



2030 Statewide Transportation Plan

February 2005





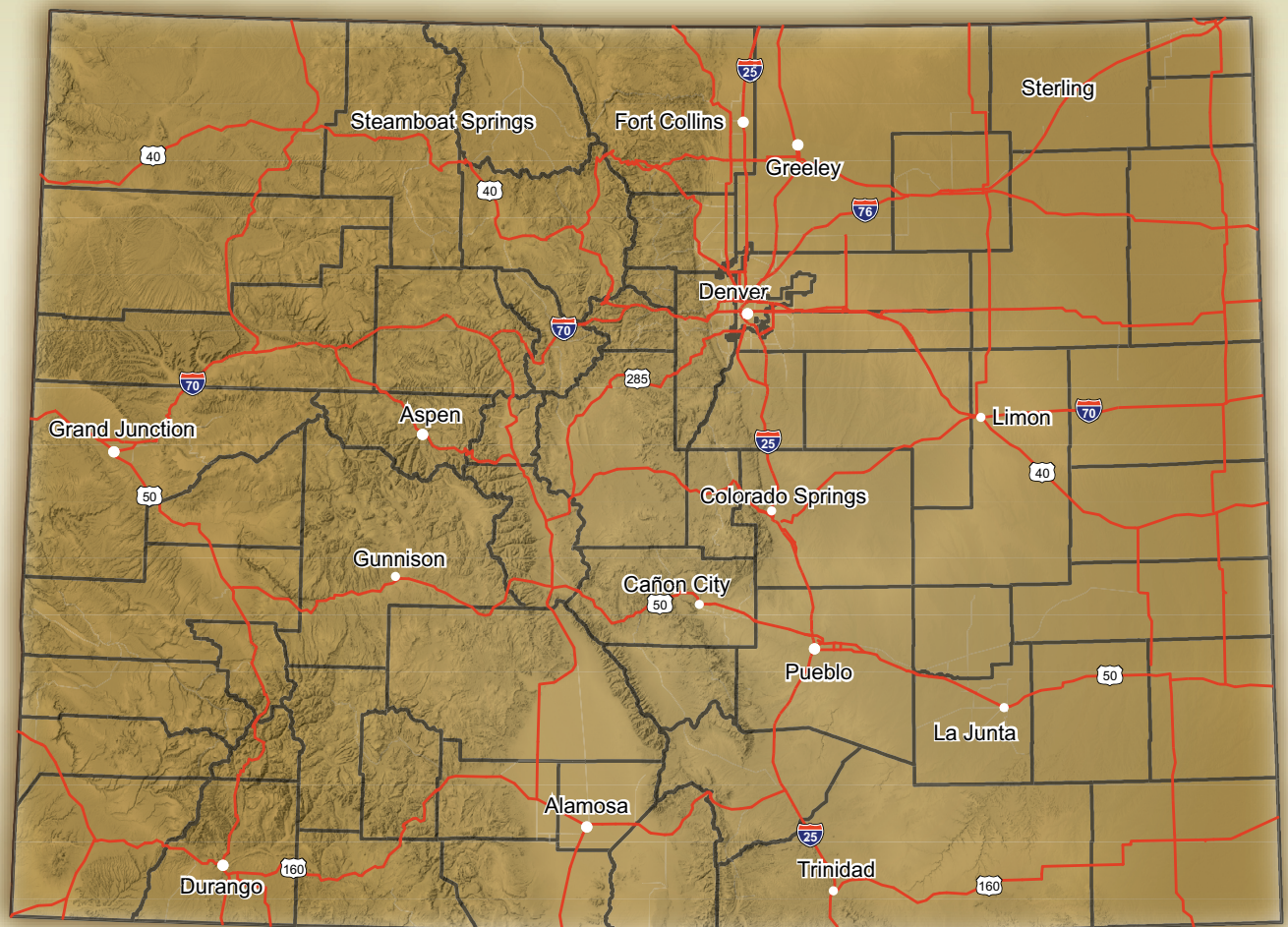
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MOVING COLORADO

Vision for the Future
2030 Statewide Transportation Plan

Statewide Colorado Map





Statewide Transportation Vision

In planning for Colorado's transportation future, residents and business people say one of their top priorities is to live and work in a state where they can:

- Travel on safe roads;
- Purchase goods and services that are delivered efficiently and cost-effectively;
- Find transportation options if they do not drive;
- Visit Colorado's natural landmarks and tourist destinations without sitting in traffic;
- Depend on an efficient transportation system;
- Rely on a transportation system that complements the fabric of local communities, encourages economic growth and protects the environment.

During the planning process for the 2030 Statewide Transportation Plan, strategies and "visions" for about 350 transportation corridors were identified as methods to reduce congestion, improve safety and maintain the transportation system.

Top strategies include:

- Resurfacing roads;
- Adding roadway capacity;
- Improving intersections;
- Adding passing lanes and acceleration/deceleration lanes;
- Repairing and replacing bridges;
- Providing and expanding transit bus and rail services;
- Providing bicycle/pedestrian facilities;
- Promoting carpools and vanpools;
- Managing access to state highways.

Coloradans envision a transportation system that is well-maintained, provides for travel choices and allows commerce to thrive. They expect safe, reliable and efficient travel on a system that meets anticipated population growth, supports an expanded economy and respects the natural environment.

Link to Statewide Plan Corridor Visions, Technical Reports and Regional Transportation Plans: www.dot.state.co.us/StatewidePlanning/PlansStudies/2030Plan.asp

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Vision for the Future
2030 Statewide Transportation Plan

Message From Commission Chairman & CDOT Executive Director

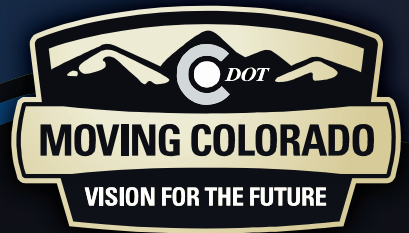
This 2030 Statewide Transportation Plan, “Moving Colorado: Vision for the Future,” prepared in accordance with state and federal legislation, represents a comprehensive effort to develop a transportation vision for all of Colorado. “Corridor visions” for about 350 transportation corridors across the state provide the foundation for the Plan and are based on what residents and businesses say they want from their transportation system. The Plan also presents the dollar amount needed to accomplish that vision.

Current projections indicate about \$75 billion in available transportation funding between now and 2030, and the Plan describes how our transportation system will deteriorate with that level of investment. It will take \$123 billion to sustain today’s service levels through 2030 and more than \$178 billion to improve system performance by achieving the strategies identified in the corridor visions.

The projected revenues outlined in the Plan represent a snapshot in time and are drawn from the Colorado Department of Transportation Resource Allocation of July 15, 2004 (which was based on revenue projections from June 2003). The figures in the Plan also are derived from the transit and aviation projections adopted in Regional Transportation Plans and from an assessment of local roadway and bridge needs.

Please note that projected revenues will change over time to reflect more current information. In fact, more recent revenue projections (from September 2004) indicate that CDOT funding will be \$8.7 billion less over 26 years than the June 2003 projections. Consistent with Colorado Transportation Commission policy, we will update this Plan every three years, and the next update will reflect the best revenue estimates available at that time.

Clearly, the financial challenge is critical and the search for solutions urgent. Transportation funds are scarce, and the dilemma will only worsen as construction costs outpace revenue over the next quarter-century. Without additional funding, Colorado’s transportation system will only deteriorate further and faster, and cost our citizens more.



Poor roadway conditions in Colorado already cost each motorist \$264¹ a year in extra operating and repair expenses. Traveler delays due to congestion in the Denver, Boulder and Colorado Springs areas cost more than \$1,426² per traveler annually. And the cost of a lost life due to unsafe roads is immeasurable to a family, while the overall financial expense of a traffic fatality amounts to \$1 million³ in medical, property damage, lost income and other costs.

Unless steps are taken now, motorists and businesses will be paying even more to keep their cars, delivery trucks and fleet vehicles in good repair. Projects already postponed by years will continue to be delayed, more people than ever will be stuck in traffic and the cost of doing business in Colorado will become excessive.

