

Appendix A – Public Involvement

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Regional Transportation Plan Outreach Process

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

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

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

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

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

Four primary events were scheduled to provide this opportunity:

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

Pre Forum Meeting

Purpose

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

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

Format

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

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

Schedule

TPR	Date	Location	Address	Time
Central Front Range	June 12	Canon City	Fremont County Administration Bldg 602 Macon St.	10 a.m.

Pre Forum Notes

Central Front Range TPR

Canon City, CO

June 12, 2006

Attendance (12)

General

- Would like to see more Inter-Regional Coordination
- Would like to be able to review drafts of long-range plans online
- Is it possible to absorb El Paso County into the PPACG plan similar to way DRCOG handles Mountains and Plains Element?

Park County

- US 285 widening/construction is continuing in northern Park County
- SH 9
 - Can SH 9 become a reliever for I-70, especially during weather or traffic events?
 - Improvements attract VMT and become an incentive for additional travel
- Guanella Pass – Safety/minor widening improvements are underway on Federal Lands Highway project

Teller County

In general services are moving uphill (west) with significant commercial development and new residential sites. The following sites were specifically noted:

- US 24 - Commercial Development (Woodland Park)
- SH 67 - Residential Development north of Woodland Park
- US 24 - Divide (Commercial/Residential Development)
- Cripple Creek & Victor Goldmine Expansion
- Residential development on SH 9 south of Hartsel (5,000 potential new units)

Fremont County

- Royal Gorge Ranch (US 50 @ CR3) – development depends on water availability
- airport runway expansion plus 30 industrial lots
- Florence High School (new)
- 4 Mile Ranch - US 50 east of Canon City – new residential and commercial development (north side across from prison) 2500 units
- Canon City bypass – Is it real?
- Canon City Roundabout 15th/Main - light moves from 16th to US 50; need to synchronize and improve signal/traffic flow
- SH 115 A/D lane – Pathfinder Park, Reg. Park = more traffic; = truck traffic/surface
- US 50 west thru canyon – Safety issues
- Cotter Mill in Canon City planning to transport uranium out of area via SH 9

El Paso County

- Fort Carson expansion will bring in a possible 30,000 additional people, counting families and support services
- 24/94 Schriever AFB
- Ellicott major new development is under way
- SH 115 – Additional military at Ft. Carson will use highway connection to Canon City to take advantage of housing availability

Custer County

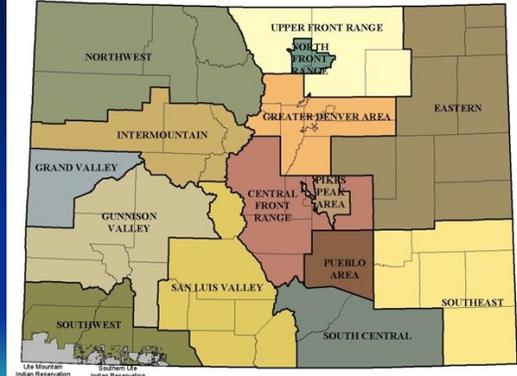
- Is development pushing recreation to Custer County?
- SH 96 east – need passing lanes
- New high school in town on 96
- Would like to see turn lanes @ SH 96 / SH 69 especially to accommodate turning trucks which cannot make
- Safety Issues – general throughout area

Pre Forum Presentation

2035 Transportation Plan Update

Central Front Range TPR
June 12, 2006

TRANSPORTATION PLANNING REGIONS



Central Front Range TPR



Why Now?

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

Why Now?

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

Goals

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

Purpose

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

Schedule

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

Major Components

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

Transit Component

- Integrated Into Regional Transportation Plan
- Local Service and Coordinated Human Services Transportation Plans
 - ❑ Fulfill Requirements of SAFETEA-LU
 - ❑ Financial Plan for Grant Awards by CDOT

Regional Transportation Forum

- September 7
- Purpose – public input
- Concept
 - ❑ Review summarized system data
 - ❑ Review CDOT expenditures in TPR
 - ❑ Discussion - Interactive / general priorities
 - corridor / mode / safety / capacity / surface
 - ❑ Implementation Strategy

Regional Transportation Forum

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

2030 Corridor Priorities

HIGH

SH 9 B	Safety
US 24 A (ii)	Mobility
US 24 G	Mobility
US 50 A (i)	Safety
SH 115 A (i)	Mobility
SH 115 A (ii)	Mobility
US 285 D (ii)	Mobility
US 285 D (iii)	Mobility
Guanelia Pass	System Quality
US 285 D (i)	Mobility
Tarryall River Rd	System Quality

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2030 Corridor Priorities

MEDIUM

US 24 A (i)	Mobility
TPR	Mobility
US 50 A (ii)	Mobility
SH 67 C	Safety
SH 69 A	System Quality
SH 96 A	System Quality
Gold Belt Tour Scenic Byway	System Quality

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2030 Corridor Priorities

LOW

SH 94 A	System Quality
SH 67 D	System Quality
SH 120 A	System Quality
Elbert Road	System Quality
SH 9 A	System Quality
SH 67 A-B	Safety
SH 165 A	System Quality
Copper Gulch Road	System Quality
Oak Creek Grade	System Quality

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2030 Constrained Plan

SH 9	Hartsel to Breckenridge	\$2.0
US 24	Trout Creek Pass to Divide	\$1.0
SH 115	US 50 to Colo Spgs	\$3.5
US 285	Antero Jct to Conifer	\$7.5
Guanelia Pass	Forest Hwy	\$10.0
Tarryall River Rd	Forest Hwy	\$19.0
Region 1 Intersection Pool	Region 1	\$0.5
Total Highways		\$43.5
Transit	Capital/Operating (includes local \$)	\$27.1
Aviation	Facility Upgrades & Rehab	\$5.7

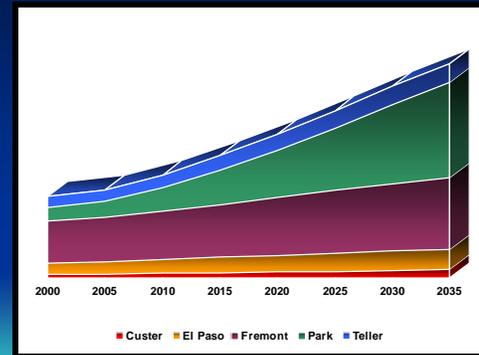
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Issues Discussion

- Emerging Trends
- Key Issues
- Present at Forum
- Use to Develop Recommended Plan Changes

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Population Growth



URS

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Other Issues ?

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

URS

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Regional Transportation Forum

- Goal
 - How do issues affect transportation system?
 - Begin developing responses to issues
 - Provide guidance to CDOT for future (near-term) investments?

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Contacts

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- **Rob Vinton, CDOT / DTD**
303-512-4235
Rob.vinton@dot.state.co.us

Thank You!
See you Sept 7

Press Release

2035 Central Front Range

Regional Transportation Forum

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

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

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

Changes in Population/Employment

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

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

Thursday, September 7, 2006
Centennial Building – Commissioners' Meeting Room
112 North "A" Street
Cripple Creek

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

Any questions please contact:

Ed Hocker
Email: ed_hocker@urscorp.com
Mail: URS Corporation
9960 Federal Drive, Suite 300
Colorado Springs, CO 80921
Phone: 719.533.7858

Information Letter

July 26, 2006

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

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

As part of the process, the Central Front Range Regional Planning Commission has scheduled a **Regional Transportation Forum on September 7, 2006 from 4pm-7pm at the Centennial Building Commissioners' Meeting Room (lower level) 112 North "A" Street (parking between Carr & Bennett), Cripple Creek**. In addition to inviting the general public a special effort is being made to contact and bring to the table representatives from the public and private sectors such as yourself that play a policy and decision making role in the region. An important component of the Forum and the 2035 plan update process is the identification of key issues occurring in the Central Front Range Transportation Planning Region that may affect transportation priorities. It is important to note that at this phase of the update, issues and trends and not specific projects are of most concern. The issues and trends will be used to develop future transportation priorities.

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

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Please forward your response to our URS consultant by September 1, 2006 so we have sufficient time to prepare for the September Regional Transportation Forum.

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Mail: Ed Hocker
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9960 Federal Drive
Colorado Springs, CO 80921
Phone: 719-533-7858

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

Sincerely,

Dale Hoag, Chair
Central Front Range Regional Planning Commission

Regional Transportation Forum

Purpose

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

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

The primary purposes of the meeting included:

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

Schedule

TPR	Date	Location	Address	Time
Central Front Range	Sept 7	Cripple Creek	Centennial Building Commissioners’ Meeting Room 112 North “A” Street	4pm - 7pm

Format

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

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
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Notification

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

This was followed with a meeting notice and press releases to media outlets describing the purpose of the meeting and requesting attendance. In addition, CDOT, consultant and TPR representatives made numerous phone calls to potential attendees, describing the importance of the meeting and requesting attendance. A major effort was made to reach out to groups and individuals that have not historically participated in the planning process in great numbers, especially businesses and business groups, local and regional planning groups, alternative mode representatives, and elected officials beyond members of the RPC. Approximately 100 information letters were sent out; 111 formal invitations and numerous phones calls were made to personally invite individuals.

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

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

Press Release

Central Front Range Newspaper Contacts

Editor	Daily Record	701 S. 9th Street	Canon City	CO	81212	Fremont
Editor	Gold Rush	P. O. Box 839	Cripple Creek	CO	80813	Teller
Editor	Wet Mountain Tribune	P. O. Box 69	Westcliffe	CO	81252	Custer
Editor	Daily Record	701 S. 9th Street	Canon City	CO	81212-4911	Fremont
Editor	The Gold Rush	P.O. Box 839	Cripple Creek	CO	80813	Teller
Editor	Wet Mountain Tribune	P.O. Box 69	Westcliffe	CO	81252	Custer
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Sincerely,

Dale Hoag, Chair
Central Front Range Regional Planning Commission

Invitation

2035 Central Front Range Regional Transportation Forum

Time for Teamwork

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

- ✓ Take an interactive poll about regional issues
- ✓ How does commercial & residential development affect our transportation region?
- ✓ What are the costs of transportation?
- ✓ Are some people underserved by transportation?
- ✓ What are your priorities for transportation improvements?

