six engineering regions for projects within that region. Projects are identified and prioritized through a public process in cooperation with the transportation planning region.

Once again, thank you for your comments.

Sincerely,

Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Colorado Department of Transportation

Comment #3

I was reviewing the 2035 Statewide Transportation Plan Amendment, and specifically the cost of snow & ice removal per mile of highway. The plan discussed possible reduced service in the future, and even road closures due to budget short falls. Is this necessary, or are there still savings to be realized? I have questioned the current operation for several years. I notice CDOT trucks and plows running the highways in the winter 24/7 weather or not snow removal was needed. I was told the drivers have to log so many miles a day, because in the past they were spending too much time in the break room, or not responding quick enough when plowing was needed (please correct me if I am wrong). REALLY, is this effective or efficient? I think CDOT could find significant savings utilizing the operators in off peak time conducting preventative maintenance on those machines, or other projects.

How much savings could be realized from fuel, or reduced wear and tear on the machines. Just a thought...

V/R

Rodney E. Due
Director of Public Works
Town of Crested Butte
(970) 349-5338 Ext. 114

Response to Comment #3

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



May 12, 2011

Rodney E. Due
Director of Public Works
Town of Crested Butte
P.O. Box 39
Crested Butte, CO 81224

Dear Mr. Due,

Thank you for your comments on the 2035 Statewide Transportation Plan Amendment. As part of our mission, the Colorado Department of Transportation takes seriously the role of keeping roadways safe for the traveling public at all times of the year and especially during winter months. CDOT employees take pride in keeping our roads safe for the public and only use snow and ice removal vehicles as needed and do not drive these vehicles unnecessarily. There is no requirement that a certain number of miles must be logged per day to keep employees busy. Maintenance staff performs several duties as part of the job to keep the system maintained and safe, including those you suggest. When severe weather is predicted CDOT prepares in advance of the storm so as to ensure that the roads are prepared and staff ready to respond. As you know, weather in Colorado is unpredictable and storms may not come to pass. However, it is CDOT's responsibility to be prepared.

To achieve greater efficiencies, CDOT has invested in dual-purpose heavy vehicles that not only serve in winter months to remove snow and ice from roadways but can also carry large amounts of salt, sand and liquid deicer, as well as earth, rock and hot mix asphalt in the summer months. CDOT also purchases alternate fuel vehicles and more fuel efficient vehicles as they require replacement, reducing the Department's fuel costs.

As the needs of the state's transportation system continue to grow, available revenue has not been sufficient to meet those needs in recent years. Therefore, CDOT has recently installed 'smart technology' in our snowplow vehicles. This technology, titled Maintenance Decision Support System, measures air and roadway temperatures as well as receives up to the minute location specific weather forecasts. The system provides drivers with treatment recommendations based on best practices and utilizes the location specific forecasts to ensure the optimum application of deicing liquid and to minimize wear on snowplow blades. CDOT also invested in a Roadway Weather Information System just outside of Crested Butte. This weather station provides CDOT's maintenance operations branch with real time weather and roadway surface condition information. These improvements result in a more efficient and longer lasting snowplow fleet. For more information on the Department's snow removal policies and efficiency strategies please contact David Wieder in CDOT's Maintenance and Operations Office. David can be reached via phone at 303-512-5502 or via email at david.wieder@dot.state.co.us.

Thank you again for your comments and participation in the 2035 Statewide Transportation Plan Amendment process.

Sincerely,



Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Colorado Department of Transportation

Comment #4

While sitting in traffic last weekend - Friday night both east and west directions were fully loaded with stop-and-go traffic in parts of both directions - so lots of time for thoughts. What about issuing (selling?) traffic passes for peak periods of travel? We are sure that the traffic engineers know the capacity of the highways per hour during peak periods traveling reasonable speeds.....you could issue online passes for vehicles to travel during specific peak hours. For example, if I had a 3 pm pass, I could enter the highway at any time during the 3 pm period. There would have to be check points at Vail, Copper, Frisco and Silverthorne but only for those days when there are major delays expected. Perhaps car pools and certainly commercial vehicles would be excepted. Before and after peak hours there would be no restrictions.....this would be similar to the metering that now occurs on interstate on-ramps during peak hours, which makes us think it might even be legal! And we're guessing that the ski areas would be in favor of this as it would keep people around to eat or shop a little longer if they had a later pass time. Maybe they would even facilitate this by issuing passes for their customers. Regular travelers would be able to use an electronic chip - which could be activated for a specific time period - much like is now used in the HOV lanes. Someone could even write an app for that! And if we, as drivers, could wait an hour or so and be assured of a trip to Denver without the stop and go, we would be ecstatic! As you can see, we had a lot of time sitting in traffic to develop our idea. We would appreciate a response - so at least we know we've been heard!!!! Charlie and Ginny Crowley

Response to Comment #4

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



May 12, 2011

Charles Crowley
1863 Wazee St. 4C
Denver, CO 80202

Dear Mr. and Ms. Crowley,

Thank you for your comments on the 2035 Statewide Transportation Plan Amendment.

CDOT evaluates many options when looking at ways to address congestion and improve the efficiency of the transportation system. CDOT has considered strategies aimed at changing travel behaviors by encouraging travel at off-peak times, promoting increased carpooling, vanpooling and use of transit, and implementing HOV and high occupancy toll lanes. Other traffic management techniques, like ramp metering or variable speed limits, can be implemented to improve traffic flow during high volume periods. However, restricting drivers to specific times of travel is not considered and is not consistent with operation of a federal interstate.

The I-70 Mountain Corridor has considered many of these traffic management strategies in addition to an advanced guideway system and highway improvements to improve the flow of traffic through the I-70 Mountain Corridor. These strategies can begin in advance of major infrastructure improvements to address immediate issues in the corridor, and are detailed in the I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (PEIS) (<http://www.coloradodot.info/projects/i-70mountaincorridor>).

For more information on the I-70 Mountain Corridor, please contact Wendy Wallach at 303-757-9008 or Wendy.Wallach@dot.state.co.us

Again, thank you for your comments.

Sincerely,

A handwritten signature in blue ink that reads "Tracey Wolff".

Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Colorado Department of Transportation

Comment #5

I do think that this is a very good plan and address allot. I do think capital improvement projects do need to be cut and try to sustain what we have. When CDOT can't keep the streetlights on how can they keep improving things with less money and less personal? The public web site to report things is the wave of the future, although this should be anonymous. When state employees get upset when something is reported for doing their JOB, we need new management. Any state taxpayer should be able to make comment without criticism or retaliation. One thing that does need to be looked at in the future is new management. We need them to look at things outside the box, not do things because we've always done them that way. I've talked to a lot of Colorado Tax Payers and they don't feel their input has any weight in what gets done, that's why the meetings about your 2035 State Transportation Plan have low attendance. I hope there is better communication in the future with CDOT and Colorado taxpayers.

Kasey Smolha

Response to Comment #5

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



May 12, 2011

Kasey Smolha
204 E Lexington Way
Fruita, CO 81521

Dear Mr. Smolha,

Thank you for your comments on the 2035 Statewide Transportation Plan Amendment.

Recent legislation called FASTER (Funding Advancements for Surface Transportation and Economic Recovery) emphasizes the need to address preservation of the existing transportation system (known as fix it first) to support the economic vitality of the state. With limited dollars, this is the most prudent use of resources and will play prominently in how funds are allocated.

CDOT makes full use of the CDOT website to inform and educate the public on various transportation issues and to announce meeting days, times and locations, as well as provide real time traffic information. CDOT continues to improve upon a multi-pronged approach to public involvement and outreach. Our public involvement efforts go well beyond public meetings and engage the public through a variety of methods, including, but not limited to web based information, print and TV media, local news stories and various social media techniques. CDOT also works closely with our statewide planning partners to provide information at their meetings and to attend as needed. CDOT's website is located at: <http://www.coloradodot.info>

CDOT values the input of all citizens and considers all comments (positive and negative) received, including those submitted anonymously. CDOT also takes seriously the issue of public accountability and providing clear and understandable information. The Department continues to make difficult financial trade off decisions with increasing declines in revenue. Colorado's long-range transportation plan serves as the primary vehicle to communicate to the public that while significant accomplishments have been made, CDOT's funding gap continues to grow in size since the 2035 Plan was adopted, due to many factors including rising costs, funding shortages, population growth, and aging infrastructure.

Once again, thank you for your comments.

Sincerely,

Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Colorado Department of Transportation

Comment #6

Dear Michelle,

I apologize if you are not the correct person to direct my comment. I have read through the 2035 plan and I can't seem to find the section I am interested in discussing or reviewing. I applaud the efforts to clean up the log jam on I -70 at the twin tunnels. Any improvements to I -70 would be welcome improvements including counter flow lanes, etc.

We will never address the traffic jams if we just focus on I- 70. We need an alternative route. If I- 70 is messed up we need to go somewhere besides a hotel room or a parking lot. Highway 285 is the logical choice but would require significant upgrades. The highway could be restricted as a turn pike or limited access/farm access. The main cost would be a better connector corridor from 285 over to Summit County. This could be done and the 285 corridor at Buena Vista could continue west over the pass to connect Crested Butte and ski areas in that part of the state.

We need an alternative and a corridor that can handle all the work without shutting down I-70. Please let me know how to get my comments routed to the correct person. Thanks you for reading my comments.