After listening carefully to how Coloradans want their transportation system to look in the future, we have crafted that vision into this 2030 Statewide Transportation Plan. With this Plan, we know where we want to go, and we know how much it will cost to get there. We must now work together to find solutions to our funding shortfalls – before it is too late.

Steve Parker, Chairman
Colorado Transportation Commission

Thomas E. Norton, Executive Director
Colorado Department of Transportation

1. Source: *The Road Information Program, Highway Development and Management Model*

2. Source: *Texas Transportation Institute's 2004 Urban Mobility Study*

3. Source: *National Highway Traffic Safety Administration*

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Vision for the Future
2030 Statewide Transportation Plan

Introduction

This 2030 Statewide Transportation Plan represents the vision that the people of Colorado would like to see for their transportation system. The corridor visions identified in this Plan integrate local land use decisions, community values and environmental considerations with local and statewide transportation needs. Within each corridor vision, specific improvement strategies are identified that will help achieve that vision. These visions represent an ultimate goal to work toward and are not time-specific.

The corridor visions and strategies developed by the public and identified in the Plan provide a context within which to include and prioritize projects in the six-year capital programming document called the Statewide Transportation Improvement Program (STIP). Projects included in the STIP must be consistent with the corridor visions identified in the Plan. The rate of population and employment growth, travel patterns and local land-use decisions all will influence the prioritizing and timing of transportation improvements, but these improvements must all help achieve the corridor vision. These corridor visions will help CDOT coordinate with local governments to prioritize the investment of available dollars into projects that best meet the visions expressed by the public.

The funding gaps identified in the Plan are not fixed dollar amounts that need to be closed instantaneously. Rather, they identify what is necessary to implement the transportation visions, expressed by the public, over time. This Plan provides the foundation for a discussion between policy makers and the public on what part of the visions the state can afford to accomplish, including potential compromises in service levels to stay within available dollars.

As Colorado moves into the future, developing innovative transportation solutions will propel the Centennial State to even greater successes by 2030 than those enjoyed today. Top rankings in national economic surveys, unparalleled recreational amenities, world-class educational institutions and much more combine to make Colorado a destination of choice. But overwhelming challenges are threatening the state's transportation network. Rapid population growth, especially among those 65 and older, increasing traffic congestion and funding shortfalls all pose obstacles to the seamless, efficient and rapid movement of people, goods and information.



So much is at stake in a state where all residents deserve hassle-free transportation choices for travel to and from work, school and play. Businesses deserve a transportation network that allows Colorado commerce to remain competitive on the global stage. And tourists deserve to spend more time skiing, hiking and rafting than sitting in traffic.

Overcoming these challenges means creating partnerships among private enterprise, transit agencies and community stakeholders. It means ensuring fiscal responsibility. It means maintaining the existing transportation system and preserving the state's assets. It means providing a transportation system that supports emergency services in times of national security. It means relieving key congestion points. It means that Colorado's transportation providers listen and respond to what people have to say when developing and improving the state's transportation system.

It means that together, Colorado residents, businesses and visitors can safely and efficiently travel from today into tomorrow.

PURPOSE & METHODOLOGY OF 2030 PLAN

The 2030 Plan melds Colorado Transportation Commission policy with direction drawn from the state's 15 Transportation Planning Regions (TPRs). Technical reports on topics such as local roadways, freight, aviation and transit also augment the Plan.

In addition, for the first time, the Statewide Transportation Plan includes corridor visions for about 350 transportation corridor segments. Vast amounts of public input went into creating these corridor visions, which allow the state's many transportation providers to cooperatively address a corridor's comprehensive transportation needs – from highway to rail to transit to aviation – with community-preferred strategies. The strategies balance local, regional and statewide transportation challenges, and the resulting corridor visions have been incorporated into the overall statewide planning process and become the basis for an integrated transportation vision for all of Colorado.

MOVING COLORADO

Vision for the Future 2030 Statewide Transportation Plan

POLICY GUIDANCE

The 2030 Plan provides a valuable policy framework and overarching vision for the state, while also offering policy guidance to transportation providers, including the Colorado Department of Transportation, in developing and managing the state's transportation system.

The 2030 Plan provides the policy structure necessary to guide transportation investments based on Colorado's transportation mission, vision, goals and objectives. The corridor visions also will allow decision-makers to prioritize capital construction projects. Projects now must be consistent with the corridor visions.

Colorado Transportation Commission policies give high priority to:

- Preserving, maintaining and enhancing the existing transportation system.
- Judiciously expanding the system to respond to growth, and recognizing the opportunities provided by the Colorado Tolling Enterprise to incorporate new highways or additional lanes into the system.
- Recognizing the role of all modes of transportation in addressing mobility needs, and working with planning partners to leverage limited financial resources.

MISSION & VISION

“Provide the best multi-modal transportation system for Colorado that most effectively moves people, goods and information.”

This mission statement is derived from the 1991 legislation that renamed the Colorado Department of Highways the Colorado Department of Transportation. Recognizing the diverse nature of the state's transportation network, the Department's vision statement expands on that concept:

“Enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on moving people and goods by offering convenient linkages among modal choices.”



This means that with collaborative decision-making, leadership and creativity serving as guiding principles, the state must partner with all transportation entities to provide a seamless system that allows users to move easily from bicycle to local road to state highway to bus to light rail to air. Examples of successful partnerships include: the 1999 legislative- and voter-approved drive to accelerate 28 strategic projects around the state, including the historic partnership between CDOT and the Regional Transportation District on the T-REX project; joining with El Paso County to widen and realign I-25 in Colorado Springs; and boring the Wolf Creek Pass Tunnel on U.S. 160 in cooperation with Mineral County and nearby communities.

Establishing the Colorado Tolling Enterprise in 2002 to finance transportation projects, exploring whether to relocate rail freight lines from metro Denver to the Eastern Plains, studying possible improvements along I-70 between I-25 and Denver International Airport, and entering into intergovernmental agreement with RTD to guide cooperative development of critical corridors also demonstrate CDOT's commitment to partnerships.

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Vision for the Future
2030 Statewide Transportation Plan

Financing for Today & Tomorrow

Over the next 26 years, state and local agencies are currently forecast to spend an annual average of nearly \$2.9 billion,⁴ or a total of \$75 billion, on transportation across Colorado. This includes an annual average of about \$1.1 billion, or a total of \$28 billion, by CDOT. The figures reflect CDOT's most recent resource allocation projections. The figures will change over time as more current information becomes available.

The Department serves as the steward for state highway system dollars, and through its performance standards and measures, CDOT is able to track progress toward meeting its goals and objectives and report that progress to policymakers, customers and other stakeholders.

INVESTMENT CATEGORIES

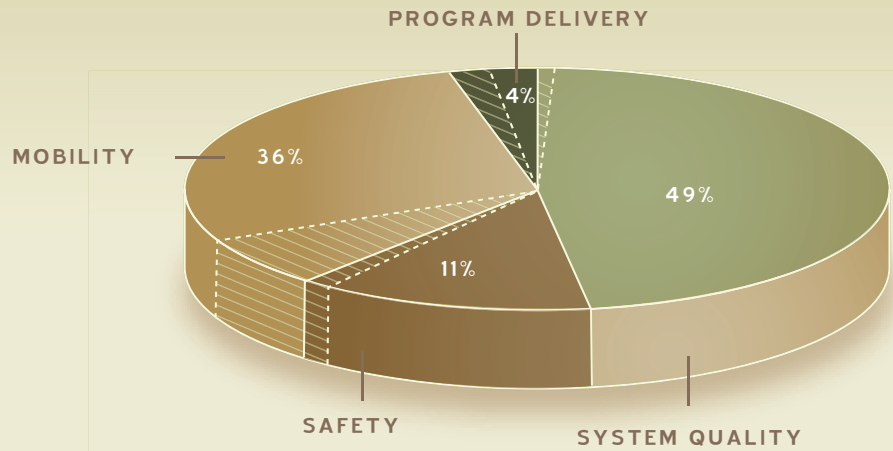
CDOT funding decisions are based on four primary investment categories. A fifth category, Strategic Projects, which includes the voter-approved acceleration of 28 strategic projects from the 2020 Statewide Transportation Plan, has been incorporated into these four categories:

- **System Quality** – Maintaining the functionality and aesthetics of the existing transportation infrastructure.
- **Mobility** – Providing for the efficient movement of people, goods and information.
- **Safety** – Reducing fatalities, injuries and property damage for all users of the system through services and programs.
- **Program Delivery** – Providing for the successful delivery of CDOT projects and services.