Hosted by your Regional Transportation Planning Commission

When: September 7, 2006

Time: 4:00pm-7:00pm

Location: Centennial Building
Commissioners' Meeting
Room

Address: 112 North "A" Street
Cripple Creek, CO

Refreshments will be served.

ADA Accessible

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

Forum Presentation

September 7, 2006

2035 Regional Transportation Forum

Time for Teamwork

Central Front Range
Transportation Planning Region
September 7, 2006

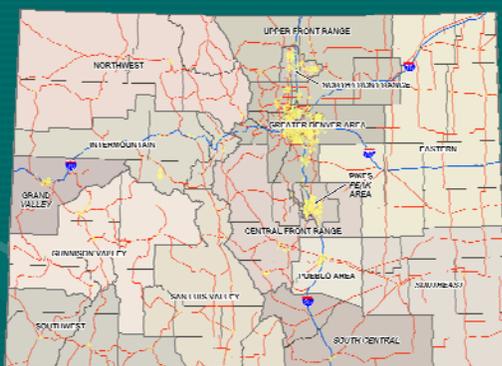
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Today's Forum

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

2

Colorado Transportation Planning Regions (TPR)



3

Central Front Range TPR



4

Why Update Now?

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

5

Schedule

Pre-Forum / Data Collection	Summer 06
Regional Transportation Forum	Sept 06
Forum Output / TPR Meeting	Nov 06
Draft Regional & Statewide Plan	May 07
Final Regional Plan	Oct 07
Final Statewide Plan	Jan 08

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Revisiting the 2006 Statewide Telephone Survey

7

2030 Plan Overview

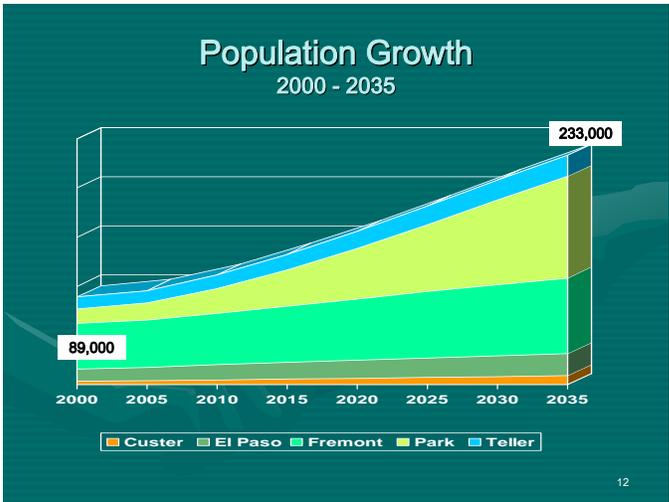
- Top Issues
 - **Recreational Travel**
 - US 50 - major east/west corridor (recreation)
 - US 24 (west) - Front Range to I-70 (alternative)
 - SH 9 – Hoosier Pass
 - **Growth (pop growth leads to congestion)**
 - US 285 - (Park County) major commute route
 - US 24 – east and west major commute route
 - **Freight**
 - US 24 (east) – trucking connector from I-70 to Colo Spgs
 - **Transit**
 - Expand - local and regional transit options

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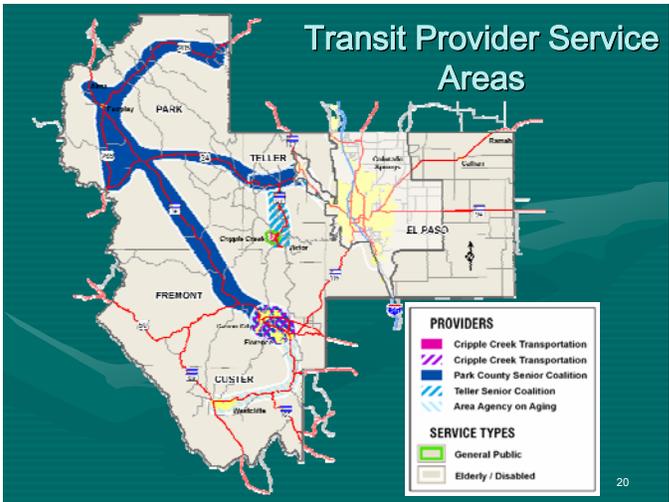
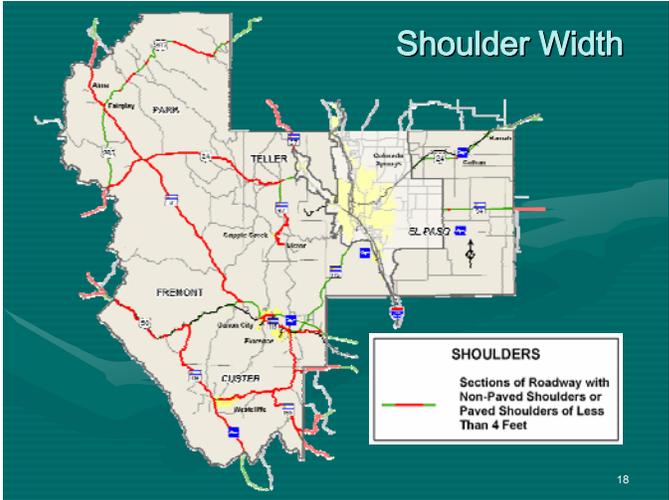


Current System Overview

11







Take a Break

- Back in 15 minutes



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Trends & Issues

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

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

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Other ?

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

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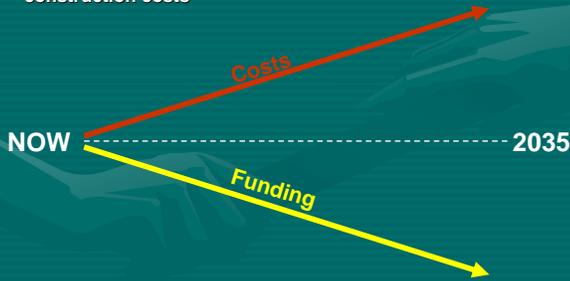
Allocating Limited Resources

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

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Costs Are Up / Funding is Down

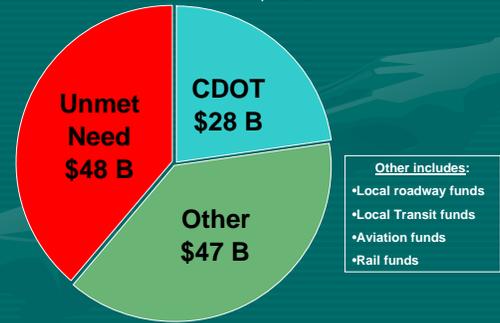
CDOT's projected revenue stream is expected to decrease sharply in coming years due to reductions in State and Federal funding and be impacted by increasing energy and construction costs



25

Cost to Sustain Existing System & Services 2030 Statewide Plan

Statewide Total Need \$123 B



26

System Performance 2030 Statewide Plan

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

* Million Vehicle Miles Traveled

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Central Front Range - Background

- 488 miles of state highway – 40% are in Poor condition
- 4,577 miles of local roads
- 10 bridges need replacement (on-system)
- 10 local transit agencies providing human services transportation
- Limited intercity bus
- Limited rail freight service
- 4 General Aviation Airports (2 Public/2 Private)
- No Commercial Service Airport

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Central Front Range - Background

- Population will grow from 100,000 to 232,000
- Jobs are expected to double from 37,000 to 74,000
- Daily VMT will grow from 1.7 million to 3.1 million
- 5% of households have no vehicle available
- 8% of the population is below the poverty level

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Allocating Limited Resources

Here is the problem: The TPR has a total need of \$1.2 B.* You have an estimated 30-year transportation budget of \$300 M for the TPR. Where are your priorities?

* 2030 Plan

Program Area	Needs *	Allocation
Congestion	\$ 506 M	\$?
Safety	\$ 123 M	\$?
Existing System Highway Reconstruction / Bridge Repair / Resurfacing	\$ 480 M	\$?
Alternative Modes	\$ 123 M	\$?
Total	\$1.2 B	\$300 M

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Costs of Transportation

- Today it costs about:
 - \$2.5 M to reconstruct a mile of two-lane highway with shoulders
 - 20 miles = \$50 M (30 yrs)
 - \$650,000 to maintain a mile of highway in Good Surface Condition
 - 25 miles = \$50 M (30 yrs)
 - \$150,000 to purchase a bus plus \$100,000 annually to maintain and operate
 - 4 Buses = \$12.5 M (30 yrs)

31

Allocation Exercise

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

32

Next Steps

- Report to Regional Planning Commission - **November**
- Determine how emerging issues affect priorities – **Nov - March**
- Statewide Transportation Forum – **Jan 16, 07**
- Draft Plan / Review – **May 07**
- Final Regional Plan – **Oct 07**
- Final Statewide Plan – **Jan 08**

Forum Notes

The 2035 Central Front Range Regional Transportation Forum was conducted on September 7, 2006 in Cripple Creek. Eleven people attended from the public along with three representatives from CDOT, one from FHWA, and five consultants.

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

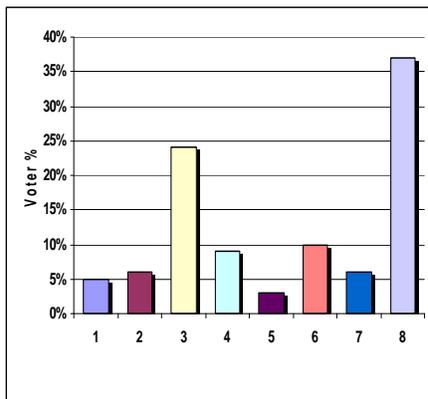
The presentation began with a welcome from CDOT representative Kathy Engleson and attendees introducing themselves. Kathy then explained that the purpose of the meeting was to solicit information from attendees regarding their issues and concerns along with priorities for transportation in the CFRTPR.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

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

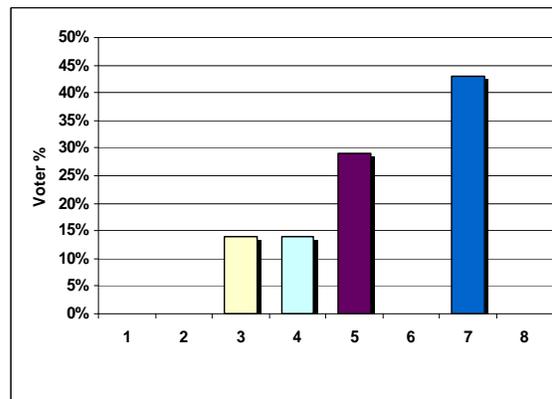
The first round of polling included three questions repeated from the telephone survey.