Ray Hornsby, CFO
1515 Wazee St.
Suite 350
Denver, Colorado 80202
(303) 318-0717 Ofc
(303) 318-0720 Fax
ray@3ForksRes.com

Response to Comment #6

Dear Mr. Hornsby,

Thank so much for your interest in the 2035 Plan Amendment and the transportation needs of Colorado. The statewide long-range plan (2035 Plan Amendment) is not a project specific document. Project specific information and project selection is handled via the metropolitan planning organizations, rural transportation regions, and the CDOT regions. The portion of I-70 that you refer to is within CDOT Region 1 and has been addressed via the I-70 Programmatic Environmental Impact Statement. The individual you should speak to about your specific concerns and alternative recommendations is Chuck Attardo. He is the Region Planning and Environmental Manager for Region 1. His contact information is: (303) 365-7042 and his e-mail address is chuck.attardo@dot.state.co.us . I am copying him on this e-mail.

Once again thank you for interest, and expressing your concern and recommendations.

Regards, Michelle

Comment #7

The Town of Carbondale supports the 2035 Statewide Transportation Plan Amendment

The 2035 Statewide Transportation Plan Amendment is a fully supportable document. It is the story of our Statewide Transportation Planning Region and CDOT's stewardship of our state roads.

Imagine tasking an agency with maintaining an ever expanding network of roads and trails through a region of plains, mountains and deserts. Then, have it craft a plan at the zenith of funding in 2008, to expand roads and maintain the increasingly deteriorating road surfaces and bridges for 20 years out. Now cut that budget by 1/3 and add in buses and trains while the original mission expands relentlessly. It is a story of dedication and how in spite of the increase in mission and reduction of resources, CDOT is on the proverbial track to accomplish everything with near nothing at all. CDOT will have only a \$126 billion shortfall by 2035.

It addresses CDOT's thorough public process and their diligent use of ARRA funding, the timely instigation of the Faster Funding, and the brand new Division of Transit and Rail along with their directive to accommodate bikes and pedestrians.

To show that we are tuned into science, CDOT address's emissions reduction. air quality, and sustainability. They are also planning and promoting mass transit (bus service) and serving Underserved populations. And then we look ahead to future needs.

I would like to congratulate and thank CDOT for an exemplary job of grasping the needs of the state and dealing with the real obstacles before us.

I want to point out that a 1 cent state tax on gas would raise \$25 million yearly and a 10 cent a gallon tax would raise the \$250 million per annum shortfall CDOT is experiencing. That could put us back on track for replacing the Federal Transportation Trust Fund money lost with its insolvency in 08'. The people of Colorado and its economy deserve to give ourselves this boost to fiscal independence for CDOT. We should support and encourage legislation to this effect.

Thank you for your time,

John Hoffmann, Carbondale Trustee

Response to Comment #7

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



May 12, 2011

John Hoffmann
Carbondale Trustee
Town of Carbondale
511 Colorado Ave.
Carbondale, CO 81623

Dear Mr. Hoffmann,

Thank you for your comments on the 2035 Statewide Transportation Plan Amendment on behalf of the Town of Carbondale.

We are most appreciative of your insightful comments and support of the Plan Amendment, and CDOT's efforts in serving the citizens of Colorado in a time of declining revenues. We also are pleased to know you recognize and understand the funding difficulties CDOT faces and are supportive of CDOT receiving more dedicated funds for transportation. We look forward to your continued involvement in the statewide transportation planning process.

Again, thank you for your time and comments.

Sincerely,

Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Colorado Department of Transportation

Comment #8

Dear Mr. Willis,

Your name is listed as the contact person on this subject, and I have a multi-part question.

Please review the following newspaper article: <http://www.greeleytribune.com/article/2011703139985>

What specific highway safety issues do you see that might relate to your plan? For example: what data collection efforts currently compile facts associated with drug-impaired traffic accidents; do FARS data elements specifically include drug impairments other than those related to alcohol; is Colorado's statutory basis for traffic law enforcement sufficient for hold accountable those who kill others while driving impaired due to drugs other than alcohol; are Colorado's traffic records systems timely and accurate with regard to citations or arrests by all jurisdictions; etc.

To the extent my questions can be answered by referring to segments of your plan, please do so to make your responsiveness as complete and efficient as practicable.

Since comments are due by March 21, 2011, your timely response will help gauge my reply. Thanks.

Sincerely,

Mike Clemens
Juneau, Alaska

Response to Comment #8

Dear Mr. Clemens,

Thank you for your comments on the 2035 Statewide Transportation Plan Amendment. The purpose of the 2035 Plan Amendment is to maintain consistency with regional planning processes and to serve as a bridge between the 2035 Plan and the next plan update set for adoption by 2015. The adopted 2035 Statewide Plan serves as a 20+ year transportation vision for Colorado.

In the long-range plan, traffic data serves as a performance metric to help the Transportation Commission make appropriate funding level decisions. Colorado traffic accident data is maintained and is in addition to the Fatality Analysis Reporting System (FARS). CDOT's website has additional accident data available to download.

In addition, Colorado's strategic highway safety plan was published in 2006. Although the plan contains an impaired driving emphasis area, the issue of drugged driving had not risen to its current level. The plan will be updated in the near future and will likely include drugged driving as an area of focus. In addition, CDOT has a drunk driving education program called "the Heat is On" and is discussed briefly in the Plan Amendment.

For more information please contact Glenn Davis, our Impaired Driving Manager. Glenn can be reached via e-mail at Glenn.Davis@dot.state.co.us.

Once again, thank you for your comments.



Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Division of Transportation Development
Colorado Department of Transportation

Comment #9

The Transit Service Areas per the 2008 2035 Statewide Transportation Plan need to be amended to show current transit services offered that are not reflected in that plan. Currently, Black Hills Stage Lines provides round trip service everyday from Alamosa and Gunnison to Denver via Salida, Buena Vista, Fairplay. Also, The Chaffee Shuttle (a division of Neighbor to Neighbor Volunteers) provides roundtrip service Monday-Friday from Salida to Pueblo via Canon City. If there are any questions, please contact John Valerio.

Connie @Neighbor to Neighbor Volunteers

Response to Comment #9

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



May 12, 2011

Connie Cole
Neighbor to Neighbor Volunteers
54 Jones Avenue
Salida, CO 81201

Dear Ms. Cole,

Thank you for your comments on the 2035 Statewide Transportation Plan Amendment. The purpose of the 2035 Plan Amendment is to maintain consistency with regional planning processes and to serve as a bridge between the 2035 Plan and the next plan update set for adoption by 2015.

As identified in the adopted 2035 San Luis Valley Regional Transportation Plan (SLVRTP) the transit services referenced in your comments are appropriately reflected in the SLVRTP corridor visions. The transit needs satisfied by these routes are also identified in the existing SLVRTP transit section and therefore no amendment to the already adopted SLVRTP is necessary at this time.

For the next long-range regional and statewide transportation plan process, CDOT will provide updated information on current transit services and integrate the upcoming statewide transit plan and state freight and passenger rail plan into the next statewide transportation plan.

Again, thank you for your comments.

Sincerely,

A handwritten signature in blue ink that reads "Tracey Wolff".

Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Colorado Department of Transportation

Comment #10

Please continue the long range planned improvements to the US 385 corridor, especially within Phillips County. Overall, I am in agreement with the document and the updated information provided.

Jose Leon

Response to Comment #10

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



May 12, 2011

Jose Leon
425 S. Sherman Street
Holyoke, CO 80734

Dear Mr. Leon,

Thank you for your comment on the 2035 Statewide Transportation Plan Amendment. The purpose of the 2035 Plan Amendment is to maintain consistency with regional planning processes and to serve as a bridge between the 2035 Plan and the next plan update set for adoption by 2015.

For the Eastern Transportation Planning Region, US 385 continues to be a high priority corridor for the region and among all the communities along the corridor.

Thank you again for your comments.

Sincerely,

Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Colorado Department of Transportation

Comment #11

I believe that public involvement is a very important aspect of the 2035 Statewide Plan Amendment and the process associated with it. I also believe that the incorporation of the most recent Census data is essential to predicting trends with greater accuracy. Utilizing the most recent economic data that is available an important component. Senate Bill 09-108 will play a critical role in ensuring an adequate and more predictable funding stream.

Eric Swan

Response to Comment #11

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



May 12, 2011

Eric Swan
2030 Albion St.
Denver , CO 80207

Dear Mr. Swan,

Thank you for your comment on the 2035 Statewide Transportation Plan Amendment. The purpose of the 2035 Plan Amendment is to maintain consistency with regional planning processes and to serve as a bridge between the 2035 Plan and the next plan update set for adoption by 2015.

In developing the long-range statewide transportation plan, CDOT utilizes the most current demographic and economic information available from the US Census and state sources. However, at the time the Plan Amendment was developed, the most current Census data was not yet available. For the next long-range plan update process CDOT will use the most up-to-date data available including data available from the 2010 Census.

Senate Bill 09-108 aka FASTER should assist the department in providing an improved transportation system for the traveling public by providing a much needed dedicated funding source. While FASTER funds represent an important first step in addressing the state's transportation funding gap and provides funds to local agencies, it is still not enough to address the \$53 billion funding gap.

Thank you again for your comments.

Sincerely,

Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Colorado Department of Transportation

Comment #12

Aaron,

I have reviewed the 2035 Statewide Transportation Plan Amendment and have no comments at this time.