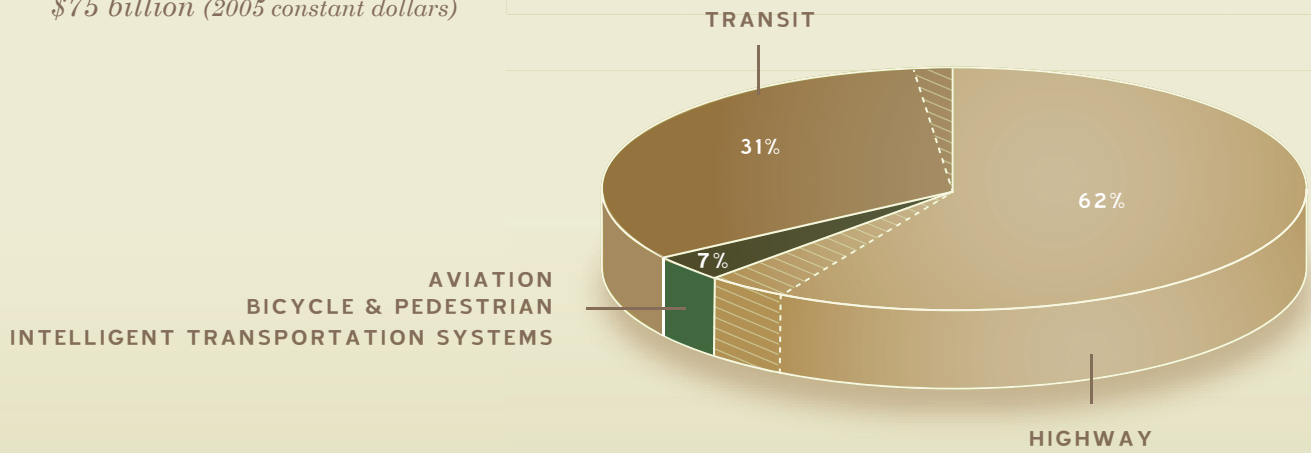
Specific performance measures and objectives have been developed for each investment category, allowing the Transportation Commission and CDOT to make educated trade-offs as they decide how best to allocate limited financial resources and meet the state's growing transportation needs. In the future, this will mean allocating those limited resources to highest-priority transportation corridors in an effort to ensure their optimal use.

⁴This figure and all others in the 2030 Statewide Transportation Plan are given in 2005 constant dollars. Revenue projections and costs are based on the Colorado Department of Transportation Resource Allocation (July 15, 2004) and PlanSite database (December 14, 2004).

Statewide Spending by Investment Category⁵
 \$75 billion (2005 constant dollars)



Statewide Spending by Mode⁵
 \$75 billion (2005 constant dollars)



STRATEGIC PROJECTS

⁵ Revenue projections and costs are based on the Colorado Department of Transportation Resource Allocation (July 15, 2004) and Regional Transportation Plan project information in the PlanSite database (December 14, 2004).

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Vision for the Future 2030 Statewide Transportation Plan

FUNDING GAP

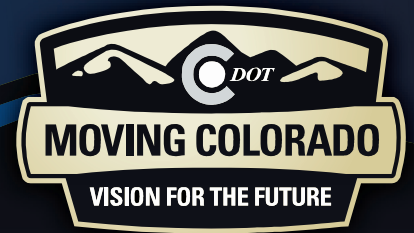
After the extensive, statewide effort that helped create this 2030 Plan, the strategies necessary to maintain and improve Colorado's transportation system are clear. But under existing revenue and financing scenarios, funding allocations fall far short of being able to implement those strategies.

Sustaining the existing transportation system and expanding it to meet the needs of Coloradans through 2030 will require much more than the \$75 billion⁶ currently targeted for transportation. It will take a minimum of \$123 billion through 2030 just to sustain existing service levels of mobility, safety and system quality. It will require in excess of \$178 billion through 2030 to improve those service and performance levels and expand the infrastructure to a level necessary to carry out the corridor visions identified by the Regional Transportation Plans.

This means that between now and 2030, an additional \$48 billion will be necessary just to sustain existing Colorado transportation service levels and at least another \$103 billion will be required to accomplish the corridor visions.

With every dollar already being stretched as far as possible, leaders must build better partnerships to accomplish and fund the state's future transportation vision.

⁶Revenue projections and costs are based on the Colorado Department of Transportation Resource Allocation (July 15, 2004) and Regional Transportation Plan project information in the PlanSite database (December 14, 2004).



Total Statewide Revenue Needs: CDOT & Local (Through 2030⁷)

	Dollar Amount	Gap
Forecast	\$ 75 Billion	Not applicable
To Sustain Current Performance Levels	\$123 Billion	\$48 Billion
To Accomplish Corridor Visions ⁸	>\$178 Billion	>\$103 Billion

Total Breakdown of Revenue Needs: CDOT Only

	Dollar Amount	Gap
Forecast	\$28 Billion	Not applicable
To Sustain Current Performance Levels	\$67 Billion	\$39 Billion
To Accomplish Corridor Visions	\$97 Billion	\$69 Billion

Total Breakdown of Revenue Needs: Local Roads, Transit, Aviation

	Dollar Amount	Gap
Revenue Forecast		
Local Roads	\$19 Billion	Not applicable
Transit	\$23 Billion	Not applicable
Aviation	\$4 Billion	Not applicable
To Sustain Current Performance Levels		
Local Roads	\$31 Billion	\$12 Billion
Transit	\$22 Billion	Not applicable
Aviation	\$3 Billion	Not applicable
To Accomplish Corridor Visions		
Local Roads	> \$31 Billion	\$12 Billion
Transit	\$45 Billion	\$22 Billion
Aviation	\$5 Billion	\$1 Billion

⁷ Revenue projections and costs are based on the Colorado Department of Transportation Resource Allocation (July 15, 2004) and PlanSite database (December 14, 2004). Amounts do not sum due to rounding.

⁸ Does not include revenue needed to improve local roads beyond today's performance levels.

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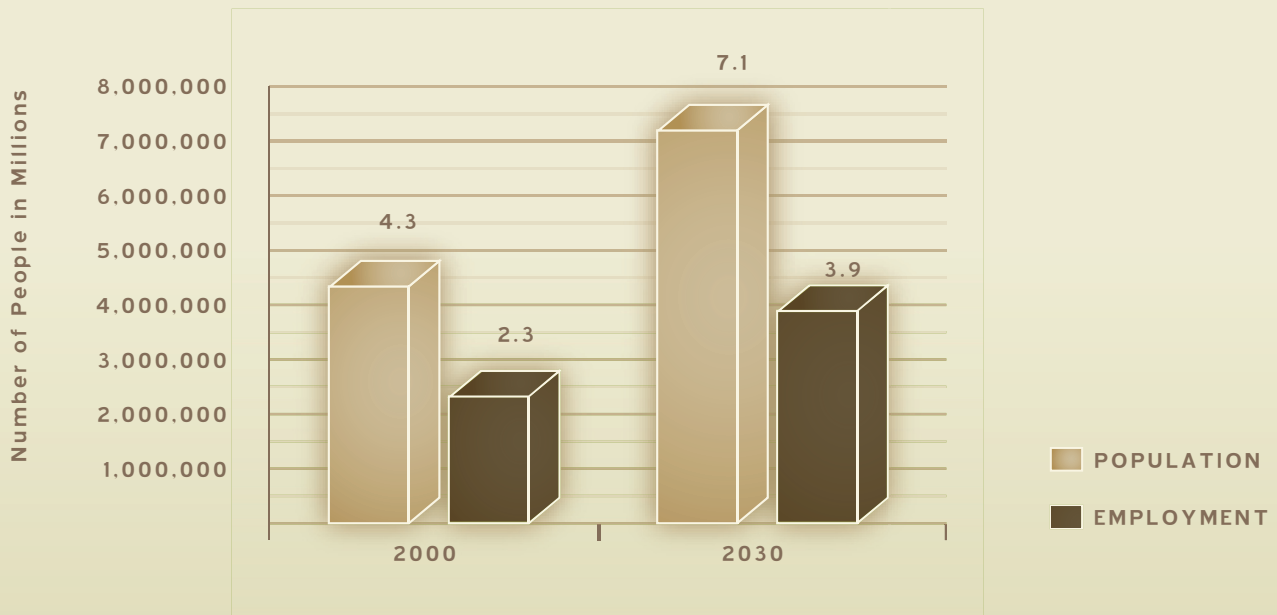
Vision for the Future
2030 Statewide Transportation Plan

The Value of Transportation

At present, Colorado's transportation network includes more than 85,000 miles of local, state and federal roadways, 3,600 miles of rail freight lines, 78 public-use airports and 15.8 miles of light rail in the Denver area.