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

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



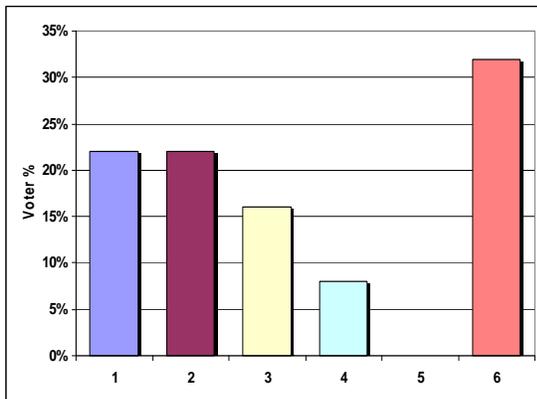
Phone Survey Results



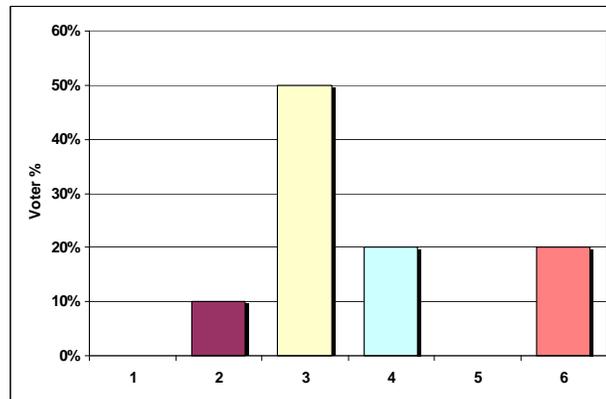
Forum Audience Results

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

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



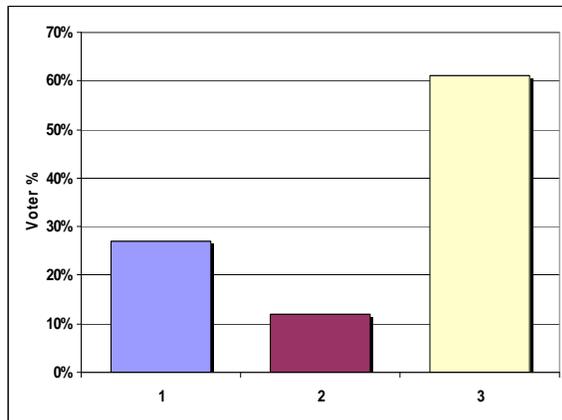
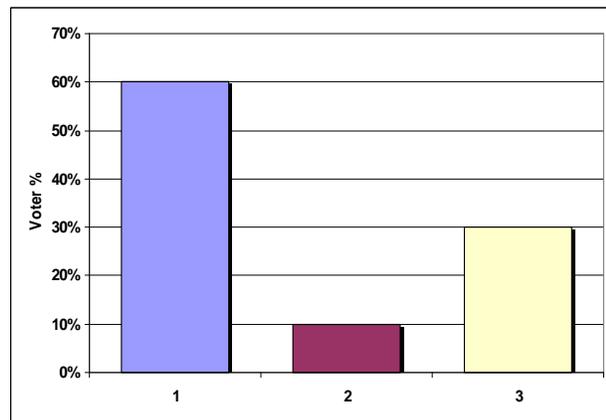
Phone Survey Results



Forum Audience Results

Which of these transportation needs should get the highest priority?

1. Maintain and repair the transportation system
2. Improve safety
3. Provide travel options that relieve congestion

**Phone Survey Results****Forum Audience Results**

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

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

Kyle Kosman of LSC, (transit consultant) then provided an overview of transit provider service for the TPR. He described SAFETEA-LU changes that will now require human service providers and transit providers to coordinate within this planning process to be eligible for funding.

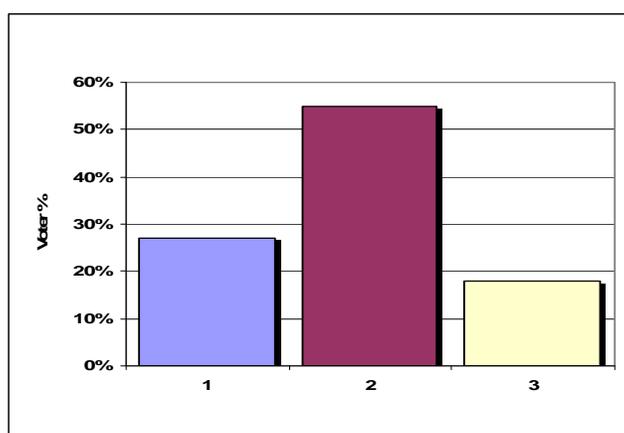
The polling of attendees about their perceptions of trends and issues within the TPR was then continued. Comments and other discussion raised during this phase of the polling process are listed under the questions associated with specific issues, followed by the polling results.

Should US 24/SH 9 corridor serve as a reliever or alternate route for I-70?

1. Yes, it should be encouraged
2. No, it should not
3. Not a major issue

Audience Discussion:

- General feedback indicated that this route already serves as an alternate route for I-70, especially during weather or congestion problems on I-70.
- Hoosier Pass is very narrow and curves are extremely sharp. It would take major (and unwanted) work on the pass to accommodate additional traffic.

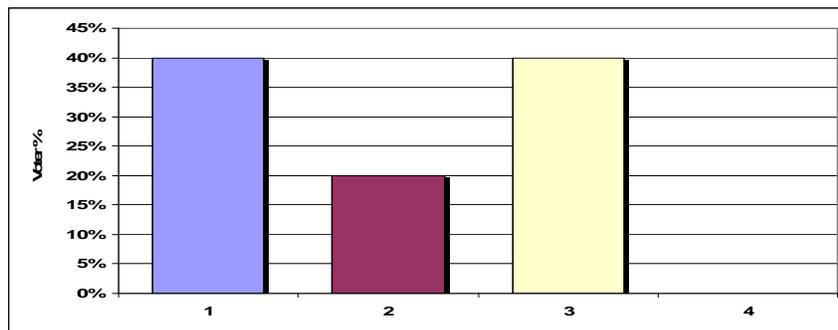
**Forum Audience Results****What improvements, if any, are needed to support growing residential and commercial areas east of Canon City on US50?**

1. Additional lanes
2. Intersection improvements (signals/turn lanes)
3. Transit
4. Current conditions are adequate

Audience Discussion:

- Canon City already has A LOT of signals, these signals need to be synchronized.
- There is a GREAT need to synchronize lights on US 50 in Canon City. Businesses should support this issue with funding; it would improve business access.
- US 50 through Canon City is congested and needs additional lanes.
- Better funded transit services could reduce congestion (less people in cars, more people on bus).
- Transit needs to serve seniors more, although Golden Age Center does support some of the elderly.

- A bypass has been considered in the past. Even if a bypass were feasible, the county would not support it.



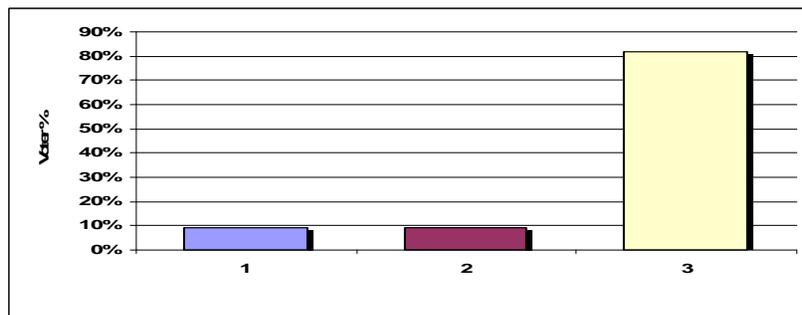
Forum Audience Results

Should safety issues or resurfacing be a priority on US50 between Canon City and Salida?

1. Safety
2. Resurfacing
3. Both equally important

Audience Discussion:

- Most everyone agreed that safety and resurfacing were both equally important.



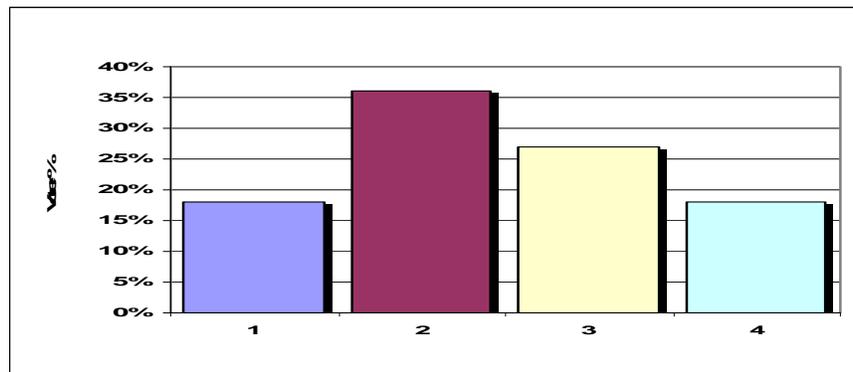
Forum Audience Results

Significant commercial and residential development is occurring on US 24 west of Woodland Park. What type, if any, of improvements are needed?

1. More turn lanes
2. Better access control
3. Intersection improvements
4. Other

Audience Discussion:

- Most of the audience indicated that 'ALL OF THE ABOVE' was the appropriate answer to this question, stating that more turn lanes, better access control and intersection improvements were ALL important.
- The need for more conservative, controlled access to the highway was also expressed.
- Stricter access control may put more of a burden on County Roads.