Thank you for the opportunity to review the plan. Please contact me for any future public review opportunities.

David Campbell

dc13x@yahoo.com

Response to Comment #12

Dear Mr. Campbell,

Thank you for your email message. We will include your e-mail address in future long-range planning public outreach efforts.

Please let me know if you have any questions or need any additional information.

Sincerely,



Tracey (MacDonald) Wolff
Statewide Planning Unit Manager
Division of Transportation Development
Colorado Department of Transportation

Comment #13

Aaron, attached please find the comments of the Southwest Energy Efficiency Project. Included also are the comments submitted by SWEEP to DRCOG with respect to the addition of the Jefferson Parkway into the Denver Regional Transportation Plan, and the comments submitted by SWEEP to CDOT with respect to the NEPA analysis for the I-70 Draft PEIS. These additional comments are incorporated by reference into the comments we submit today on the Statewide Transportation Plan Amendment.

If you have any questions, please contact me at your convenience.

Bob Yuhnke, Director

Transportation Program

Southwest Energy Efficiency Project

303-999-0788

COMMENTS BY THE SOUTHWEST ENERGY EFFICIENCY PROJECT
ON THE 2035 STATEWIDE TRANSPORTATION PLAN AMENDMENT

By

Robert E. Yuhnke

Director, Transportation Program

Michael Salisbury

Transportation Policy Analyst

SUMMARY.

Amendments to Colorado's transportation planning law in 2009, and amendments to federal transportation planning law together establish directives for the development of a statewide transportation plan that are not met by the proposed 2035 Statewide Transportation Plan Amendment. These include numerous planning factors added by FASTER to C.R.S. §43-1-1103(5), and requirements added by SAFETEA-LU to 23 U.S.C. §135.

SWEEP submits these comments to propose an analytical methodology for application as part of the statewide planning process that integrates the new legislative authority added by FASTER for the use of user fees as a source of funding for major corridor investments with implementation of the planning objectives required by both State and federal transportation planning laws.

II. IMPLEMENTATION OF FASTER FUNDING AUTHORITY AND PLANNING REQUIREMENTS.

The proposed 2035 Statewide Transportation Plan Amendment makes painfully clear that current funding sources from federal, State and local sources are not sufficient for Colorado to adequately maintain, much less improve, its transportation system. Over the time horizon of the 2035 Plan there is a projected shortfall of \$53 billion to simply maintain the current transportation system. To achieve the more expansive system contained in the Vision Plan for 2035 and maximize economic development and quality of life in Colorado would require an additional \$126 billion above current funding levels.

The Legislature in 2009 authorized a new source of funding for the transportation system, i.e., user fees authorized by FASTER. In FASTER, the Legislature enacted authority for "user fees" to be assessed in a corridor to fund new transportation infrastructure in that corridor. C.R.S. § 43-4-808(3)(b). FASTER also authorizes the investment of those user fees on "multimodal transportation projects that promote mobility, reductions in emissions of greenhouse gases, and energy efficiency." C.R.S. § 43-4-808(3)(c).

User fees can provide a funding source that can be used to improve transportation choices in corridors by improving and expanding transit and rail service, bicycle and pedestrian travel as well as roadway networks. User fees are an important funding tool that provides the resources needed to maintain mobility and economic vitality, as well as a strategy for implementing the other planning objectives identified by the legislature. The application of user fees should be integrated into the statewide planning process to identify the transportation needs and other planning objectives that can be met with this source of funding. SWEEP proposes a methodology for the evaluation of the benefits of user fees in each major transportation corridor of the State.

A. Evaluating User Fees As A Tool For Achieving The Multiple Planning Objectives Added By Faster.

Transit and rail services in a corridor are essential if the transportation planning objectives in State and federal law are to be met. A transit alternative that is comparable in travel time and convenience, but allows travelers to avoid the expected future increases in fuel costs could help maintain access to the corridor and economic activity associated with discretionary travel to corridor destinations. The Statewide Transit and Rail Plan required by S.B. 94 is not reflected in the 2035 Statewide Transportation Plan Amendment. When it is developed there will be an opportunity to incorporate detailed transit options into corridors across the state.

In anticipation of the development of the Statewide Transit and Rail Plan, the 2035 Statewide Transportation Plan Amendment should identify the opportunities for the use of FASTER user fees to develop integrated highway and transit/rail facilities in the major transportation corridors of the State. The Statewide Plan should recognize that FASTER user fees provide a revenue source to fill the funding gap between current revenues and the many needs described in the Plan Amendment, both to maintain the current system, and to achieve the objectives described in the Vision Plan.

In the future, each corridor level analysis performed for the statewide plan should provide information on how options considered for the plan achieve the State and federal planning objectives. The objectives defined by C.R.S. § 43-1-1103(5) include –

- (e) SAFETY ENHANCEMENT;
- (f) STRATEGIC MOBILITY AND MULTIMODAL CHOICE;
- (g) THE SUPPORT OF URBAN OR RURAL MASS TRANSIT;
- (h) ENVIRONMENTAL STEWARDSHIP;
- (i) EFFECTIVE, EFFICIENT, AND SAFE FREIGHT TRANSPORT; AND
- (j) REDUCTION OF GREENHOUSE GAS EMISSIONS.

Federal planning objectives require a plan that 1) improves mobility, 2) fosters economic growth and development, 3) minimizes fuel consumption, and 4) minimizes air pollution. Federal law also requires that the Plan consider measures to mitigate the adverse impacts of the Plan.

An analytical methodology for the development of user fees must also include consideration of how user fees can be applied to achieve these objectives of the statewide planning process.

These objectives can best be achieved by reducing VMT while improving mobility. Investment in transit and rail are critical elements of a plan that reduces VMT while improving mobility. The statewide planning process needs to incorporate an analytical methodology to identify the mix of highway, transit, rail and other modes that optimally achieves these goals. In its comments on the PEIS for the I-70 mountain corridor, SWEEP suggested a methodology for evaluating options, and identifying the optimal investment mix between highway and transit in a corridor. SWEEP provided an example of how user fees can be optimized to provide transit services in a corridor along with highway investments that provide strategic mobility for the 30% of the traveling population who do not drive personal vehicles, enhance multi-modal choice for all travelers, support urban and rural mass transit, ensure environmental stewardship by reducing vehicle emissions of air pollutants and contaminants that contribute to surface water pollution, help promote effective, efficient and safe freight transport by freeing up congested highway capacity for freight vehicles, and reducing GHG emissions by reducing VMT.

CDOT responded to these comments by applying a methodology for estimating the level of user fee per mile that would be necessary to fund different levels of corridor maintenance and improvement. The methodology below was proposed by CDOT to determine appropriate user fee levels:

1. Consider different levels of user fees
2. For each level of user fee, calculate what percentage increase from the base auto operating cost of \$0.365 per mile it represents
3. Multiply the percent increase in auto cost per mile from Step 2 by the national VMT elasticity of -0.45 or a locally-derived value to get the percentage change in VMT
4. Calculate the VMT under that user fee by multiplying the VMT with no user fee with the percentage change from Step 3
5. Calculate the total user fee receipts by multiplying the VMT from Step 4 by the user fee
6. Examine the user fee receipts from each fee level to find the user fee that returns enough funds to pay for construction and operation costs, or to find the revenue-maximizing user fee.

SWEEP does not fully support this CDOT approach because it places primary emphasis on resolving funding shortfalls in a corridor without addressing the other specific objectives of the statewide planning process defined by the legislature. To incorporate all the statutory planning objectives into the methodology, other variables need to be included.

B. Analysis of Proposed Projects for the Statewide Transportation Plan Must Implement All the FASTER Planning Objectives.

Critical factors omitted from the CDOT methodology are 1) the impact that future fuel price increases will have on the cost of driving, and the resulting suppression of travel demand in a corridor, 2) minimizing air and water pollution, 3) minimizing fuel consumption and GHG emissions. These factors must be integrated into the methodology to address all the applicable planning objectives in State and federal law.

At the same time that user fees provide a funding source for corridor improvements, including transit, they will also have other positive and negative impacts. User fees send a price signal to users that will encourage use of alternative modes of transportation and reduce VMT, air pollution and GHG emissions. In a corridor where transit alternatives are not provided, user fees (along with increased fuel prices) are expected to reduce travel demand in the corridor along with likely suppression of economic activity in the corridor. The negative economic impacts of user fees can usually be off-set if transit services are provided that offer the potential to stabilize travel costs as fuel prices rise during the next decade. Fuel prices have risen more than 25% within the last three months. Under EIA's estimated upper range of fuel prices by 2020 (\$5.61/gal) fuel costs will rise another 70% above current levels. When these increases in the costs of driving are accounted for, the value of transit investments to the state's economy is brought sharply into focus.

A corridor analysis that properly accounts for all the statutory criteria that must be addressed through the statewide plan would show the VMT and related pollutant reductions (GHG, air pollutants, water pollutants) that the user fee would achieve from increasing the overall cost of driving, the VMT and pollutant benefits of adding or improving transit service along the same corridor, and how the provision of transit service at a comparatively stable price would help the corridor maintain levels of mobility and economic activity that would otherwise be adversely effected by rising fuel prices. This will allow corridors to determine what the optimal pricing alternative would be for reducing VMT and pollutants while maintaining access and promoting economic development along the corridor.