The key to Colorado's future lies with transportation. The state's quality of life and economic successes – getting to and from work, the movement of freight into and out of Colorado, the delivery of produce from farm to market to home, and the shuttling of skiers to and from the mountains – depend upon an efficient transportation system. Population and traffic growth will tax the system as never before. The number of people living in Colorado is projected to nearly double from the 4.3 million recorded in the 2000 Census to 7.1 million in 2030, with employment swelling from 2.3 million to 3.9 million and the number of elderly and disabled residents also rising at a remarkable pace.

Colorado Population and Employment



Source: Colorado Dept. of Local Affairs (2004)



To accommodate such enormous growth, Colorado must cultivate all modes of transporting its workforce quickly, safely and reliably. Four out of every five motorists still drive to work alone, according to CDOT's 2003 Statewide Customer Survey, often in congested and time-consuming commutes. Time lost to congestion impacts everyone, from decreased job productivity to the failure to attract and retain businesses. Buses, light rail, high-occupancy vehicle (HOV) lanes and express toll lanes must play greater roles through 2030 to satisfy an increasing demand for public transportation options throughout the state.

Moreover, residents and visitors alike must be guaranteed easy access to the state's myriad recreational venues, including state and national parks, mountain resorts, hunting and fishing locales, gaming locations, scenic byways and the state's famed Fourteeners.

But reaching popular destinations will become increasingly challenging. Traffic through the Eisenhower/Johnson Tunnel on I-70, for instance, grew 54 percent between 1990 and 2003. By 2025, travel time along westbound I-70 is expected to increase on a Saturday in the winter by almost two hours, making the trip from Denver to Vail a four-hour journey. Eastbound travel time is anticipated to increase even more on a Sunday in the summer – by 2 ½ hours – making for a six-hour trip from Vail back to Denver. Travel demand is expected to grow another 67.5 percent by 2030, resulting in daily congestion conditions comparable to current holiday or ski weekend stop-and-go traffic.

In addition to satisfying tourism demands, ensuring mobility to and from Colorado's recreational playgrounds will enable the private sector to attract new industries and businesses. Many businesses base their relocation and retention decisions on the efficiency of transportation and commuting networks, including whether a particular state offers an integrated system of multi-modal connections that provides easy access to grain elevators and natural-gas pipelines from highways, railroads and airports. A faulty system – one riddled with congestion and poor pavement conditions – only leads to higher transportation costs, which ultimately yield higher prices to consumers.

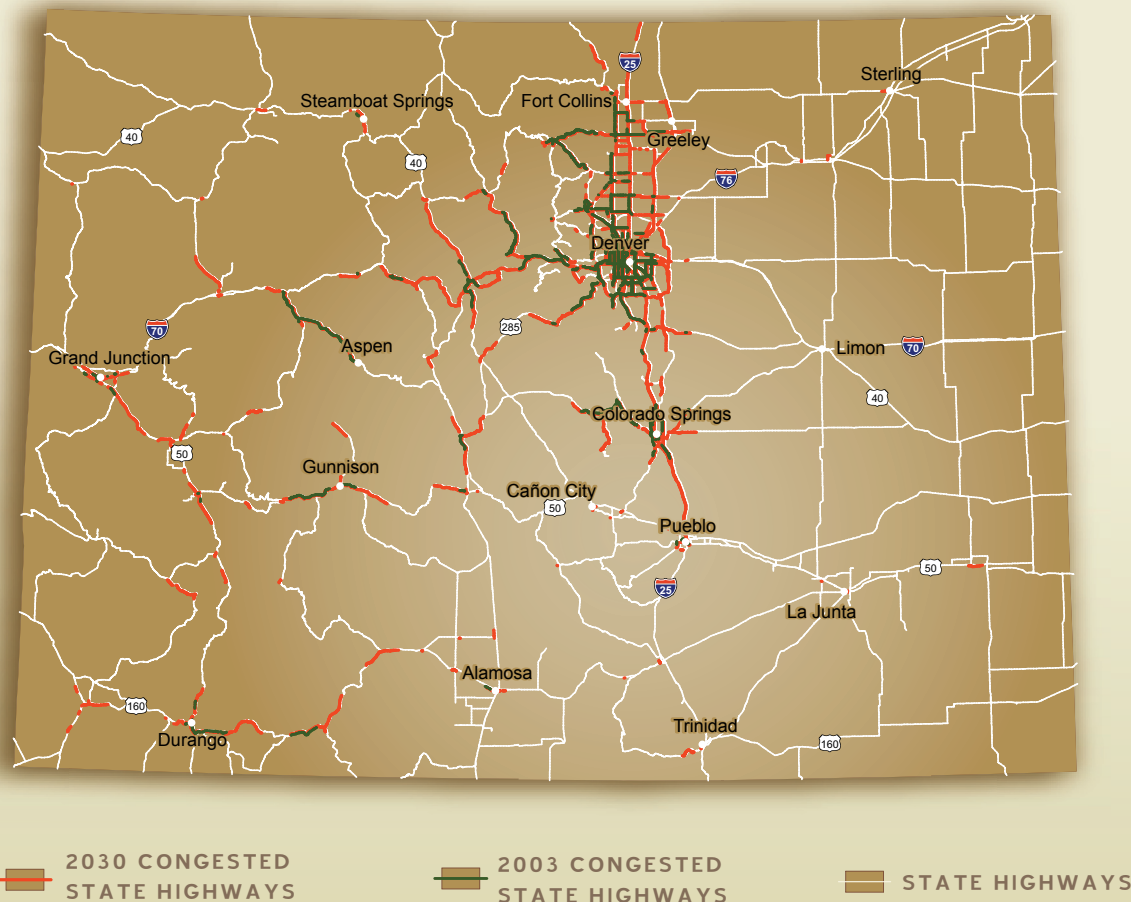
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Growing Demands & Ensuing Challenges

With 7.1 million people expected to call Colorado home by 2030, the demands on the transportation system will be staggering. Park County's population is expected to jump by 482 percent, Elbert County's by 191 percent and Weld County's by 158 percent. Without alternative modes of transportation and increased capacity where necessary, the exponential growth forecast for many areas will push the transportation system beyond its limits.

2003 and 2030 Colorado Congested State Highways.



Congestion is defined as volume that exceeds 85 percent of a road's capacity.



VEHICLE TRAVEL

The number of vehicle miles traveled (VMTs) on state highways is projected to grow by 67 percent, from more than 25.1 billion in 2000 to 41.9 billion in 2030. The percentage of congested lane miles (where the traffic volume exceeds 85 percent of the capacity of the road) will spike by 161 percent. With 23,061 lane miles on Colorado state highways, 2,231 miles now function at congested levels. By 2030, the figure is expected to be 5,824 miles, and more congestion means longer wait times for motorists sitting in traffic.

AIR TRAVEL

Passenger boardings at the 13 commercial-service airports in Colorado, excluding Denver International Airport, are anticipated to rise 172 percent over the coming decades. At DIA, enplanements are projected to double from 18.8 million in 2003 to 35.8 million in 2030, and cargo shipments are projected to triple, from 359,000 tons a year to 1.2 million tons.