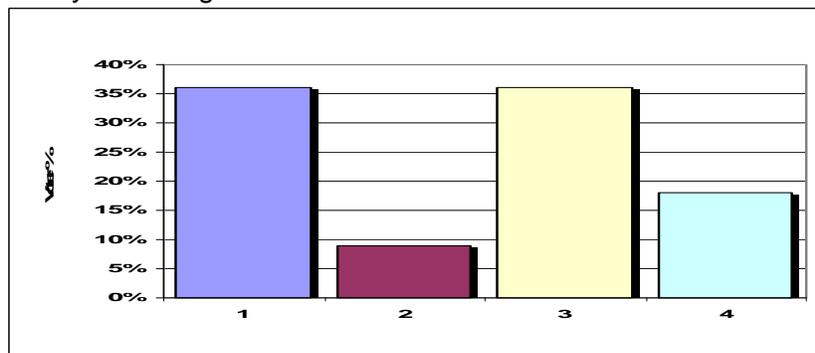
Forum Audience Results

State Highway 67 from Divide to Cripple Creek carries a variety of commuting, commercial, tourist and other recreational traffic. Where should the focus for improvements be over the short term?

1. Safety
2. Resurfacing
3. Capacity
4. Transit

Audience Discussion:

- Most agreed that major mobility improvements in this area would be very expensive, both safety and congestion must be addressed.



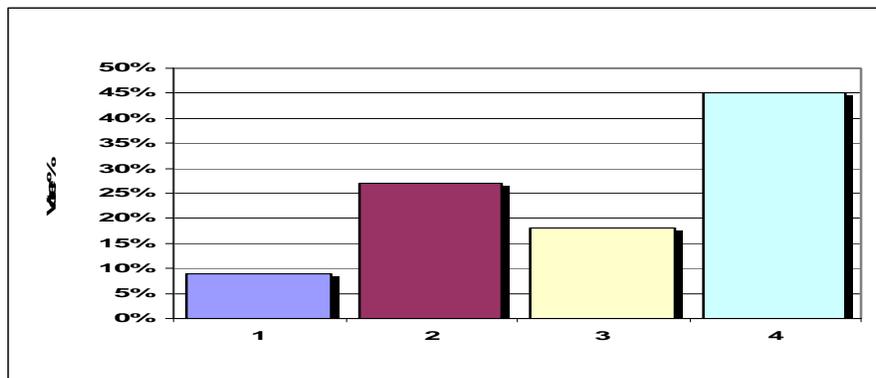
Forum Audience Results

Military expansion at Fort Carson and other El Paso County bases may bring in an additional 30,000 people counting troops, families and support services. How should transportation for this growth be addressed?

1. Just manage the existing system
2. Add lanes to congested roads
3. Add passing lanes in unsafe sections
4. Increase transit in combination with other minor improvements to existing roads

Audience Discussion:

- Fort Carson is now a regional training area for the National Guard.
- Main congestion is along SH 115, Academy Blvd., and SH 87 in the urban area of Colorado Springs.
- Majority in favor of increasing transit options in combination with other minor improvements to existing roads.
- Fort Carson could also help with the congestion by managing peak hour demand - changing or adding more lunch times, implementing different shift start and end times for different people.



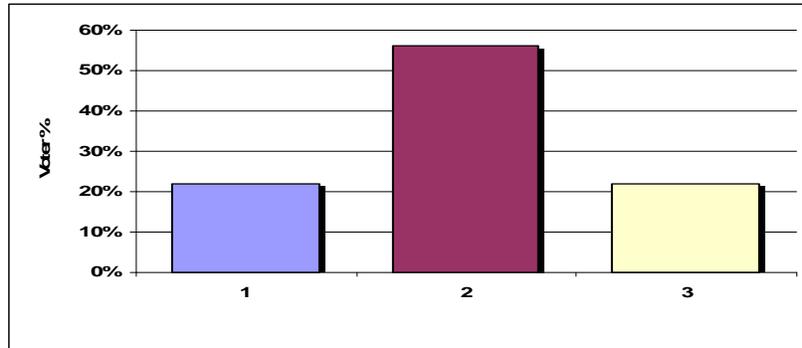
Forum Audience Results

Additional widening and passing lanes on SH 96 east in Custer County would be very expensive due to the mountainous terrain. What priority would you give this?

1. High
2. Medium
3. Low

Audience Discussion:

- SH 96 is a significant route to Pueblo for regional services.
- SH 96 has many tourism and agricultural uses.
- This corridor was characterized as a medium priority in context with other needs.



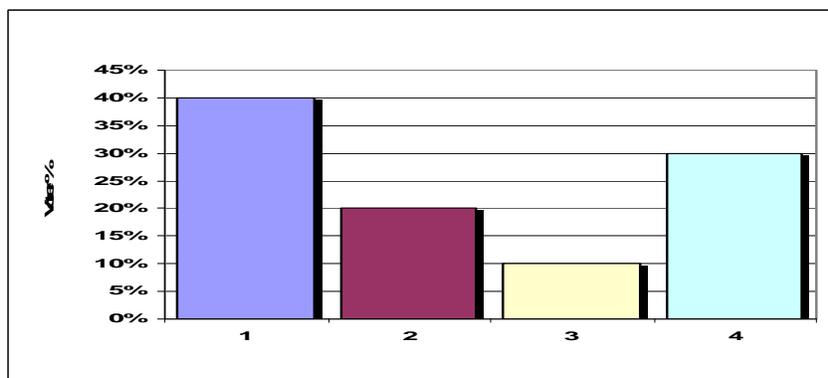
Forum Audience Results

Rapid growth is occurring in northern Park County, with increased commuting into the Denver metro area. How should this increased demand be addressed?

1. New lanes to US285
2. Climbing lanes in unsafe sections to US 285
3. Safety improvements
4. Public transit service

Audience Discussion:

- The area around Bailey is very congested.
- Majority indicated new lanes needed on US 285, Park County supports.
- Other suggestions included more car pools, more transit service for the area.
- Major improvements are dependent on the on-going Environmental Assessment.



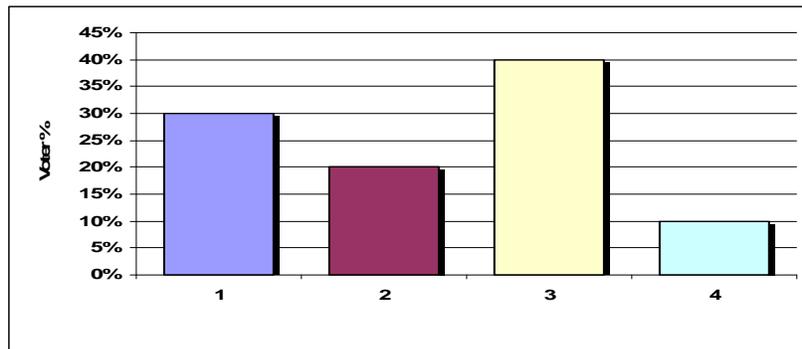
Forum Audience Results

There are gaps in local and/or regional public transportation. Where should the focus be in the near term?

1. Elderly/disabled to get to medical, shopping, work
2. Regional transit service to Colorado Springs, Denver, Pueblo
3. Local transit for general public
4. Keep at current level

Audience Discussion:

- Majority indicated that more local transit for general public should be the focus, followed by a focus on the elderly/disabled populations.



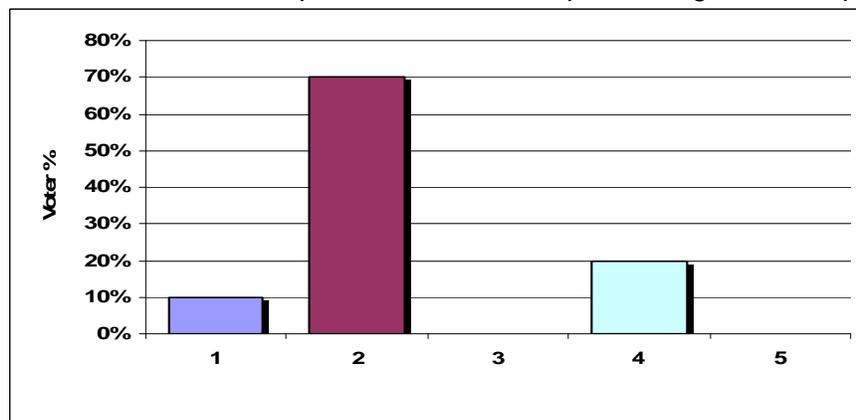
Forum Audience Results

What is the most important regional transportation issue?

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

Audience Discussion:

- Road maintenance and repair was the most important regional transportation issue.



Forum Audience Results

Transportation Funding

An overview of the 2030 Statewide Plan was presented along with the associated funding shortfalls. Needs identified for the TPR were estimated in the 2030 plan to be about \$1.2 billion while it was estimated that approximately \$300 million might be available to address those needs. Updated funding projections for 2035 will be available by the end of the year, but are expected to be less than expected in the previous plan.

In order to get a better idea of the audience's preferences for future expenditures, an allocation exercise was conducted in which attendees were provided \$300 million in "TransBucks" to distribute among their priorities as represented on five maps displayed throughout the room. Available options included: Safety, Alternative Modes of Transportation (Shoulders, Airports, Railroads), Roadway Surface Condition, Transit Provider Service Areas, Congestion.

Allocation Exercise Results - (\$300 M total available in \$50 M denominations)

- Surface Condition – 22%
- Transit – 20%
- Alternative Modes – 6%
- Safety – 20%
- Congestion – 32%



Interestingly, this allocation exercise seems to conflict with the previous question in which maintenance and repair were polled as having the higher priority as compared to Congestion (32%) in this exercise. This may be attributed to a perceived mismatch in the costs of maintenance as compared to capacity construction, or possibly to differing opinions as to viable solutions or options to solve congestion issues. Unfortunately, this question was not resolved at this meeting.

Finally, the following question was asked in an effort to stimulate more discussion about the perceived or actual shortfall of funds for transportation:

What do you want to do about the funding gap?