SWEEP conducted a detailed analysis for the I-70 Mountain and East Corridors showing the level of user fee that would need to be collected per mile to pay for the Preferred Alternatives for the two corridors. The impacts of that level of user fee (and the impact of increased fuel prices) were then examined with respect to VMT and GHG reduction (reductions in other pollutants were not considered, but should be included in any protocol adopted for the statewide planning process to address the environmental stewardship objectives in §1103(5), and the "minimize air pollution" objective in federal §§ 134(a) and 135(a)).

As CDOT updates the current Statewide Transportation Plan and as a new one is developed, it will be critical that major corridors consider how they can continue to improve access while minimizing VMT, environmental pollutants and GHG emissions. As CDOT moves forward with incorporating user fees into the analysis of funding sources available to meet the State's transportation needs, user fees must be fully assessed as a tool for making the investments that achieve the legislative directives to reduce GHG emissions from the transportation sector, ensure environmental stewardship, enhance mobility and multimodal choice and strengthen the State's economy.

III. FEDERAL PLANNING REQUIREMENTS.

Analysis to identify strategies to minimize air pollution and fuel consumption while promoting mobility and economic development is also necessary to satisfy federal planning requirements.

Until information is provided to show that the regional plan minimizes fuel consumption and air pollution as required by 23 USC § 134(a), and that the numerous adverse impacts associated with the project are fully evaluated, alternatives considered, and necessary mitigation required, the Statewide Plan does not satisfy federal requirements that must be met to support a Secretarial planning finding under 23 U.S.C. §135(g)(7).

A. ACCOMPLISHING THE NATIONAL PLANNING OBJECTIVES

Sections 134(c) and 135(a) require the development of transportation plans for metropolitan areas adopted by Metropolitan Planning Organizations (MPOs), and statewide transportation plans adopted by the States that will “accomplish the objectives” defined in section 134(a)(1). Despite these statutory provisions making the accomplishment of the statutory objectives a requirement of the planning process, the proposed Amendment to the Statewide Plan does not satisfy these requirements because the revised MPO RTPs fail to mention these objectives, and fail to explain how each MPO RTP, as revised, demonstrates compliance with the federal statutory directives. Indeed, this is the most glaring omission in the proposed Statewide plan revision.

The statutory language directing Metropolitan Planning Organizations (MPOs) to adopt regional plans that “accomplish the objectives” of the planning process requires analysis and a determination that these objectives will be accomplished by the revised RTP. Section 134 of the Federal Aid Highway Act includes language establishing general objectives for the planning process, and requiring consideration of projects and strategies that will achieve more detailed planning factors:

(a) Policy.--It is in the national interest to--

(1) encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and

(2) encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

In the Title 23, section 134(c), as amended in 2005, the Act requires that MPOs adopt transportation plans that “accomplish” these national “objectives.”

1) Development of long-range plans and TIPs.-- To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for metropolitan planning areas of the State.

Similar language in amended section 135(a)(1) requires that the Statewide Transportation plan also “accomplish the objectives stated in section 134(a).”

This language on its face establishes a duty for the MPO to craft an RTP that will accomplish each of the national objectives in subsection 134(a)(1). These planning objectives establish four broad criteria to be achieved by the MPO transportation plan:

- 1) improve mobility,
- 2) foster economic growth and development,
- 3) minimize fuel consumption, and
- 4) minimize air pollution.

These objectives allow discretion for determining how they are to be achieved, but do not allow the planning agencies discretion to adopt plans that fail to achieve progress with respect to one or more of the four objectives.

The national planning objectives in § 134(a)(1) establish the statutory criteria for evaluating the sufficiency of an MPO plan. Section 134(c) also refers to the planning factors in §§ 134(h)(1) and 135(d) which were first enacted in ISTEA, but have been modified by both TEA-21 and SAFETEA-LU. But paragraph § 134(a)(2) only requires “consideration of projects and strategies” that will achieve these objectives. Unlike the national planning objectives in (a)(1), (a)(2) only requires transportation planning agencies to consider various projects and strategy options that could achieve the policy objectives listed in § 134(h)(1). But the discretion to consider various project and strategy options must be viewed in the context of the overall obligation to actually accomplish the statutory objectives in (a)(1). The consideration of project and strategy options must be geared toward identifying and selecting the options that will achieve the more specific planning factors in (a)(2), and that when combined into a regional or statewide plan can best accomplish the statutory objectives in (a)(1).

Compliance with these statutory planning procedures should be reflected in the underlying evaluation of proposed projects that are presented to the public and each MPO board for consideration before action is taken to revise the RTP, but are not. As an example, there is no independent analysis by the MPO of the impact that the proposed addition of the Jefferson Parkway to the Denver RTP will have on accomplishing any of the national planning objectives in § 134(a)(1), or the planning factors listed in § 134(h).

The Act requires that an MPO RTP demonstrate improvements in all four objectives, and not improvements in one or two at the expense of one or another. For example, a plan that fosters economic development, but does not improve mobility or minimize both fuel consumption and air emissions, cannot be determined to meet the statutory objectives. The analysis of the proposed RTP revision should show improvements in each of the four objectives with respect to the current baseline condition, and not only an improvement with respect to a projected worst case condition in a future horizon year. Otherwise the RTP will simply accommodate predicted deterioration in system performance, fuel consumption and air pollution, while demonstrating minor improvements compared to a future deteriorated condition. SAFETEA-LU does not call for plans that continue current practices that merely accommodate the deteriorating performance of transportation systems. Where projects and strategies are available that can achieve improvements in system performance with regard to each objective compared to current conditions, the benefits of those projects and strategies must be presented to decision-making boards and the public with a description of improvements that can be accomplished compared to current conditions and future conditions that would result from adoption of the proposed projects, such as the Jefferson Parkway project or the I-70 improvements without the guideway transit system.

Requiring that the transportation plan minimize fuel consumption and air pollution requires more than merely demonstrating reductions slightly below the current baseline based upon taking credit for federally mandated pollution control rules or corporate average fuel efficiency standards that on their own may ensure some emissions reductions or improved fuel efficiency due solely to motor vehicle fleet turnover. To satisfy the requirement to minimize these impacts, an assessment must be made of the potential reductions in both parameters that may be achieved by a plan that optimizes projects, facilities, services and strategies known to contribute to reductions in fuel use and emissions while improving mobility and fostering economic growth.

The SWEEP comments to DRCOG on the proposed Jefferson Parkway provide another example of the kind of analysis that should be performed before an MPO plan is added to the Statewide Plan. Based on the traffic volume data submitted by the Jefferson Parkway project proponents, it appears that the project will increase VMT in the Northwest quadrant of the metropolitan region by 16%, which in turn will increase fuel consumption and air pollution by nearly comparable amounts. Such a large increase in VMT, fuel consumption and air pollution cannot satisfy the national planning objectives, especially when no alternatives analysis has been performed that considers the reasonableness of accommodating the same residential and job growth in planned FasTracks service nodes where much of the travel demand could be served by more fuel efficient and less polluting transit services.

B. MITIGATION OF ADVERSE EFFECTS OF THE RTP, AS REVISED

The SAFETEA-LU amendments added statutory criteria for evaluating plans and TIPs (in addition to the four planning objectives) that require explicit discussion of adverse impacts of the plan and mitigation of these impacts. These include --:

§ 134(i)(2)(B)(i) which requires –

“discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan;” and (B)(ii) requires that this discussion “shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.”

§ 134(i)(4)(A) which requires that --

“the metropolitan planning organization shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan.”

§ 134(i)(4)(B) which requires that the consultation include comparison of the transportation plan with conservation plans or maps.

Counterparts to each of these requirements also appear in the amendments to the requirements for “Statewide transportation plans.” See –

- §135(f)(2)(D) [identical duty to consult]; and
- § 135(f)(4)(A) and (B) [identical duty to discuss mitigation measures].

1. Discussion of Mitigation Activities.

This provision raises the same questions that NEPA did at the outset:

1. what kinds of impacts need to be included in the discussion?
2. what kind and magnitude of mitigation needs to be considered?
3. what obligation is there to implement the mitigation measures?

The FHWA/FTA planning rules issued in 2007 do not provide guidance for how to answer these questions under the relevant provisions of FAHA. In the absence of a definitive agency interpretation, NEPA and 23 USC § 109(h) add requirements that demonstrate how these questions are to be answered.

- a. Considering Mitigation for the Purpose of Satisfying 23 USC § 109(h).

Section 109(h) of the Federal Aid Highway Act requires that highway projects be reviewed for their adverse environmental, social and economic impacts, and that mitigation strategies be identified to “eliminate or minimize” such “adverse” impacts. 23 USC § 109(h). The FHWA regulation implementing this section requires that an EIS prepared under NEPA also address the social and economic impacts required to be considered under § 109(h). 23 CFR §771.105. In addition, the metropolitan planning rule issued to implement ISTEPA requires that MPOs address the criteria required by § 109(h) in the

transportation plan. 23 CFR §450.316(a)(13)(1993). The revised federal planning rule does not retain this requirement, but this requirement must be addressed at some stage of the process. To the extent that mitigation must be considered as part of the planning process, section 109(h) provides guidance to define the parameters of that consideration in the MPO planning process.

b. Scope of Impacts to be Included in Discussion of Mitigation to Satisfy FAHA Requirements.