With its rugged mountains and vast plains, Colorado is served by 78 airports, including 65 general-aviation facilities, which provide a vital link in the overall multi-modal transportation system. This aviation network gives the traveling public and commercial interests quick access to remote and rural locations.

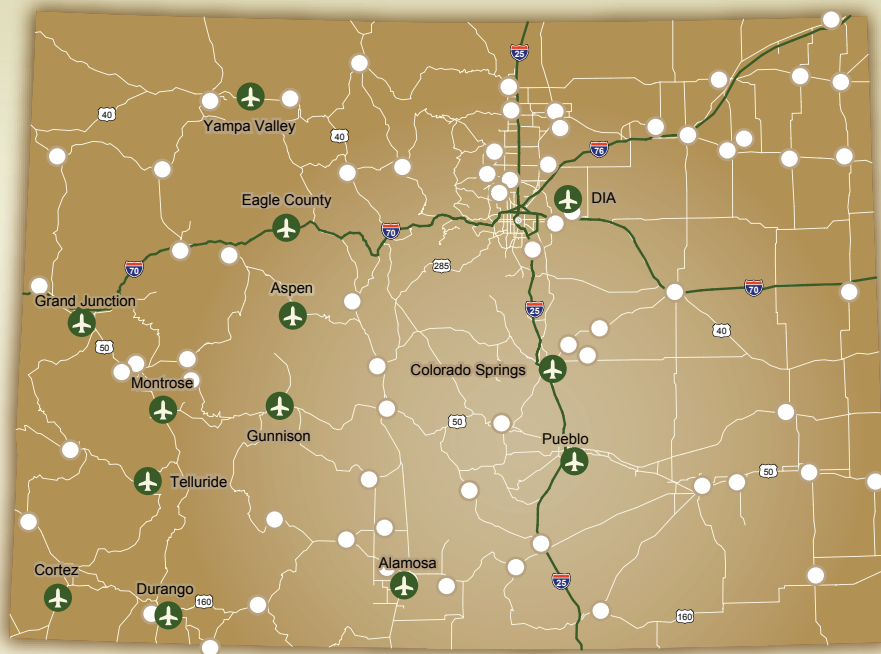
Airports play a vital role in supporting Colorado's business and tourism sectors. They generate \$23.5 billion in annual economic activity and are responsible for more than 280,000 jobs and nearly \$10 billion in wages, including \$1.5 billion in economic activity, 19,000 jobs and \$645 million in payroll from the general-aviation airports. DIA is among the busiest airports in the nation.

To meet future aviation demands and ensure a healthy and diverse economy in the years to come, continued investment in Colorado's airport system on the local, state and federal levels will be necessary.

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Vision for the Future
2030 Statewide Transportation Plan

Colorado Airports



- ✈️ COMMERCIAL SERVICE AIRPORTS
- GENERAL AVIATION AIRPORTS

FREIGHT

Because of its strategic location as a “bridge” state in the national and international freight system, and because of Colorado’s strong agriculture and natural resource sectors, the need to transport large quantities of commodities is great.

By 2030, freight hauls across Colorado highways and rail lines are expected to double from today’s levels. More than 194 million tons of freight worth \$132 billion are moved across roads, railways and runways in Colorado each year, with nearly 70 percent of the weight and 80 percent of the value carried by trucks. Grains, coal and ore account for the largest shares of all freight.

The Ports to Plains Trade Route, Heartland Expressway in Eastern Colorado and Camino Real Highway (I-25) have been designated by the federal government as high-priority corridors in anticipation of the increase in freight transportation.



Rail traffic along the Front Range also will grow between now and 2030, which is why CDOT is working with railroads to study the relocation of freight traffic from heavily populated areas to the Eastern Plains. Such a move would free up rail space for passenger service, reduce congestion and improve rail operations.

Accommodating the movement of goods from one travel mode to another also will be a challenge for the future. A new center for air, truck and rail services proposed for east of DIA would help meet that transportation challenge.

TRANSIT

Transit provides choices for people to get to work, school and services. It helps the elderly and disabled stay active and independent. It provides an alternative to congested roadways, improves air quality and connects people throughout the state. And it comes in a variety of options: commuter and intercity rail, fixed bus routes, light rail, free shuttle buses at mountain resorts and “call and ride” services.

Colorado’s transit operators currently provide approximately 111 million passenger trips annually, with demand forecast to increase about 50 percent by 2030.

The Regional Transportation District’s FasTracks initiative in greater Denver and a Rural Transit Authority in El Paso County, both approved by voters in November 2004, will help meet some of this demand.

Elderly, disabled, low-income and other households without vehicles will be at the forefront of groups seeking additional transit services in the years to come. Mobility benefits everyone, and CDOT is committed to working towards providing service to all segments of Colorado’s population.

ADDITIONAL TRANSPORTATION MANAGEMENT TOOLS

Two additional tools from today that could help meet the daunting transportation demands of tomorrow are Intelligent Transportation Systems and Transportation Demand Management.

The state’s ITS technology network includes 1,200 detectors, sensors, closed-circuit TV cameras and ramp meters, representing a more than \$100 million investment that requires continued maintenance. The network communicates weather, road hazard and accident information to motorists, allowing them to make educated travel choices. Data is disseminated through the Internet, roadside dynamic message signs, radio, other media, e-mail, fax and cell phone.

ITS improves mobility and safety by increasing highway speeds, reducing congested roadways and reducing the frequency of accidents.

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Vision for the Future 2030 Statewide Transportation Plan

Transportation Demand Management works by encouraging the use of transit and establishing carpooling, vanpooling, flex-time and telecommuting opportunities. By promoting alternative modes, increasing vehicle occupancy and easing peak-hour congestion, TDM strategies can extend the useful life of transportation facilities, enhance mobility and improve air quality.

Many communities and businesses have embraced TDM as an effective and creative method to make more efficient use of an overburdened transportation network, and these efforts will need to continue in the future.

Public Input Process

In determining how best to maintain and expand the transportation system to accommodate future growth, CDOT sought extensive input from the general public, stakeholders and officials in an unprecedented outreach campaign for the 2030 Statewide Transportation Plan.

CDOT hosted a series of kick-off meetings across the state. Some 3,200 residents participated in telephone polls for the 2003 Statewide Customer Survey. The Transportation Commission invited comments. County officials provided input. CDOT sponsored more than 100 meetings in communities with less than 5,000 people in conjunction with the Department of Local Affairs. CDOT participated in Colorado Municipal League meetings across the state. Other groups, including Colorado Counties Inc., Colorado Association of Transit Agencies, Club 20, Progressive 15 and Action 22, contributed to the regional and statewide planning processes.