1. Prioritize transportation improvements with existing revenue
2. Pursue additional funds.

Audience Discussion:

While the majority desire to pursue additional funds, some other funding ideas were presented, including:

- Access lotto or lottery money
- Access gaming funds; remove or raise gambling limits
- New developments should pay a transportation impact fee where the fee increases by sq. ft of development
- Develop Regional Transportation Authorities,
- Additional motor vehicle fees
- Tourism tax

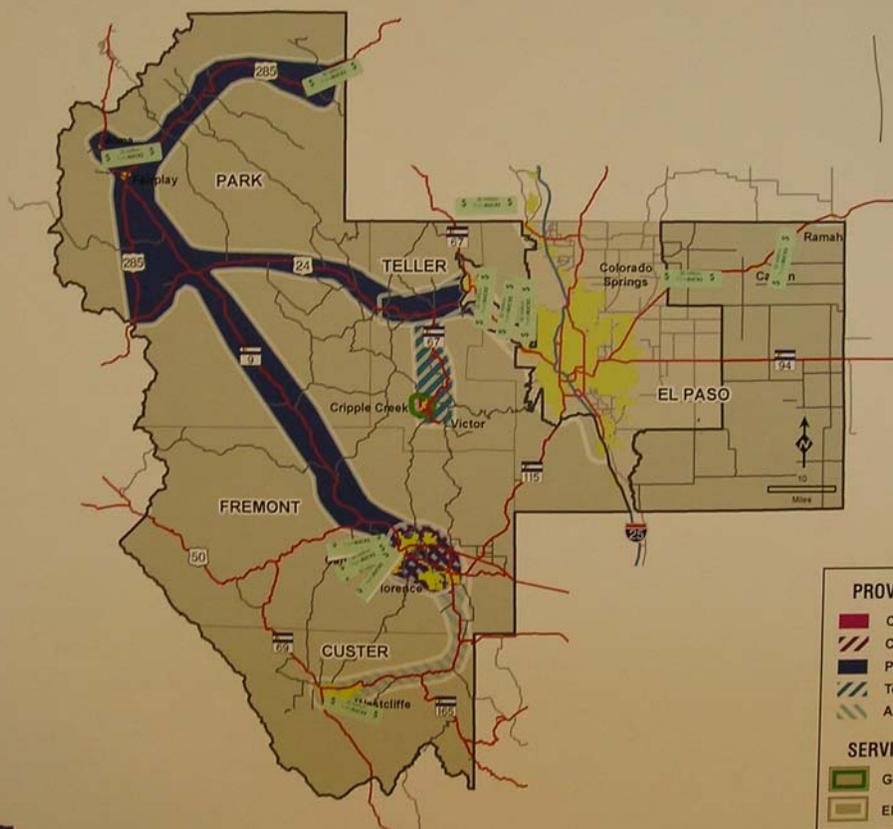
Only hand vote was taken: 30% voted to Prioritize transportation improvements with existing revenue; 70% voted to seek additional funds. Some of the other additional funds voiced by the audience were: Lotto funds; gaming funds; to increase motor vehicle fee and tourism tax; dedicated sales tax to transportation.

Other Issues Discussed

- Better drainage is needed on roadways
- Weather has a significant impact on transportation in this region
- Some of the rural areas need \$\$, such as Park County
- Traffic is getting heavier, we are not taking care of connecting roads onto main roads
- Every county road intersection should have deceleration/acceleration lanes
- Front Range Tool Road – do not want private roads that need state/local bailout
- Park County needs newer vehicles for senior services
- Would like to see developers pay for additional lanes to avoid congestion

Transbucks Maps

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PROVIDERS

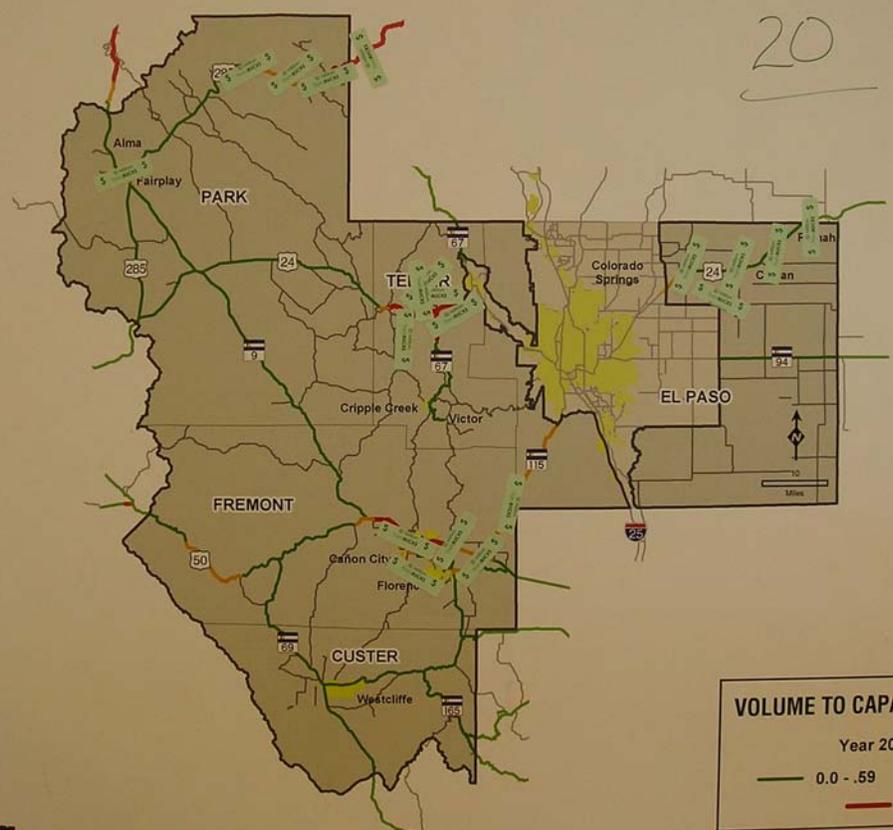
- █ Cripple Creek Transportation
- █ Cripple Creek Transportation
- █ Park County Senior Coalition
- █ Teller Senior Coalition
- █ Area Agency on Aging

SERVICE TYPES

- █ General Public
- █ Elderly / Disabled



20



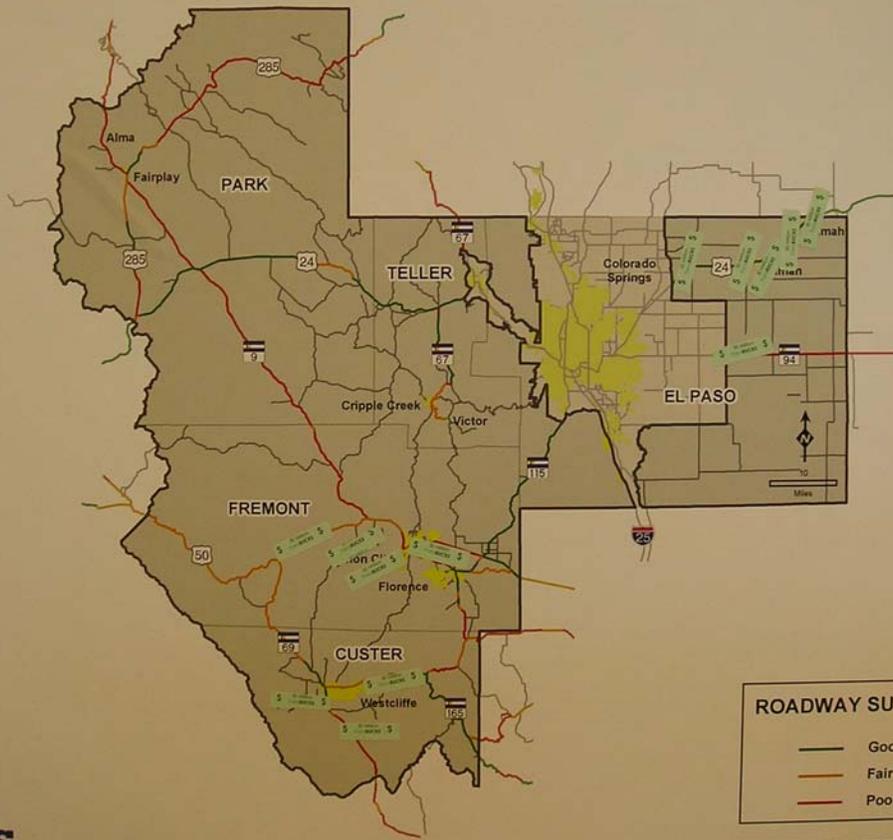
VOLUME TO CAPACITY (V/C RATIO)