The consideration of mitigation measures required by §§ 134(i)(2)(B)(i) and 135(f)(4)(A) and (B) must be at least as broad as NEPA because NEPA limits the obligation to consider mitigation for only those impacts that “significantly affect the human environment,” whereas 23 U.S.C. §§ 134(i)(2)(B), 135(f)(4)(A) and (B), and 109(h) do not limit consideration only to “significant” impacts on the human environment. Since Congress decided not to limit mitigation under FAHA to “significant” impacts, then at least those impacts found to be significant for NEPA purposes must be included. Other impacts may also be relevant, but in the case of the Jefferson Parkway the impacts of concern would be considered “significant” for NEPA purposes. See 40 C.F.R. § 1508.27.

In addition to NEPA, the provisions of § 109(h) provide further guidance regarding the scope of mitigation under the closely parallel provisions in sections 134 and 135 of FAHA. Section 109(h) of the Federal-Aid Highway Act, enacted on December 30, 1970 by the same Congress that enacted NEPA (January 1, 1970), supplemented the requirements of NEPA for highway projects by defining a more specific analytical process. Section 109(h) requires a three-step evaluation of impacts and mitigation measures to ensure that “final decisions on the project are made in the best overall public interest.” 23 U.S.C. § 109(h) (2004). The first step is to determine the “possible adverse economic, social and environmental effects relating to any proposed project.” *Id.* The second step is to determine “the costs of eliminating or minimizing such adverse effects” *Id.* The third step is to consider “the costs of eliminating or minimizing such adverse effects” together with “the need for fast, safe and efficient transportation” to make a final decision on the project “in the best overall public interest.” *Id.*

In the national planning objectives in § 134(a)(1), Congress defined the minimum criteria for determining whether a proposed project is “in the best overall public interest.” Since the MPO must at least determine that the RTP will “accomplish” these objectives if the proposed project is added to the plan, the analytical steps prescribed by § 109(h) should be performed to evaluate the mitigation appropriate for any new project proposed for addition to an RTP that would interfere with or defeat progress toward accomplishing the objectives of minimizing fuel consumption and air pollution.

FHWA’s implementing regulation further requires that any measures necessary to mitigate adverse effects be incorporated into the project. 23 C.F.R. § 771.105(d). Therefore, the mitigation identified in the planning process needs to be incorporated into the project, which means that the costs of mitigation must be accounted for in the fiscally constrained plan as part of the overall project cost.

None of these steps have been performed for the update of the DRCOG RTP as evidenced by the lack of analysis for the Jefferson Parkway. Similarly, the RTP updates being considered by other Colorado MPOs do not include these steps.

c. The kind and magnitude of mitigation needs to be considered to Satisfy §§ 134(i)(2)(B) and 135(f)(4)(A) and (B).

Both NEPA and § 109(h) provide helpful interpretative guidance to understand the extent of mitigation required to be considered under §§ 134(i)(2)(B) and 135(f)(4)(A) and (B). The NEPA rules require that mitigation be identified as part of the environmental review. 40 CFR § 1502.16(h). Mitigation is defined to include measures that–

- (a) avoid the impact altogether;
- (b) minimize impacts by limiting the degree or magnitude of the action;
- (c) rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;
- (e) compensating for the impact by replacing or providing substitute resources or environments.

40 CFR § 1508.20.

Section 109(h) of the Federal-Aid Highway Act also requires a determination of the “possible adverse economic, social and environmental effects relating to any proposed project,” and “the costs of eliminating or minimizing such adverse effects” to be used in weighing “the costs of eliminating or minimizing such adverse effects” together with “the need for fast, safe and efficient transportation” to make a final decision on the project that is “in the best overall public interest.” *Id.*

Using both NEPA and § 109(h) as the reference point for defining the scope of the duty to discuss mitigation under §§ 134(i)(2)(B) and 135(f)(4) calls for the identification of measures that include “eliminating” or “avoiding” the impact, as well as measures that may be less protective of the environment. Furthermore, § 109(h) also requires that the cost of mitigation be weighed against the benefits of improved mobility likely to result from the project. Thus the scope of the duty must include identifying all “possible adverse” impacts, the identification of effective mitigation capable of eliminating or avoiding the adverse impact as well as options that minimize the impact, and also the quantification of the costs of the various mitigation options to be weighed against the benefits of the mobility improvements so that the planning agency has the kinds of information to make an informed determination regarding the option that is in “the best overall public interest.”

Thus defined, the adverse impacts of individual projects as well as the aggregate impacts of all the projects in a regional plan would need to be discussed in the long-range plan. A major advantage of

addressing these considerations at the regional planning stage is to include consideration of mitigation measures that may only be implemented at the regional level, such as transit-oriented development, more comprehensive transit services, pricing, fuel quality, zone SOV travel limitations, and other measures that would not be available or relevant at the corridor scale in a project-level EIS.

Emerging case law interpreting the obligation under NEPA to consider the cumulative impacts of federally funded highway projects, make clear that if the analyses of cumulative impacts are not performed by the MPO as part of the development of the long-range plan, they will nonetheless have to be considered by the implementing agencies as part of project EISs. See 40 CFR §§ 1502.14, 1502.16, 1508.7; *Carmel-by-the-Sea v. U.S. DOT*, 123 F3d. 1142 (9th Cir.1997); *W. N.C. Alliance v. N.C. Dep't of Transp.*, 312 F. Supp. 2d 765, 778 (E.D. N.C. 2003). Developing information regarding the mitigation of regional impacts that will result from the program of projects planned for the region will be much less useful if prepared by the implementing agencies outside the regional planning process. The Sierra Club therefore believes that MPOs must identify and consider mitigation for all impacts, at the regional, corridor and local scales, and develop cost estimates as part of the planning process.

2. Mitigation Analyses to Be Performed for Impacts of Regionally Significant Projects.

Based on the evidence of the impacts of emissions from the transportation sector on public health and climate change, SWEEP believes that these are significant impacts for which mitigation must be considered in the planning process under §§ 134(i)(2)(B) and 135(f)(4)(A) and (B) and § 109(h).

(a). Public Health Impacts.

Reviews of recent health effects research conducted by the Health Effects Institute and others demonstrate that emissions from highways have a significant impact on human health. These studies include studies of the undifferentiated effects of all highway emissions without distinguishing the effects of particular pollutants, and other studies that attempt to identify the effects of individual pollutants, or limited combinations of pollutants. Some of these are criteria pollutants (i.e., pollutants for which a NAAQS has been adopted under § 109 of the Clean Air Act), and some are pollutants listed as a hazardous air pollutant under § 112 and/or listed as a mobile source air toxic (“MSAT”) pollutant under § 202(l) of the CAA. EPA revised the NAAQS for nitrogen oxides to protect against the adverse health effects associated with NO_x emissions from motor vehicles, 75 Fed. Reg. 6473 (Feb. 9, 2010), and has also updated its initial assessment of the health risks associated with exposure to motor vehicle emissions as part of its recent MSAT rulemaking. 71 Fed. Reg. 15804 (March 29, 2006). See also 66 Fed. Reg. 17229 (March 29, 2001); and 64 Fed. Reg. 38705 (July 19, 1999)(National Integrated Air Toxic’s Strategy). This evidence demonstrates that the adverse health impacts of highway emissions will be significant in every metropolitan planning area, and that mitigation of these impacts must be considered.

Together the health risk assessments performed by EPA, and the methodologies used by FHWA in preparing the study of the health costs of air pollution provide examples of the tools available to MPOs and state DOTs to estimate the magnitude of adverse health outcomes associated with exposure to air

pollution in a metropolitan area. These tools can provide estimates that, even if they suffer from a range of uncertainty with respect to exact numbers of adverse health outcomes in the exposed population, are useful in comparing the expected health consequences of different emission scenarios associated with differing project, mode, land use and economic incentive strategies.

(b) Impacts of Greenhouse Gas Emissions.

The adverse impacts of CO₂ and other air pollutants emitted from the transportation sector have been recognized by the United States and the United Nations. The ultimate goal of the United Nations Framework Convention on Climate Change (UNFCCC) is to stabilize atmospheric concentrations of greenhouse gases at levels that would prevent dangerous human interference with the climate system. The United States ratified the UNFCCC in 1992, and the Bush Administration officially endorsed the scientific consensus on the threat posed by climate change with its submission to the United Nations (U.N.) of Climate Action Report 2002. The U.S. Environmental Protection Agency has now issued its finding under the Clean Air Act that greenhouse gas emissions endanger the health and welfare of the American people. The U.S. Department of Energy also acknowledged that drastic reductions in total greenhouse gas emissions are needed to stabilize atmospheric concentrations, and has funded technological developments toward this end. Measurement of increasing CO₂ concentrations in the atmosphere provides compelling evidence that comprehensive programs to reduce CO₂ emissions are needed to meet climate change goals. EPA's inventories of carbon emissions from major sectors of the US economy demonstrate that emissions from the transport sector account for the fastest growth of GHG emissions from the United States. Significant reductions in GHG emissions from the U.S. cannot be achieved without at least stopping the growth in GHG emissions from the transportation sector. *Id.*

Although the United States declined to ratify the Kyoto Protocol, a first step in market-based, global CO₂ regulation, Congress has nonetheless required that the transportation planning process produce transportation plans that "minimize fuel consumption" and "air pollution." 23 USC §§ 134(a) and (c), 135(a). Implementation of this national policy can accomplish significant reductions in CO₂ emissions from the transportation sector. Given that the United States has already acknowledged the potential harm to the human environment from GHG emissions and expected climate change, and the congressional directive to develop metropolitan and statewide transportation plans that "minimize" fuel consumption and air pollution, it is clear that these impacts are significant in every state and metropolitan planning area for the purpose of triggering an obligation to consider mitigation in the transportation planning process designed to minimize these impacts.