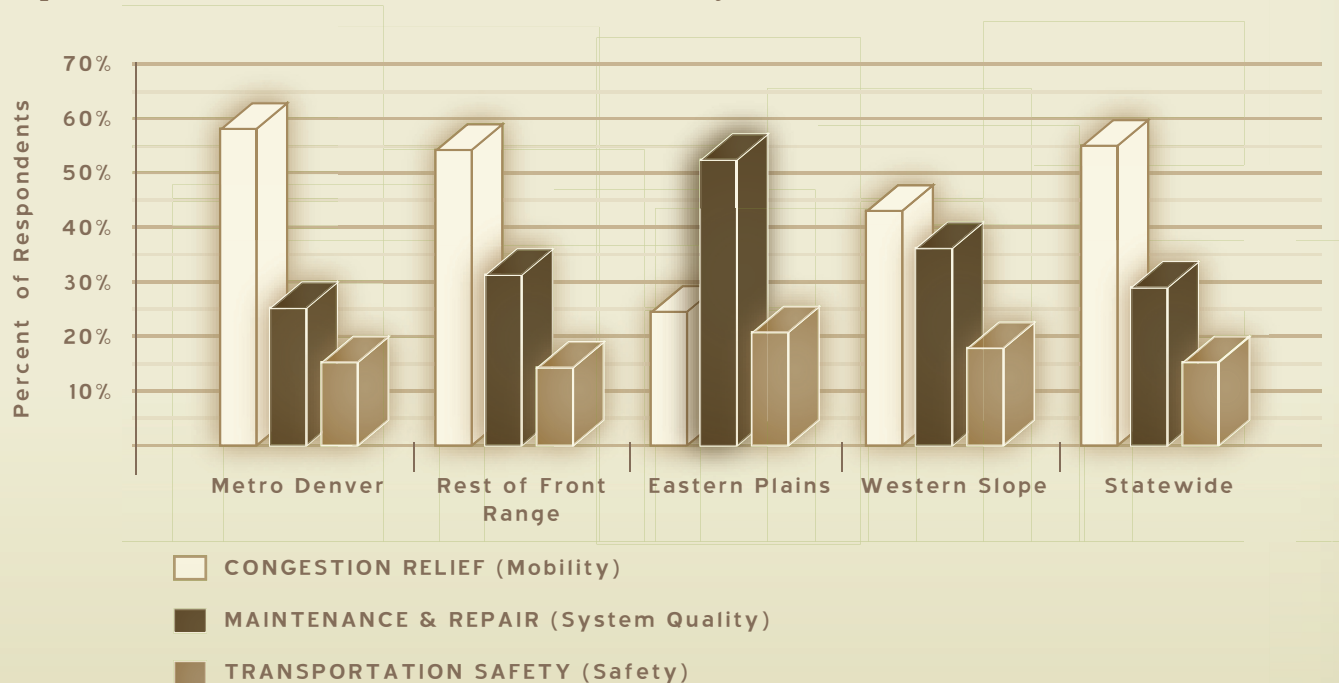
The 15 TPRs also solicited additional public input to help develop the corridor visions during the regional planning period. CDOT and the TPRs jointly conducted more than 20 public hearings and open houses in the fall of 2004 on the draft regional and statewide plans. Outreach also was done at shopping centers, tribal lands and other locations in an effort to reach diverse populations.

A media campaign, newsletters and an expanded CDOT web site further helped to ensure that this truly is Colorado's 2030 Statewide Transportation Plan.

Results of Public Input Process

What Coloradans want when it comes to transportation options depends on where they live. The 2003 Statewide Customer Survey found that those living in metro Denver, along the Front Range and on the Western Slope ranked congestion as their No. 1 transportation issue. Those living on the rural Eastern Plains rated roadway maintenance and repair as their top concern. Respondents in metro Denver and on the Western Slope cited transit and alternative modes of transportation as their preferred solutions to congestion, while those on the Eastern Plains and Front Range favored adding lanes to highways.

Top Concerns from CDOT 2003 Customer Survey



Several common themes also emerged from the 100 small-community meetings. Residents asked for lower speed limits so that highways become “Main Streets” through town. They want quicker repairs and more regular maintenance on roads that are heavily traveled by trucks. They want more passing and turn lanes plus wider shoulders for farm equipment and bicycles. They would like upgrades made to their rural airports, and some wanted passenger rail service to come to their communities. They also are concerned about protecting the environment.

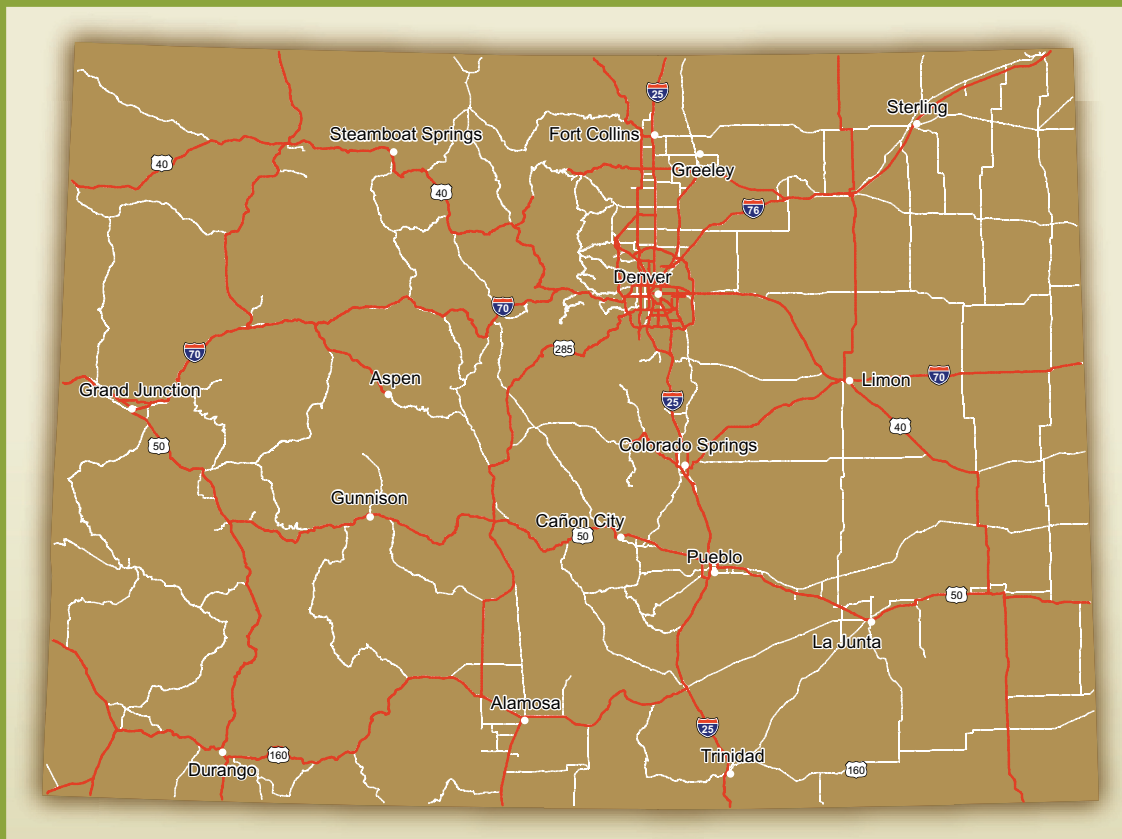
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Corridor Visions

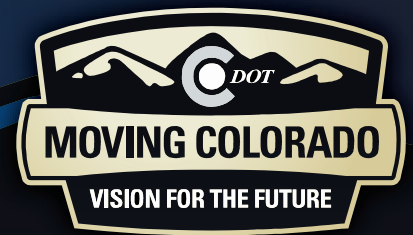
For the first time, the Regional Transportation Plans include about 350 corridor visions for clearly-identified transportation corridors around the state. This approach replaces project-by-project listings contained in previous regional and statewide transportation plans. By projecting the region's population, employment and growth a quarter-century into the future, corridor visions offer suggestions about what the future could – and should – look like.

Statewide System of Corridor Visions



STATEWIDE SYSTEM

INTER-REGIONAL
CORRIDOR



The Transportation Commission provided specific policy guidance to ensure the integrity of the state highway system, which includes federal interstates, as the corridor visions were developed. The Commission put a high priority on achieving performance objectives for a statewide system of corridors that maintains the national defense system of interstate and inter-regional travel routes, as well as optimizing the existing state highway system before expanding it.

A corridor is defined as a specific geographical area encompassing any number of transportation modes: state highway, local roads, bus, air, rail, bicycle and pedestrian. Because a region's residents, goods and services are transported through these corridors, they are critical to economic well-being and quality of life. The concept of examining transportation on a corridor basis balances statewide mobility, maintenance and safety issues with community economic, cultural and environmental concerns. It also allows stakeholders to collaborate in identifying and prioritizing transportation goals and strategies.

By using the corridor visions model, each corridor can, in essence, create its own long-range vision, and taken together, the corridor visions establish an integrated, system-wide vision that balances local and statewide transportation goals and strategies. Furthermore, these visions provide a link to the specific transportation strategies needed to meet future demand and will allow the state to set clear priorities.