Year 2035 Data

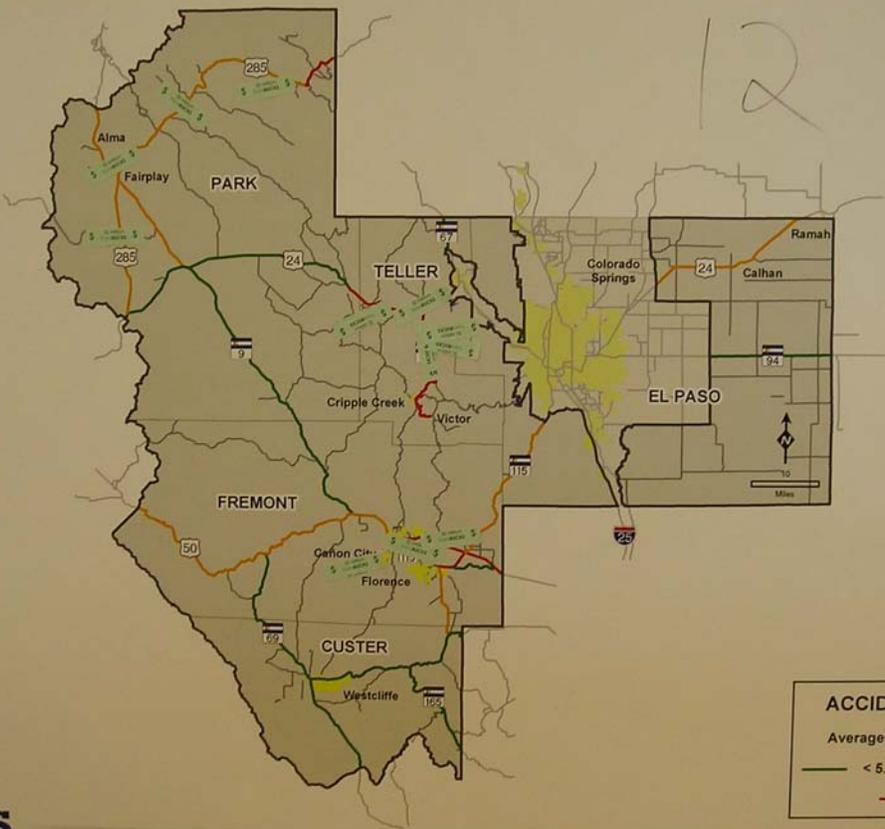
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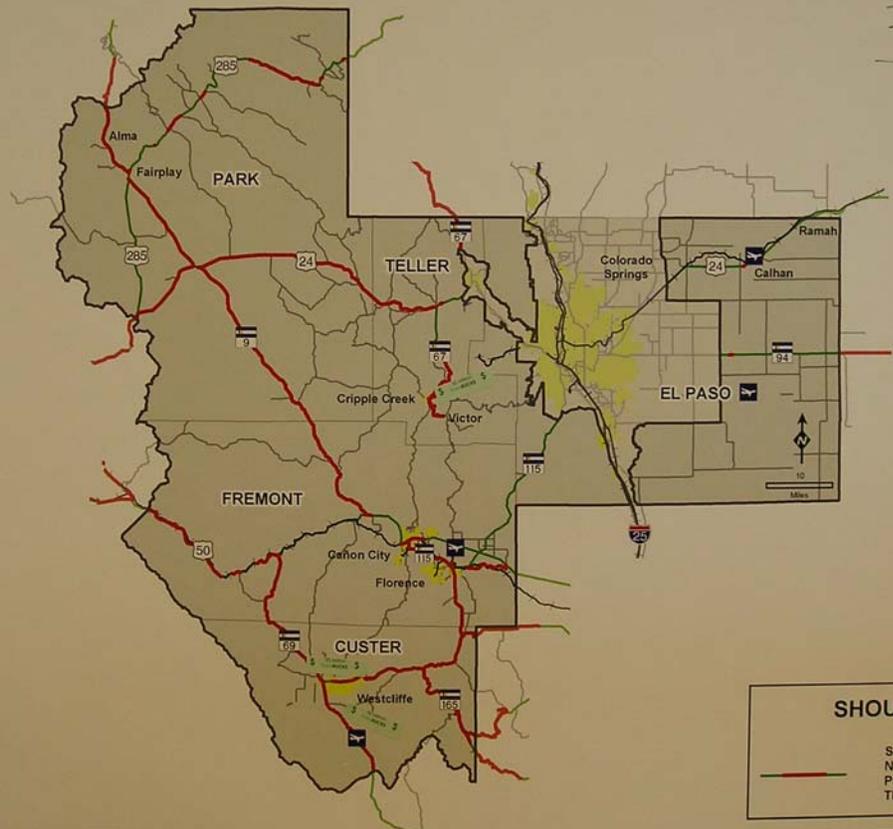
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12



3



Prioritization Meetings

Purpose

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

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

Schedule

TPR	Date	Location	Address	Time
Central Front Range	Feb. 28	Cripple Creek	Centennial Building Commissioners' Meeting Rm 112 North "A" Street	10 a.m.-12 p.m.

Outcome

The Prioritization Meeting was held in Cripple Creek on February 28, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre Forum Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 – Vision, Goals and Strategies to update priorities and identify additional needs.

Draft Statewide/Regional Plan Joint Outreach Meeting

The Draft 2035 Plan was released in July 2007, incorporating input from the public and decisions by the RPC. After a period of review, the draft plan was presented at two Joint Regional/Statewide Outreach meetings. The meetings were held jointly with CDOT to enable joint review of the draft Statewide Plan at the same time. This approach was useful so that attendees could see the regional plan in context with other regions and the state as a whole. Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC.

The first meeting was held in Fairplay on October 16, 2007. Primary issues brought up by the public included:

- Growth, development and traffic along the US 285 corridor in Park County.
- The need to recognize US 24, SH 9 and US 285 as major access routes to recreation areas in central Colorado which also serve as relievers to the often congested or weather-bound Interstate 70.
- General concern about the lack of funding at all levels for transportation improvements, including support for some sort of funding enhancements as being explored by the Statewide Transportation Advisory Committee (the Governor's Blue Ribbon Panel commissioned to explore and recommend funding options).

The second meeting was held in Cañon City on October 23 with 22 people in attendance. The presentation was broadcast on local public access TV. Primary issues brought up by the public included:

- The possible future need for a Cañon City Bypass to be included in the Vision Plan as a corridor study.
- The need for bridge replacements on SH 120, east of Florence.
- General consensus that US 50 is, and should be, of the highest priority for major improvements due to its truck volumes and interregional connectivity.
- A long-standing need to improve the intersection of SH 69 and SH 96 in Westcliffe. The intersection is off-set and difficult for trucks to maneuver.
- The need for a general public transit provider in the Cañon City/Fremont County area still exists. It is hoped that an agency will be able to undertake a program of this sort in the near future.

Invitation



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

The Central Front Range Regional Planning Commission is hosting two meetings to present the regional and statewide transportation plans and receive comments. Your input is valued.

Date: October 16 th , 2007	Date: October 23 rd , 2007
Place: Commissioners Meeting Rm. 501 Main Street Fairplay, CO	Place: Cañon City City Hall 128 Main Street Cañon City, CO
Time: 5:00pm - 8:00pm (6:00pm presentation)	Time: 6:00pm - 8:30pm (7:00pm presentation)

FOR MORE INFORMATION:

Web: <http://www.dot.state.co.us/StateWidePlanning/PlansStudies/StatewidePlanning.asp>

Project contact: (303) 757-9761

Email: 2035transportationplan@urscorp.com

Special ADA Accommodations: (303) 757-9761

Para información en español, por favor llame: (303) 757-9761

Presentation





2035 Transportation Plan Joint Outreach Meeting

Central Front Range TPR Colorado Department of Transportation

1

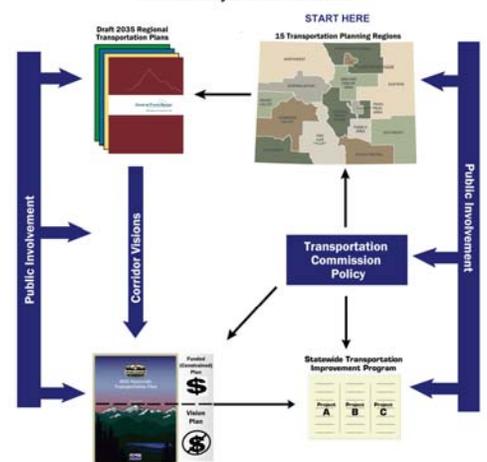




Planning Process

How Do Projects Get Funded?

START HERE



2





2035 Plan Components

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

3





Public Participation

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

4





Public Participation



February 2007 Joint Transportation Commission/STAC Workshop



March 2007 Statewide Environmental Forum

Outreach Activities

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

5





Schedule

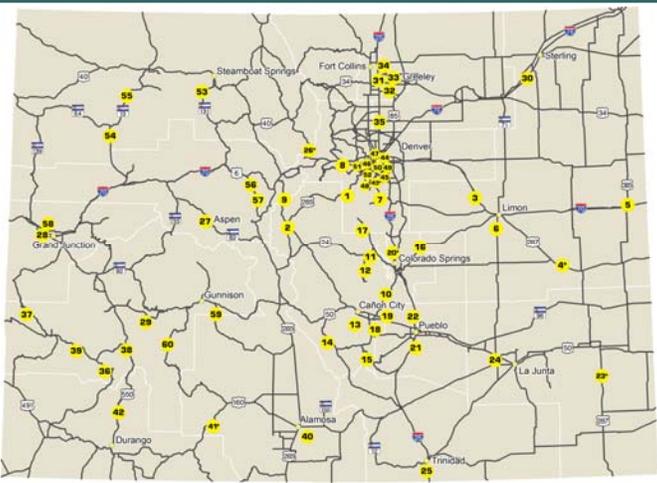
- Aug 20 - Draft Regional Plan Released
- Sept 20 - Draft Statewide Plan Released
- Nov 16 – Comments on Regional Plan Due
- Jan 4 – Comments on Statewide Plan Due
- January – Regional Plan Adoption
- February – Statewide Plan Adoption