In addition, other significant adverse environmental impacts are identified in the letter to the Secretary of Interior asking that a comprehensive EIS be prepared to analyze impacts, consider alternatives and require mitigation.

C . Project May Not Be Added to Plan Until Compliance with National Planning Objectives
and Mitigation is Considered under Appropriate Procedures.

In light of the extensive impacts projects like the Jefferson Parkway, I-70 corridor and other major projects in the Plan would have on VMT, fuel consumption and GHG emissions, the performance of the transportation system in the corridors affected by such projects, endangered species and their habitat, land use and regional development, and other significant impacts on socioeconomic values and natural resources, the MPOs must prepare an MIS for such projects before deciding whether to add such projects to the RTP.

1. Federal Law Requires MPOs to Prepare an MIS or Equivalent Assessment.

Since 1993, federal regulations have required that, before a metropolitan planning organization (MPO) may add a project to an RTP or TIP, it must analyze the project and potential alternatives to determine the cost-effectiveness of the project and its effects on system performance and the national transportation planning objectives prescribed in 23 U.S.C. § 134(a)(1). 23 C.F.R. § 450.318 (1994). As explained below, this requirement – known as the MIS rule – remains in effect by statutory mandate despite recent conflicting regulatory amendments by US DOT.

US DOT amended the federal transportation planning rules, 23 C.F.R. pt. 450, in February 2007. 72 Fed. Reg. 7224 (Feb. 14, 2007). Upon adopting the amendments, US DOT stated that

[s]ection 1308 of the TEA-21 required the Secretary to eliminate the [MIS] set forth in [23 C.F.R. § 450.318], as a separate requirement, and promulgate regulations to integrate such requirement, as appropriate, as part of the analysis required to be undertaken pursuant to the planning provisions of title 23 U.S.C. and title 49 U.S.C. Chapter 53 and the National Environmental Policy Act of 1969 (NEPA) for Federal-aid highway and transit projects. [As amended, the] purpose of [23 C.F.R. § 450.318 (Transportation planning studies and project development)] is to implement this requirement of Section 1308 of the TEA-21 and eliminate the MIS as a stand-alone requirement.

72 Fed Reg. at 7241. US DOT thus adopted a regulation that purports to integrate the MIS requirement with NEPA and the planning process required by 23 U.S.C. § 134 (metropolitan planning) and 23 U.S.C. § 135 (state transportation planning). *Id.* The revised rule makes the MIS a voluntary undertaking by MPOs, however, whereas the 1993 MIS rule provided that MPOs “shall” prepare a MIS before adding a project to an RTP or TIP. Unlike the 1993 MIS rule, the amended regulation falls short of section 1308 of TEA-21, Pub. L. No. 105-178 (1998).

The 1993 MIS rule required MPOs to satisfy 23 C.F.R. § 450.322(b)(7) before adding a major project to a RTP or TIP. 23 C.F.R. § 450.322(b)(7) requires a RTP or TIP to “[r]eflect a multimodal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan, including all major transportation investments in accordance with § 450.318.” At the time it adopted the 1993 MIS rule, US DOT explained that “[s]uch investment studies should occur before a particular investment is ultimately defined in an area’s approved plan After a corridor/subarea study is completed, the plan would be revised to reflect the specific decision resulting from the study.” 58 Fed. Reg. 58040, 58056 (Oct. 28, 1993). Together, 23 C.F.R. §§ 450.322 and 450.318 define the MIS requirement that was preserved by the 1998 amendment to 23 U.S.C. § 134 by requiring the MPO to demonstrate in an MIS

the factual basis supporting its determination to add a project to a RTP or TIP. Section 450.322 (1993) required the MPO to evaluate the “impact of the overall plan,” and section 450.318 requires individual investments and strategies to be evaluated for their impacts on “local, State and national goals and objectives” before the MPO adds one of the alternatives to the RTP or TIP.

Although TEA-21 instructed the Secretary of Transportation to eliminate the “separate” MIS requirement, it also directed the Secretary to “integrate such requirement, as appropriate,” into the planning provisions of Title 23, Title 49, and NEPA. Pub. L. No. 105-178, at § 1308. US DOT explained its understanding that “[t]he technical structure of the law is such that this action requires a two step process: (1) Eliminating and (2) proposing an approach for integrating what remains.” 67 Fed. Reg. 59219, 59223 (Sept. 20, 2002). US DOT thus understood that Congress intended for it to integrate into the planning process “what remains” of the required “approach” that is not otherwise required by NEPA or titles 23 or and 49 of the U.S. Code. In short, the MIS regulation remains in effect under 23 U.S.C. § 134 until US DOT replaces the original 23 C.F.R. § 450.318 with a regulation that fulfills the mandate to “integrate such [MIS] requirement” into the planning process.

Prior to amending its planning regulations in 2007, US DOT acknowledged that the existing regulation remained a “placeholder” to meet Congress’s integration requirement. *Id.* at 59223. The MIS rule remains in effect because (1) Congress did not repeal the MIS requirement reflected in 23 C.F.R. § 450.318, (2) the MIS rule remained consistent with 23 U.S.C. § 134 after the TEA-21 revisions and enforceable, and (3) the US DOT has not lawfully revoked the 1993 regulation because it has not promulgated a rule that satisfies the mandate to “integrate such [MIS] requirement” into the planning process.

a. TEA-21 Retained the MIS Requirement

The 1998 TEA-21 amendments did not repeal or eliminate the MIS requirement, but rather clarified a latent ambiguity as to whether an MIS must be prepared separately or as part of the NEPA process. The MIS regulation left this issue to be determined on a case-by-case basis. 23 C.F.R. § 450.318(f). Because MPOs had no obligation to satisfy NEPA as part of their planning processes, MPOs often did not include within the MIS a treatment of alternatives that met the comprehensive requirement of NEPA. Accordingly, after a project was added to a RTP or TIP, US DOT would prepare a separate, but largely duplicative, environmental impact statement (EIS) to satisfy NEPA. Participants often viewed this as a make-weight, paper-shuffling task to meet the letter of the law that had little to do with the final selection of a project. See, e.g., 144 Cong. Rec. S6399, S6402 (June 16, 1998) (S.J.R. 15). Indeed, as a practical matter, US DOT usually would not select a different alternative identified in the NEPA process because such an alternative was not in the RTP or TIP, and thus could not be funded without a revision to the RTP.

TEA-21 sought to avoid this duplication by ensuring that the MIS would satisfy NEPA. Congress did not intend to eliminate the MIS requirement. S. Rep. 106-47, at 5 (1999) (“TEA-21 deletes the Major Investment Study as a stand-alone requirement and integrates it into the planning process.”); H.R. Rep. 105-831, at 29 (1998) (“The project review process is reformed by deleting the Major Investment Study

as a stand-alone requirement and integrating it into the planning process.”); 144 Cong. Rec. H10479, H10502 (daily ed. Oct. 10, 1998) (same). It is no wonder, then, that the mandate to integrate the MIS requirement is found within the section titled “Program Streamlining and Flexibility.” Pub. L. No. 105-178, § 1308, 112 Stat. 107 (June 9, 1998). An MPO satisfies the MIS requirement when it demonstrates how the MIS affected its decision to add a project to the RTP or TIP. See *Clairton Sportsmen’s Club v. Pa. Turnpike Comm’n*, 882 F. Supp. 455, 481 (W.D. Pa. (1995) (concluding, before the 1998 TEA-21 amendments, that the Federal Highway Administration [FHWA] did not abuse its discretion by permitting the agencies to comply with the MIS regulation by incorporating a section regarding MIS compliance into the environmental impact statement). See also FHWA, Notice of Intent, 67 Fed. Reg. 50504, 50504 (Aug. 2, 2002) (“As directed by the Transportation Efficiency [sic] Act for the 21st Century (TEA-21), the Major Investment Study (MIS) will be integrated with the [environmental impact statement (EIS)].”).

b. US DOT Has Not Lawfully Replaced the MIS Rule

Because TEA-21 did not eliminate the MIS requirement, the MIS rule remains in effect until US DOT replaces it with a rule that complies with the statutory directive. The February 2007 rule amendment fails to retain the MIS as a requirement. Accordingly, US DOT has not integrated the 1993 requirement as required by law. Accordingly, the 1993 MIS rule has not been lawfully superseded and therefore remains in effect.

US DOT’s explanation for the 1993 MIS rule describes the requirement that TEA-21 intended to retain and integrate into the planning process: “[T]he intent of the requirement is to integrate planning and environmental requirements at the planning stage so that alternative courses of action, their costs and environmental effects as well as transportation demand are considered at this point.” 58 Fed. Reg. at 58056. The 2007 amendments to the MPO and statewide planning rules do not preserve these requirements because they purport to allow MPOs the discretion not to integrate these factors into the planning decision. Revisions to an MPO plan that are not based on these factors do not fulfill the statutory mandate.