The corridor visions propose strategies aimed at meeting a corridor's unique transportation goals, such as: improving poor pavement conditions; replacing and repairing bridges; adding general-purpose, passing and acceleration/deceleration lanes; encouraging rail and transit development; adding bike trails and pedestrian trails; supporting linkages to other transportation facilities; and promoting Transportation Demand Management strategies.

The corridor visions process also enables communities to detail concerns specific to their areas. For instance, in the San Luis Valley, along State Highway 15 between Monte Vista and the Conejos County Line, the local Amish community uses horse-drawn carriages, presenting the need for shoulders to be wide enough to safely accommodate non-motorized and motorized traffic alike.

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I-25 Statewide Corridor

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2030 Statewide Transportation Plan

INTRO **STATEWIDE SYSTEM** REGIONAL PLANS FEEDBACK & LINKS

I-25

GOALS

- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Accommodate growth in freight transport
- Optimize the transportation system by providing transit, ITS and TDM measures

STRATEGIES

- Add general purpose lanes as needed
- Construct interchange improvements
- Add surface treatment and reconstruct roadways
- Bridge repairs/replacement
- Utilize Transportation Demand Management measures like carpool/vanpool and Intelligent Transportation Systems like variable message signs
- Provide and expand transit bus and rail services / Intermodal connections

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A graphical display detailing each corridor vision, such as this one for I-25, is available on a CD-ROM accompanying the 2030 Statewide Transportation Plan and on the Internet at www.dot.state.co.us/StatewidePlanning/PlansStudies/2030Plan.asp.



THE ENVIRONMENT

Environmental issues were critically important when determining the corridor vision strategies – just as they are when projects are being built – because Coloradans care deeply about minimizing community and wildlife impacts, protecting air and water quality, and coordinating transportation improvements with land-use development. The Transportation Commission adopted an Environmental Stewardship Guide and an environmental ethics statement in 2002 that calls for going beyond environmental compliance to environmental excellence:

“CDOT will support and enhance efforts to protect the environment and quality of life for all of its citizens in the pursuit of providing the best transportation systems and services possible.”

In 2003, CDOT teamed with The Nature Conservancy, U.S. Fish and Wildlife Service and other federal and state agencies to provide \$5.5 million to protect up to 50,000 acres of shortgrass prairie on the Eastern Plains. The initiative received the 2003 Environmental Excellence Award from the Federal Highway Administration and helps protect habitat for the threatened mountain plover, burrowing owl, black-tailed prairie dog and swift fox. The use of liquid de-icer to reduce air pollution; an aggressive approach to controlling run-off and sedimentation from highways in sensitive corridors; construction of tunnels to help deer, elk and other wildlife traverse beneath highways; and mapping of lynx and other critical habitat all demonstrate CDOT’s ongoing commitment to preserving Colorado’s ecosystems.

Furthermore, CDOT is dedicated to ensuring that minority and low-income communities do not suffer a disproportionate share of environmental consequences from transportation-related activities. The Department monitors system quality, mobility and safety performance levels on state highways in these communities, and CDOT has established baseline data to help ensure that transportation services and facilities are provided equitably in minority and low-income communities.

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Financial Outlook

The biggest challenge to meeting transportation demand is paying for it. Revenues simply are not keeping pace with growth or maintenance and construction costs. The state's more stable revenue source, the gasoline tax, is anticipated to grow 3 percent annually, while construction costs are predicted to grow 5 percent annually.

REVENUE STREAM

Statewide, current economic projections predict \$75 billion⁹ in transportation revenue through 2030, including \$28 billion for CDOT projects. Revenue sources include: Federal Highway Administration, state Highway Users Tax Fund (financed by gas taxes, vehicle registration fees and driver's license fees); Aviation Fund; state general funds as directed by Senate Bill 97-001 and House Bill 00-1310; gaming funds; tolls; local taxes; and federal transit grants.

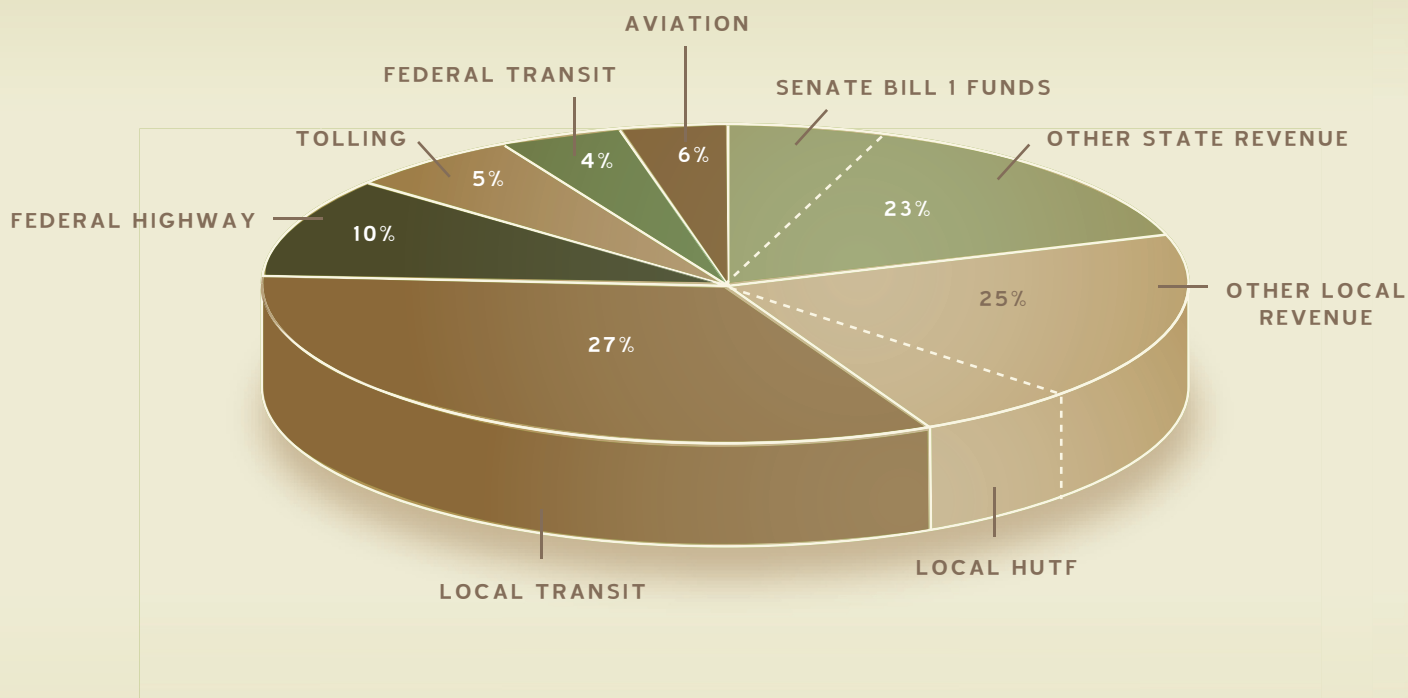
About 80 percent of all transit revenue comes from local government sources, such as dedicated taxes, general fund contributions and fare boxes. Another 16 percent comes from the federal government and 4 percent from the state through SB 97-001.

Transportation Commission policy prioritizes the spending of most state and federal highway funds in accordance with the investment-strategy categories of system quality, mobility, safety and program delivery. Local governments decide how to allocate local funds for roads and transit, as well as the portion of the state Highway Users Tax Fund that is directed to upkeep of local roads.

About 75 percent of revenue for local roadways comes from local sources, with the remainder from the Highway Users Tax Fund.

⁹ Revenue projections and costs are based on the Colorado Department of Transportation Resource Allocation (July 15, 2004) and Regional Transportation Plan project information in the PlanSite database (December 14, 2004).

Statewide Transportation Forecast of Estimated Revenues through 2030¹⁰
 \$75 billion (2005 constant dollars)



¹⁰Revenue projections and costs are based on the Colorado Department of Transportation Resource Allocation (July 15, 2004).