6


Central Front Range 2035 Transportation Plan
 Transportation Planning Region

Recent Accomplishments



7

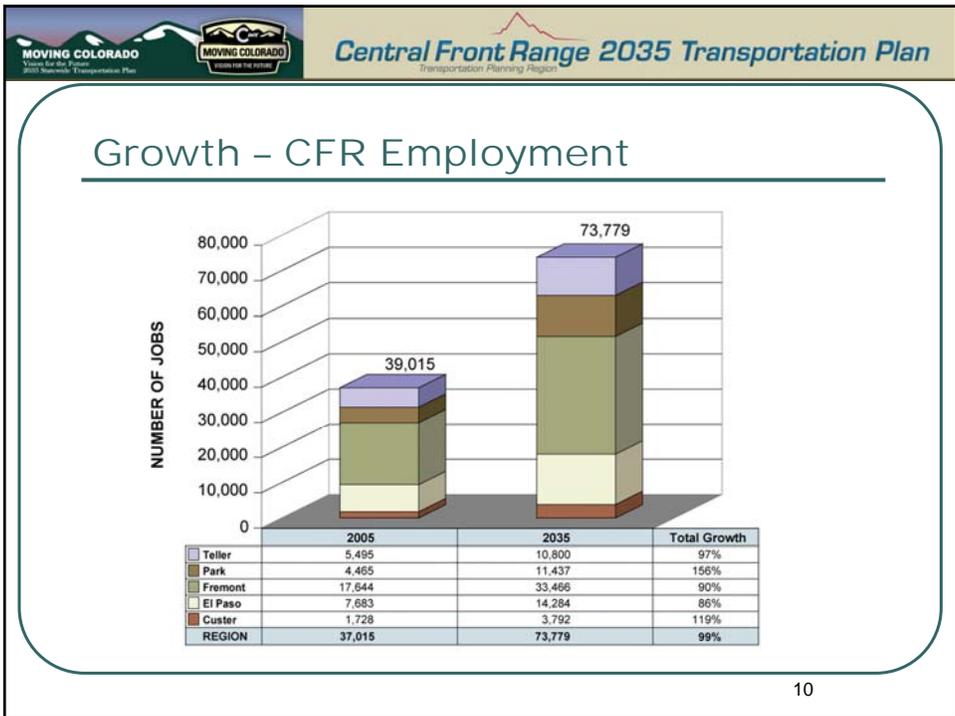
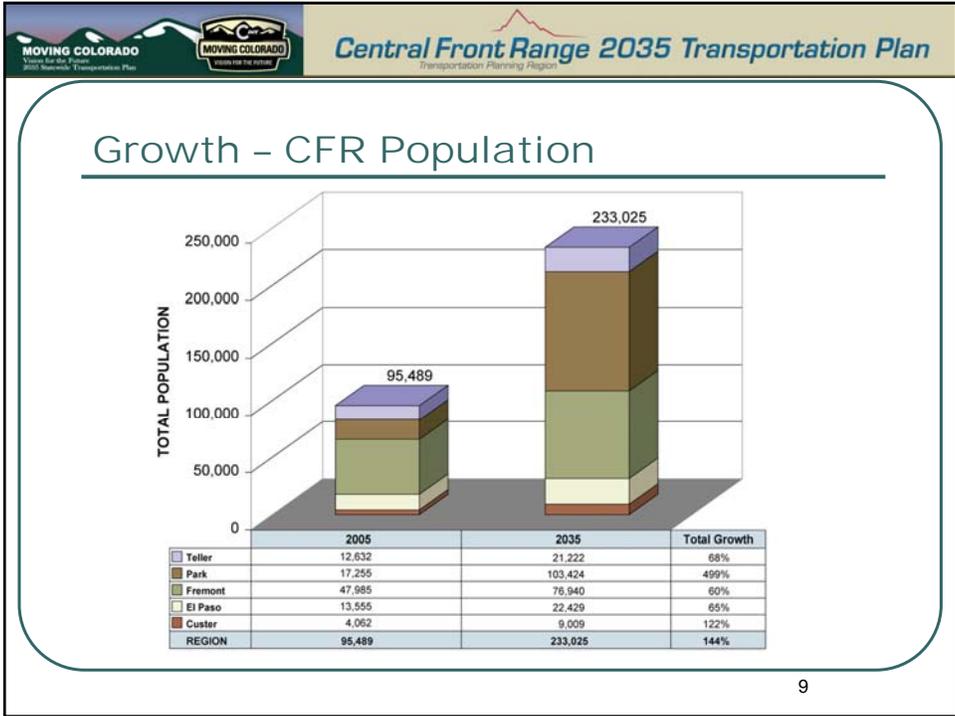

Central Front Range 2035 Transportation Plan
 Transportation Planning Region

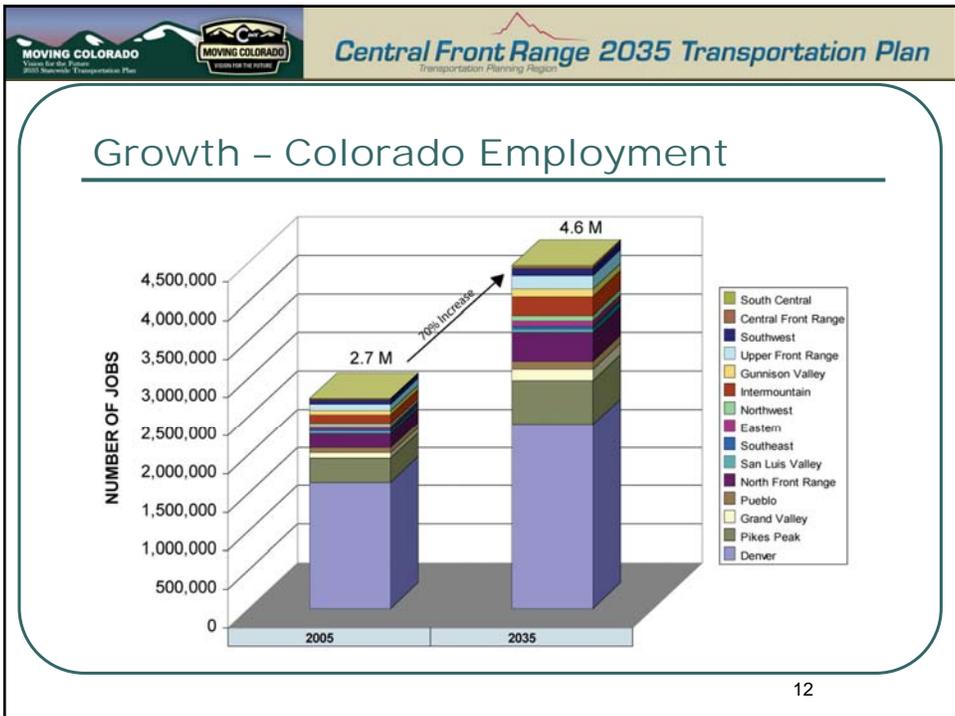
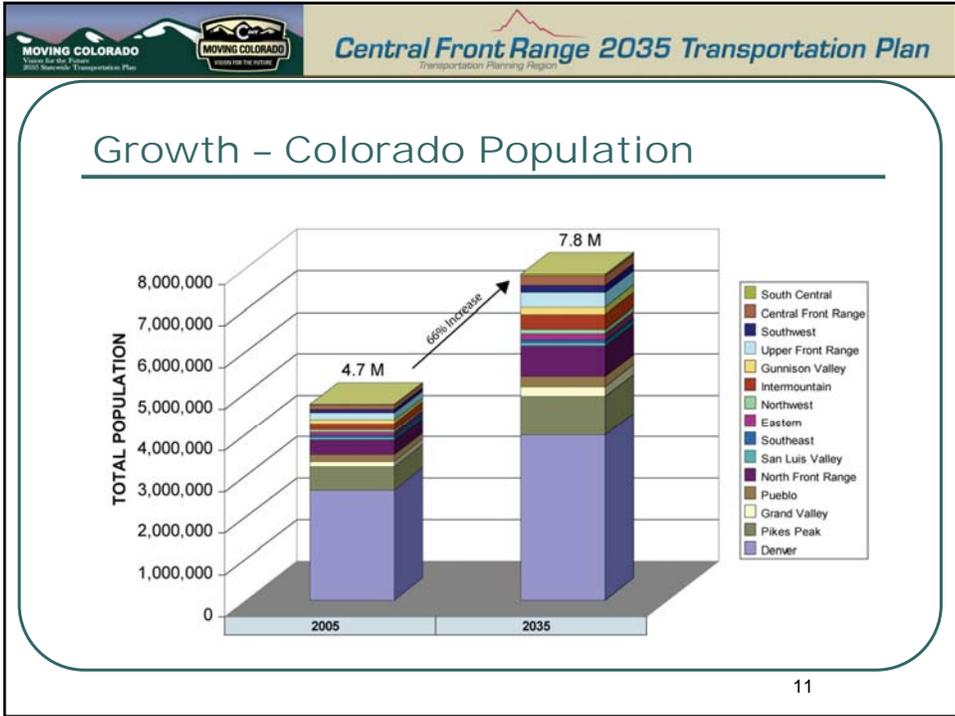
Key Issues & Emerging Trends



- Growth
- Congestion/Commuting
- Truck Traffic
- Safety
- Highway Surface Condition

8





MOVING COLORADO
Vision for the Future
2013 Statewide Transportation Plan

MOVING COLORADO
Vision for the Future
2013 Statewide Transportation Plan

Central Front Range 2035 Transportation Plan
Transportation Planning Region

Economic Drivers - Energy Development

The map displays various energy development sites across Colorado, including oil and gas wells, and nuclear power plants. Key locations marked include Steamboat Springs, Fort Collins, Greeley, Sterling, Denver, Limon, Colorado Springs, Pueblo, La Junta, Trinidad, Alamosa, Durango, Grand Junction, Aspen, and Gunnison. Major transportation routes are also shown.