In contrast to the 1993 MIS requirement, the amended MIS regulation makes the preparation of an MIS discretionary. 23 C.F.R. §§ 450.212(a) (“a State, MPO, or public transportation operator may undertake a multimodal, systems-level corridor or subarea planning study as part of the statewide transportation planning process.”), 450.318(a) (“MPO(s), State(s), or public transportation operator(s) may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process.”). The regulations are thus inconsistent with statutory mandate in TEA-21, which directs US DOT to “integrate such requirement” into existing planning processes.

In sum, because US DOT has not replaced the 1993 MIS rule with a rule that satisfies the statutory MIS mandate, the MIS rule remains in effect. Thus, regionally significant projects added to MPO plans and major projects such as I-70 corridor that are proposed to be added to the Statewide Plan are a “major metropolitan transportation investment” within the meaning of 23 C.F.R. § 450.318 (1994), see 23 C.F.R. § 450.104 (defining “major metropolitan transportation investment”). Such projects may not be lawfully

added to the Statewide Plan until the kinds of alternatives analysis required by the MIS rule have been completed in accordance with the 1993 regulatory requirements for an MIS. 23 CFR § 450.318 (2006). Projects not analyzed in an MIS, or a functionally equivalent assessment of impacts, alternatives, mitigation of adverse impacts, and compliance with the national planning objectives, will not comply with federal statutory requirements, and may not be lawfully added to the Statewide Transportation Plan.

CONCLUSION.

New or revised projects may not be added to the 2035 Statewide Transportation Plan without determining how the project will affect compliance of the Statewide Plan with the national planning objectives, and the obligation to consider mitigation measures to avoid or minimize adverse impacts.

With respect to the DRCOG RTP, no mitigation of the public health or climate impacts associated with increased VMT and increased GHG emissions resulting from the Jefferson Parkway project has been performed or presented for public comment. Nor has any evidence been provided to show that DRCOG staff have consulted with the relevant resource management agencies regarding these impacts. The adoption of the Jefferson Parkway into the RTP without complying with these requirements of FAHA is unlawful, and makes incorporation of the DRCOG plan into the 2035 Statewide Transportation Plan unlawful under federal law as well.

In addition, the failure of DRCOG in the case of the Jefferson Parkway, and any failure by DRCOG and other MPOs in the case of other regionally significant projects, to specifically consider the State planning objectives added by the Legislature to §43-1-1103(5) means that these projects may not be added to the 2035 Statewide Transportation Plan Amendment without performing the kind of analysis discussed above to consider whether such projects meet the planning objectives of State law.

Other projects added to RTPs for other MPO planning regions suffer from the same faults.

The procedures for evaluating impacts and considering mitigation are provided in the 1993 MIS rule, or may have been satisfied if an EIS has been prepared for a project under NEPA, or a comprehensive analysis has been performed for a project under the Commission's Environmental Stewardship Guideline. But if a project has not been fully analyzed with respect to identifying and considering the application of user fees and other measures for implementing the applicable State and federal planning objectives, then each such project must be analyzed in accordance with such procedures to ensure there is an opportunity for public involvement and adequate consideration of alternatives before each project is added to the Statewide Plan.

Respectfully submitted,

Robert E. Yuhnke
Director, Transportation Program
Southwest Energy Efficiency Project

Response to Comment #13

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
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May 13, 2011

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RE: SWEEP Comments on the 2035 Statewide Transportation Plan Amendment

Dear Mr. Yuhnke:

Thank you for your comments on the 2035 Statewide Transportation Plan Amendment; we have reviewed them in consultation with the FHWA. As stated in the Plan Amendment, the decision to develop a plan amendment instead of a plan update was the result of careful deliberation and discussion with FHWA, FTA, the MPOs, TPRs, STAC, TC and other planning partners as the most efficient and effective approach. It was developed to maintain consistency with the regional planning process and to serve as a bridge between the 2035 Plan and the next plan set for adoption by 2015. The primary reason for this is that the state is not required to update the long-range transportation plan on a specific interval (unlike the MPOs), but CDOT is required to incorporate the MPO RTP updates and amendments. As stewards of tax-payer dollars and given current economic conditions and tight budgets, lack of federal authorization, new census data, and no legal requirement, this was determined the most prudent and fiscally responsible course of action.

The purpose of the Plan Amendment is to amend the MPO RTPs into the statewide plan and to provide information to stakeholders on the financial outlook, recent accomplishments, such as ARRA and FASTER, and acknowledge emerging issues in transportation that will feature prominently in the next plan. CDOT is well aware of the new planning factors now included in CRS 43-1-1103, including that we address the concept of "fixing it first" to support economic vitality of state in addition to safety, mobility and multimodal choice, support of transit, environmental stewardship, freight, and reduction of GHG emissions. CDOT is currently looking at these factors and developing methodologies to effectively integrate them in the next plan.

As stated in the Plan Amendment, CDOT fully intends to address all of these factors as well as any federal factors that may be included in the next authorization bill. CDOT works with federal agencies, transportation planning regions and stakeholders to develop a comprehensive multimodal transportation plan that considers all factors and

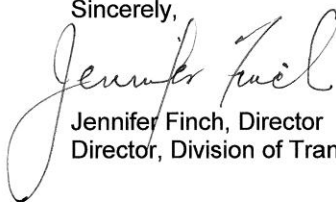
makes every attempt to integrate these concepts into the planning process. As such, the planning process will integrate the other modal plans being developed into the next statewide transportation plan. These included the State Freight and Passenger Rail Plan, the Statewide Bicycle and Pedestrian Plan, Transit Plan, and Aviation Plan. All of these plans are yet to be completed, but several are underway or soon will be. In concert with the development of these multimodal plans, CDOT, with its partners, is developing strategies for their integration.

As you mention in your letter, FASTER provides a dedicated funding source for transit, bridge and road safety projects and identifies user fees as another potential funding source for CDOT. The High-Performance Transportation Enterprise (HPTE) was created by FASTER to seek innovative and efficient financing opportunities to fund important surface transportation infrastructure projects. This includes user fee-based project financing. While FASTER added the ability to toll existing highway/road capacity, approval must be obtained from every local government in which all or any portion of the highway segment or highway lanes are contained or that will be substantially impacted. Per the legislation, revenues based on user fees shall be expended only for the surface transportation infrastructure project for which they were collected or for a project that is integrated with that project as part of a surface transportation system. The HPTE developed a Strategic Planning and 2010 Action Plan that further defines the goals and mission of the HPTE, as well as potential projects inventory. This document can be viewed online at <http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte/workshop>

In developing their regional transportation plans, the MPOs follow federal and state planning requirements. The MPOs develop plans in coordination with CDOT, FHWA and FTA, conduct a rigorous public involvement process, and follow federal and state requirements for consideration of planning factors and air quality conformity if applicable. Their plans are vetted through their planning process as prescribed in state and federal regulations and are adopted by their respective boards. After adoption, the plans are then submitted to the state for integration into the statewide plan. In addition, FHWA and FTA certify the MPO planning process and make air quality conformity determinations. Based on the above process, CDOT, through the statewide plan amendment, has incorporated the MPO plans. The DRCOG 2035 Metro Vision Regional Transportation Plan adopted in February 2011 was completed consistent with their planning process and is considered in compliance with federal and state requirements.

CDOT appreciates your concern and interest regarding transportation in the State. We look forward to your input on the next plan and any future endeavors. Thank you for your time and effort to comment on the Plan Amendment.

Sincerely,



Jennifer Finch, Director
Director, Division of Transportation Development

Project Priority Programming Process (4P)

As a part of developing the 2012-2017 Statewide Transportation Improvement Program (STIP) CDOT regions hosted Project Priority Programming Process (4P) meetings to discuss project section and prioritization with each of their TPRs and/or MPOs. The 4P meetings consisted of individual and joint TPR meetings where discussions on regional priorities and coordination took place. The purpose of the 4P meetings was to review the current STIP and solicit requests for new projects. The 4P meetings also provided CDOT staff an opportunity to discuss the Plan Amendment and obtain feedback. Additionally, CDOT staff attended individual county meetings where the Plan Amendment among other transportation topics was discussed. A list of all the 2010 4P related outreach is contained in the following table (Table 3).