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FALLING SHORT

The funds presently estimated to be available through 2030 fall far short of being able to meet the needs of the state's transportation vision. Nor will they sustain the system's present-day quality and performance levels. Under the current revenue forecast, today's approximately 60 percent good/fair rating for roadway surfaces on the state highway system will fall to 32 percent. Local roads will deteriorate. A growing number of the 8,413 bridges statewide will require load restrictions, increased maintenance or other special management measures to ensure safe conditions for people and goods. Load-restricted bridges also may force trucks to find longer delivery routes, thereby increasing consumer prices. Efforts to reduce traffic fatalities and crashes will be diminished. Without increasing capacity or the use of alternative modes of transportation, the percentage of congested miles on the state highway system will rise from 10 percent in 2000 to 25 percent in 2030.

People will pay more for vehicle repairs due to potholes and ruts. In urban areas, motorists will have to leave home earlier to avoid longer and more congested routes. The increased demand for service in 2030 for transit, aviation and local roads will not be met.



How the Transportation System Will Operate in 2030
 at Current Funding Levels¹¹
 TOTAL \$75 Billion

CDOT (\$28 Billion)		
System Quality	Mobility	Safety
Pavement Quality 32% Good / Fair	25% Congested Lane Miles on State Highways	1.47 Fatality Rate ¹²
Bridge Quality 80% Good / Fair		
Maintenance Level of Service: Failing		

Others (\$47 Billion)		
Mode	Revenue	Performance Level
Local Roadway	\$19 billion	Continued Deterioration
Transit / Rail	\$23 billion	Meets 48% of Demand
Aviation	\$4 billion	Continued Deterioration

¹¹ Revenue projections and costs are based on the Colorado Department of Transportation Resource Allocation (July 15, 2004) and PlanSite database (December 14, 2004). Amounts do not sum due to rounding.

¹² Fatal crashes per 100 million vehicle miles traveled.

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SUSTAINING CURRENT CONDITIONS

Keeping Colorado's transportation system from falling into disrepair, sustaining existing performance levels and addressing the backlog of maintenance issues will cost \$123 billion between now and 2030. The anticipated funding for transit and aviation modes will improve current levels of service in the Denver and Colorado Springs metro areas. However, in rural areas of the state, anticipated revenues do not cover all costs necessary to sustain the current levels of service. On an overall statewide basis, the level of service for transit and aviation is sustained.

With this level of investment, pavement and bridge conditions would remain as they are today. Substandard local roads would be upgraded and maintained at current conditions. Accident rates would be kept at current levels by fixing roadway shoulders and addressing other safety concerns. Appropriate improvements would be implemented to ensure congestion stays at today's levels. Ninety-six percent of bridges would retain a good/fair ranking. System maintenance, such as snow and ice removal, would stay at today's level of service, as would public transit, aviation and local roadways.



Funding Needed to Keep Transportation System Operating
at Current Levels Through 2030¹³
TOTAL \$123 Billion

CDOT (\$67 Billion)		
System Quality	Mobility	Safety
Pavement Quality 60% Good / Fair	10% Congested Lane Miles on State Highways	1.27 Fatality Rate ¹⁴
Bridge Quality 96% Good / Fair		
Maintenance Level of Service: B		

Others (\$56 Billion)		
Mode	Revenue	Performance Level
Local Roadway	\$31 Billion	Sustain Current Levels of Service
Transit / Rail	\$22 Billion	Meets 48% of Demand
Aviation	\$3 Billion	Sustain Current Levels of Service

¹³ Revenue projections and costs are based on the Colorado Department of Transportation Resource Allocation (July 15, 2004) and PlanSite database (December 14, 2004). Amounts do not sum due to rounding.

¹⁴ Fatal crashes per 100 million vehicle miles traveled.

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GROWING FOR THE FUTURE

But if the goal is to improve, to stay ahead of growth and demand by implementing the vision of the citizens of Colorado, then creative financing schemes and a greater commitment to transportation funding are necessary. It would require more than \$178 billion to provide this higher level of service and performance between now and 2030. With it, a 75 percent good/fair performance measure for pavement could be attained and capacity could be improved on state highways. One hundred percent of bridges would be rated as good. All appropriate safety measures could be implemented. New runways could be constructed and other improvements could be made at airports around the state. Transit services could grow to satisfy more of the unmet needs. Local roadway and transit needs, plus those needs expressed in the corridor visions, would be addressed.



Funding Needed To Accomplish Corridor Visions/Improve
Transportation System By 2030¹⁵
TOTAL >\$178 Billion

CDOT (\$97 Billion)		
System Quality	Mobility	Safety
Pavement Quality 75% Good / Fair	Accomplish Corridor Vision Mobility Strategies	1.27/1.15 Fatality Rate¹⁶
Bridge Quality 100% Good / Fair		
Maintenance Level of Service: B		

Others (\$81 Billion)		
Mode	Revenue	Performance Level
Local Roadway	Exceeds \$31 Billion	Improved Level of Service
Transit / Rail	\$45 Billion	Meets 92% of Demand
Aviation	\$5 Billion	New Runways and Infra- structure to Improve Service

¹⁵ Revenue projections and costs are based on the Colorado Department of Transportation Resource Allocation (July 15, 2004) and PlanSite database (December 14, 2004). Amounts do not sum due to rounding.

¹⁶ Fatal crashes per 100 million vehicle miles traveled.

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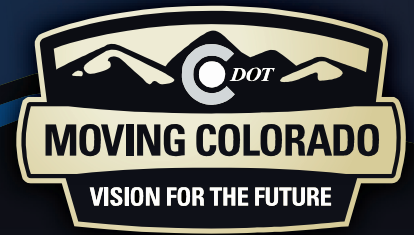
Conclusion: Moving Forward

As Colorado embarks upon the journey toward 2030, reconciling the difference between available funding and unmet transportation needs must be a top priority. The state's quality of life and economic well-being hinge on this crucial issue. Certainly, closing a \$48 billion gap to sustain the transportation system at current levels and a more than \$103 billion gap to accomplish the corridor visions will be no easy task.

Cultivating partnerships among federal, state and local governments, transit agencies, private enterprise, civic groups, local officials and residents will mark the difference between success and stagnation. Voters, as evidenced by the 1999 approval of a \$1.7 billion transportation-construction bond issue and the recent passage of FasTracks and the El Paso County Rural Transit Authority, grasp the importance of this issue. But creative alternatives such as coordinated land-use and transportation development, commuter rail, as well as toll roads, value pricing and other market-based approaches to managing demand must become hallmarks of Colorado's transportation strategies for the future.

Colorado is well-positioned socially, economically and geographically to meet the challenge. The state's central location places it at the crossroads of national and international transportation routes. DIA serves as a regional launch pad to domestic and global markets. National rail and truck freight routes bisect Colorado, and the state's mountains, parks and waterways are magnets for millions of visitors each year.

The time has come to achieve a collective vision for the future and begin these travels together.



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Commission Secretary and Policy Office Director

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Instructions for the Corridor Visions CD-ROM

The enclosed CD-ROM is a reference tool designed to help you review the various components of the 2030 Statewide Transportation Plan.

Instructions:

1. Once inserted into your computer, the CD-ROM will automatically load the interactive program that will allow you to access and navigate through the statewide and regional versions of the 350 Corridor Visions.
2. To view the remaining components of the Plan, hit the Esc key on your keyboard.
3. Minimize the CD-ROM page.
4. Open Windows Explorer or My Documents on your computer.
5. In the address window, select the drive that contains the "The 2030 Plan".

This directory will allow you to access the following documents:

- 2030 Statewide Transportation Plan, Moving Colorado: Vision for the Future
- Technical reports on the following content areas:

Aviation	Intelligent Transportation System
Bicycles and Pedestrians	Local Needs
Corridor Visions	Passenger Rail
Economic Connection	Public Participation
Environmental	Socioeconomic
Finance	Transportation Demand Management
Freight	Transit
Highway Transit	Transportation Commission Policies
Investment Strategy	

- 2030 Regional Transportation Plans and Transit Elements for the 15 Transportation Planning Regions
- Printable document containing the 350 Corridor Visions

If you have questions about the 2030 Statewide Transportation Plan or are experiencing difficulties with the CD-ROM, please contact CDOT's Statewide Planning Unit at 303-757-9266.

Para una copia en español del Plan 2030, llame al 303-757-9266.