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
2	Central Front Range	26-Aug	10:00 - 12:00	Florence City Hall, 600 W. 3rd St., Florence	16
1	Central Front Range	25-Oct	12:30 - 2:30 pm	Pikes Peak Area COG, 15 So. 7th St., Colorado Springs	5
1	DRCOG	28-Oct	2:00 - 4:00 pm	DRCOG, 1290 Broadway, Denver	13
4, 6	DRCOG	25-Oct TAC	1:30 - 5:00 pm	DRCOG, 1290 Broadway, Denver	46
1	Eastern (Region 1)	2-Nov	10:00 am -12:00	Limon Community Center, 477 "D" Ave., Limon	17
4	Eastern (Region 4)	13-Sep	10 am - 12:00	Limon Community Center, 477 "D" Ave., Limon	37
3	Grand Valley	13-Oct TAC 25-Oct GVRTC	3-5 pm TAC 3-5 pm GVRTC	Grand Valley Regional Transportation Planning offices, 525 So. 6th St., 2nd floor, Grand Junction	10 14
3, 5	Gunnison Valley	27-Oct	10:00 am	Sneffles Conf Rm, Region 10 Enterprise Center, 300 N. Cascade Ave., Montrose	25
1, 3	Intermountain	21-Oct	3:00 pm	Eagle County Bldg, 500 Broadway, Eagle	40
1, 3	Intermountain	2-Dec	1:00 - 5:00 pm	Eagle County Bldg, 500 Broadway, Eagle	33
4	North Front Range	7-Oct Public Meeting	6:00 - 8:00 pm	Severance Town Hall, 231 W. Fourth Ave., Severance	40

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
4	North Front Range	20-Oct TAC	1:00 - 4:00 pm	Windsor Rec Center, 250 N. 11th Street, Windsor	21
4	North Front Range	4-Nov Council	6:00 - 8:00 pm	Greeley Police Station	38
3	Northwest	28-Oct	10:00 am	Crawford Room, Centennial Hall, 124 10 th St., Steamboat Springs	21
2	Pikes Peak	8-Sep 18-Nov TAC 8-Dec Board	9:00 am - 12:00	Pikes Peak Area COG, 15 So. 7th St., Colorado Springs	N/A
2	Pueblo	2-Sep	8:30 am - 11:00	Pueblo City Hall, 1 City Hall Pl., 3rd Floor, Pueblo	23
5	San Luis Valley	1-Nov	1:00 - 3:00	Alamosa County Building, 8900 Independence Way, Alamosa	12
2	South Central	23-Sep	1:00 - 3:00 pm	Early Learning Center, 300 Bonaventure, Trinidad	18
2	Southeast	28-Oct	1:30 - 3:00 pm	SE Colorado Enterprise Development, 112 W. Elm St., Lamar	20
5	Southwest	1-Oct	8:30 am - 11:00	La Plata County Fairgrounds, Pine Room, Durango	17
4	Upper Front Range	9-Sep	1:00 - 4 p.m.	Morgan County Administrative Building, 231 Ensign St., Fort Morgan	25

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CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
2	Pueblo	28-Apr	4:00pm - 7:00pm	Pueblo Transit Center 2nd and Court Street in Pueblo	N/A
1, 6	Douglas	17-May	10:00am	Park Meadows Conference Room, 9350 Heritage Hills Circle, Lone Tree 80124 (West of 1-25 off Lincoln Avenue)	32
5	San Miguel	25-May	11am	Telluride	15
2	Crowley	26-May	8:30 -10:30 am	603 Main St., Suite 2, Ordway	N/A
2	Otero	26-May	1:00 -3:00 pm	13 W. 3rd St, Rm 107, La Junta	N/A
2	Custer	27-May	9:00 – 11:00am	205 S. 6th St, Westcliffe	N/A
2	Fremont	27-May	2:30-4:30pm	615 Macon , #208, Canon City	N/A
1	Lincoln	27-May	10:00am	Hugo Lincoln County Court House, 103 3rd Avenue, Hugo 80821	15
5	Archuleta	8-Jun	9:00-10:30am	449 San Juan Street Pagosa Springs	5
6, 4	Broomfield	8-Jun	10:00am	1 DesCombes Drive, Broomfield	27
2	Huerfano	8-Jun	10:30 – 12:30pm	401 Main St., Ste 202, Walsenburg	N/A

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
2	Las Animas	8-Jun	2:00 – 4:00 pm	Courthouse, 200 E. 1st St, #201, Trinidad	N/A
5	Saguache	8-Jun	1:30-3:00pm	501 4th Street Saguache	8
4	Boulder	10-Jun	9:00am-10:30am	Courthouse Main Building 1325 Pearl Street Boulder, CO 80302	32
2	Kiowa	10-Jun	1:30-3:30pm	1305 Goff, Courthouse, 2nd fl, Eads	N/A
2	Prowers	10-Jun	9:00 – 11:00 am	Lamar Resource & Senior Center, 407 E. Olive Street, Lamar, CO 81052	N/A
5	Alamosa	14-Jun	10:30-12:00pm	8900 Independence Way Alamosa	6
2	Baca	14-Jun	9:30-11:30am	748 Main Street, Springfield	N/A
2	Bent	14-Jun	2:30 – 4:30 pm	725 Bent Ave, Las Animas	N/A
4	Logan	15-Jun	1-2:30pm	Logan County Courthouse Annex - 315 Main St, Sterling, CO	18
4	Washington	15-Jun	4-5:30pm	County Building, 150 Ash, Akron, CO	13
5	Dolores	21-Jun	1:00-2:30pm	409 N. Main Dove Creek	6
2	El Paso	21-Jun	9-11am	27 E. Vermijo, 3rd floor, Colorado Spgs	N/A
2	Teller	21-Jun	2-4pm	112 N. A St., Cripple Creek	N/A

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
6	Denver	23-Jun	3pm	Denver	11
5	La Plata	23-Jun	12:30-2:30pm	1060 E. 2nd Avenue Courthouse Durango	12
1	Park	23-Jun	1:30pm	County Commission Board Room, 501 Main Street (SH 9), Fairplay 80440	13
5	San Juan	28-Jun	9-10:30am	1557 Green Street Silverton	5
1, 6	Jefferson	29-Jun	1:00pm	Jefferson County Administration & Courts Facility, Lookout Mountain Conference Room, 100 Jefferson County Parkway, Golden 80419	28
4	Larimer	22-Jul	6:00pm-8:00pm	Fort Collins Police Building, Fort Collins	20
4	Larimer	29-Jun	6:30pm-8:30pm	200 West Oak Street, Fort Collins	25
1, 6	Adams	7-Jul	7pm	Adams County Economic Development Boardroom, 12050 Pecos, Westminster, 80234	N/A
1	Clear Creek	7-Jul	1:00pm	Commission Meeting Room, 405 Argentine Street, Georgetown 80444	20
4	Weld	13-Jul	6:30pm-8:00pm	Weld County Training Center - 1104 H Street, Greeley	21

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CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
3	Mesa	19-Jul	2-3:30pm	544 Rood Ave, Multipurpose Room, 1st Floor, Grand Junction	12
4	Phillips	19-Jul	10-11:30am	Phillips County Fairground 22505 US385, Holyoke CO	18
4	Morgan	20-Jul	1:30-3:30pm	Morgan County Administration Bldg., Basement Assembly Room 231, Ensign St, Fort Morgan	18
1	Summit	20-Jul	1:30pm	Summit County Courthouse, 208 E. Lincoln Avenue, 3rd floor, Breckenridge 80424	17
4	Weld	22-Jul	6:30pm-8:00pm	Southwest Weld County Services Complex - 4209 Weld County Rd 24 1/2	30
5	Chaffee	26-Jul	1-2:30pm	Salida	6
1, 6	Arapahoe	29-Jul	10am-12pm	Arapahoe County Administration Bldg. 4334 S Prince Street Pikes Peak Conference Room Littleton, CO 80120	26
4	Sedgwick	29-Jul	10-11:30am	315 Cedar St., 2nd Floor, Julesburg CO	24
4	Yuma	30-Jul	10:30am-12pm	Yuma County Courthouse - 310 Ash, Wray, CO	17
3	Lake	2-Aug	1-2:30pm	800 Harrison Leadville	25

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CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
1	Kit Carson	4-Aug	10:00am	Commissioners Board Room, Kit Carson County Courthouse, 251 16th Street, Burlington 80807	12
3	Moffat	10-Aug	1-2:30pm	221 W. Victory Way, Craig	8
3	Routt	10-Aug	10-11:00am	136 6th Street, Steamboat	17
5	Conejos	13-Aug	1-2:30pm	Conejos	Meeting Cancelled
5	Mineral	16-Aug	1:30-3pm	Creede	5
5	Rio Grande	16-Aug	10-11:30am	Del Norte	20
3	Eagle	17-Aug	10:30-12pm	500 Broadway, 2nd Floor, Eagle	30
5	Ouray	23-Aug	2:30-4pm	Ridgway	9
3	Rio Blanco	23-Aug	11:30-1pm	317 E. Market Street, Meeker	
3	Grand	24-Aug	1:30-3:00pm	308 Byers Ave, Hot Sulphur Springs	17
5	Ute Mountain Ute Tribe	24-Aug	9am - 10:30am	Towaoc	5
5	Southern Ute Tribe	25-Aug	9-10:30am	Ignacio	8
3	Jackson	31-Aug	1:30-3:00pm	396 Le Fever Street, Walden	17
3	Delta	13-Sep	10-11:30am	501 Palmer, Delta	30
3	Montrose	13-Sep	1:30-3pm	161 S. Townsend, Montrose	17

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CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
1	Elbert	14-Sep	10am	Elbert County Government, Board of County Commissioners Meeting Room, 215 Comanche Street, Kiowa 80117	7
3	Gunnison	14-Sep	1:30-3pm	200 E Virginia, Gunnison	12
3	Garfield	20-Sep	10:15-12pm	108 8th Street, Glenwood	40
5	Montezuma	20-Sep	10:30-12pm	Cortez	10
1	Gilpin	21-Sep	10:00-12:00pm	Old Courthouse, 203 Eureka Street, Central City 80427	17
3	Pitkin	21-Sep	1-3:00pm	530 East Main, Aspen	20
3	Hinsdale	23-Sep	1-2:30pm	311 Henson Street, Lake City	12
1	Cheyenne	30-Sep	10:30am	Courthouse Basement, 51 South 1st Street, Cheyenne Wells 80810	14
5	Costilla	30-Sep	1-2:30pm	San Luis	3