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MOVING COLORADO
Vision for the Future
2013 Statewide Transportation Plan

MOVING COLORADO
Vision for the Future
2013 Statewide Transportation Plan

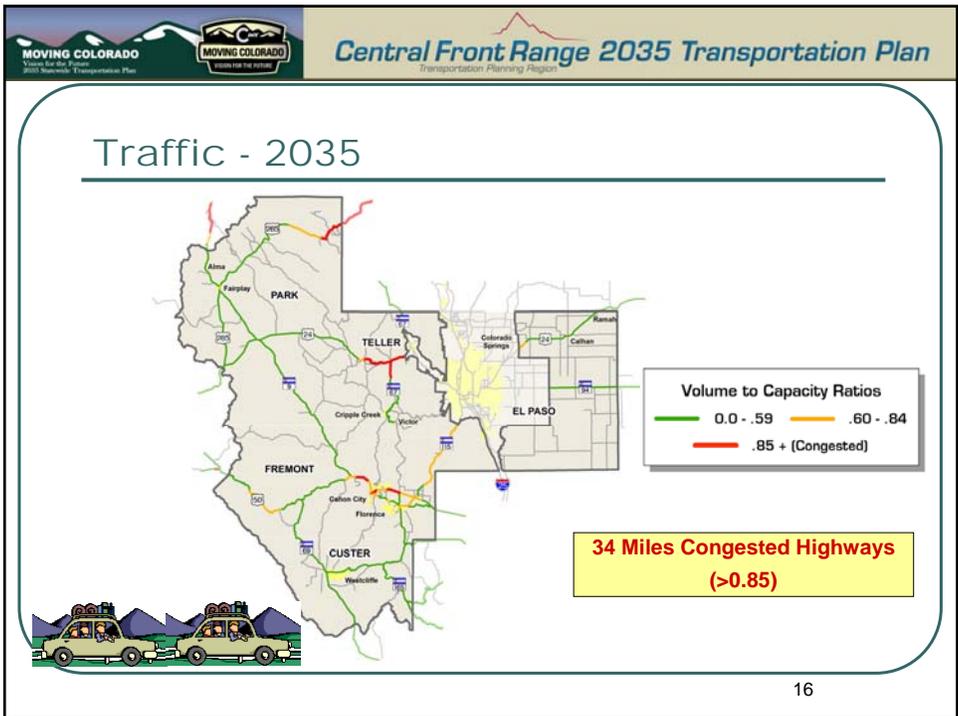
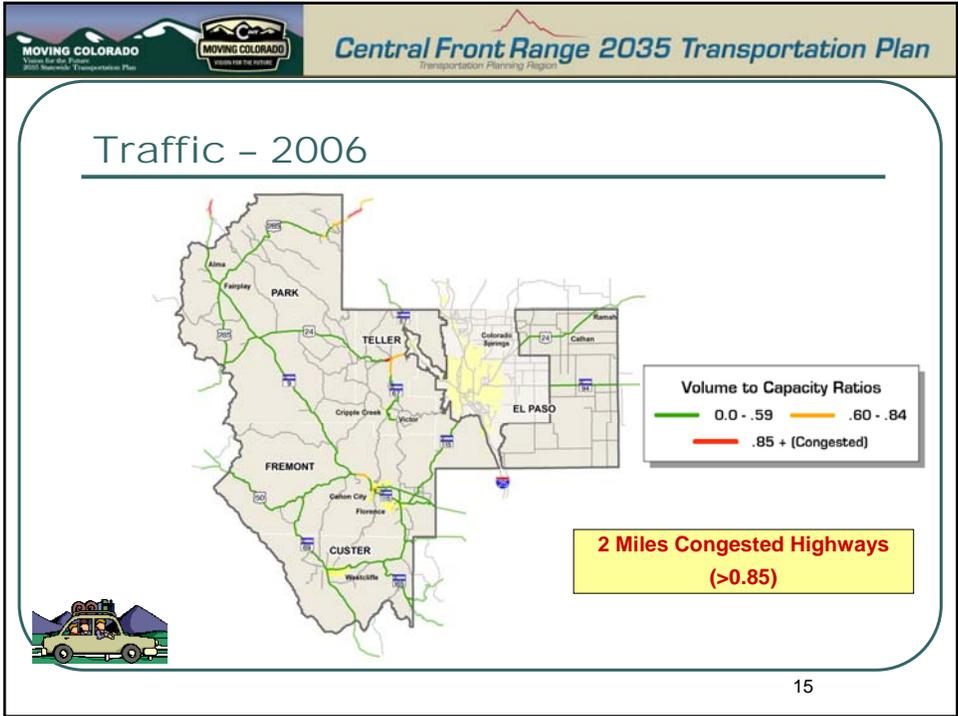
Central Front Range 2035 Transportation Plan
Transportation Planning Region

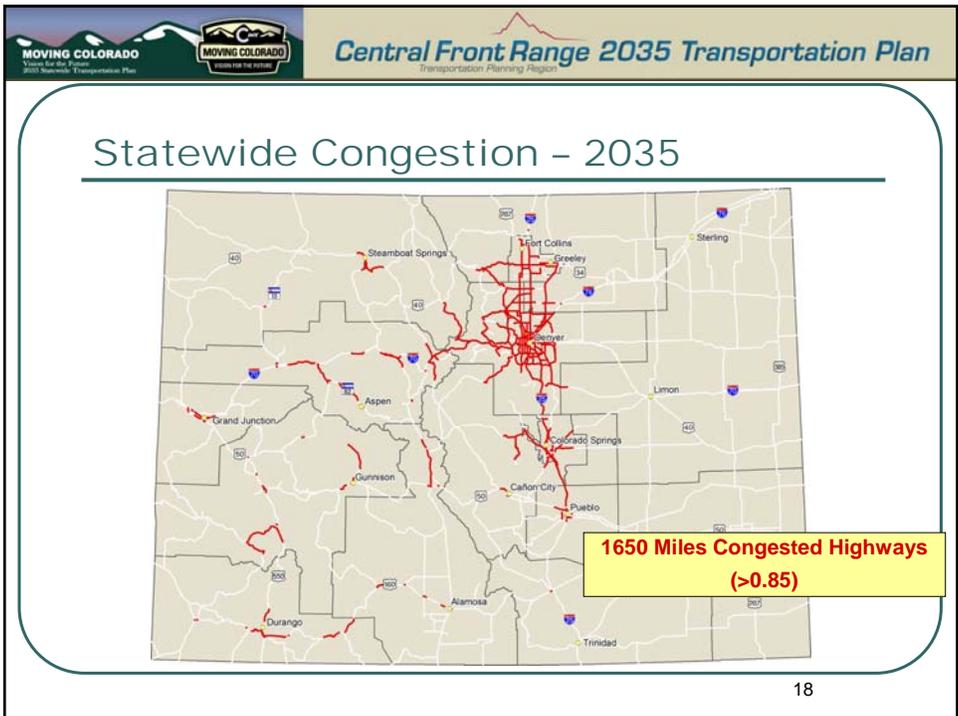
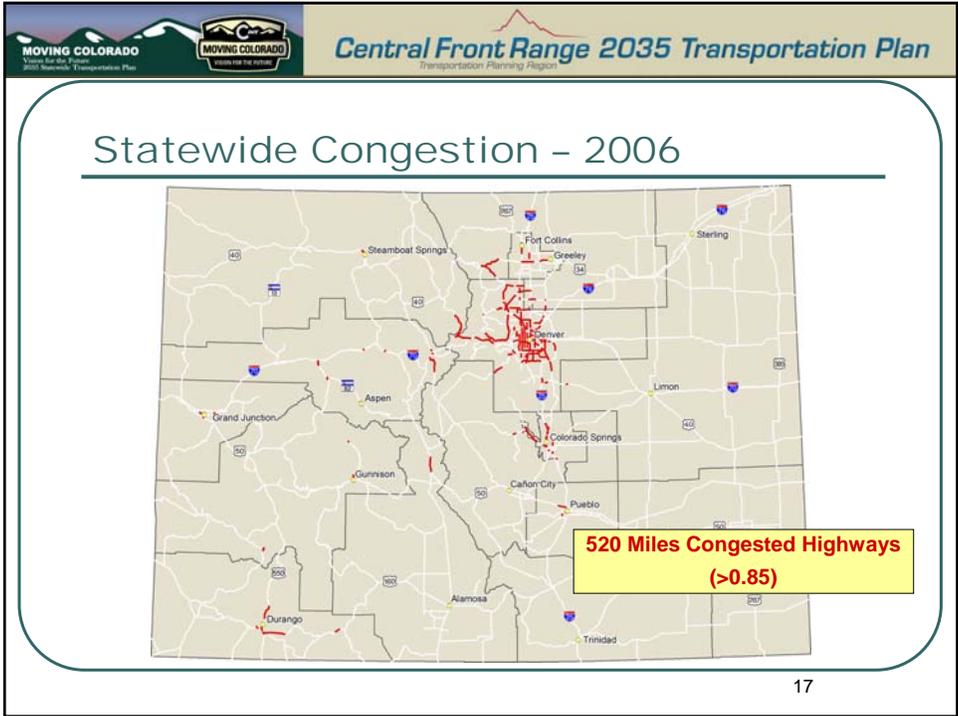
Economic Drivers - Tourism

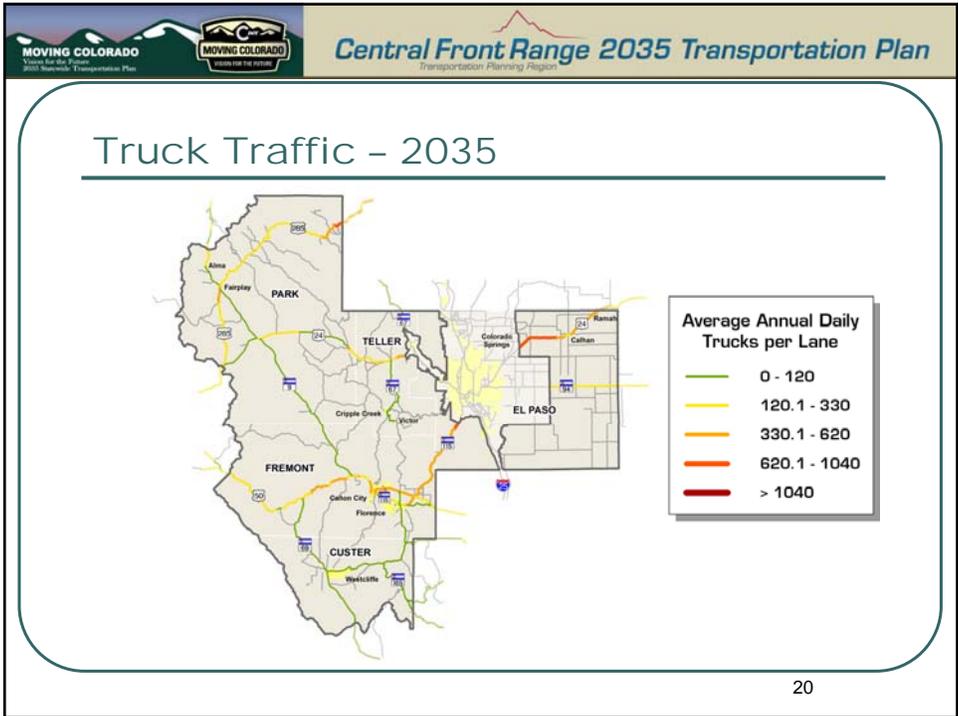
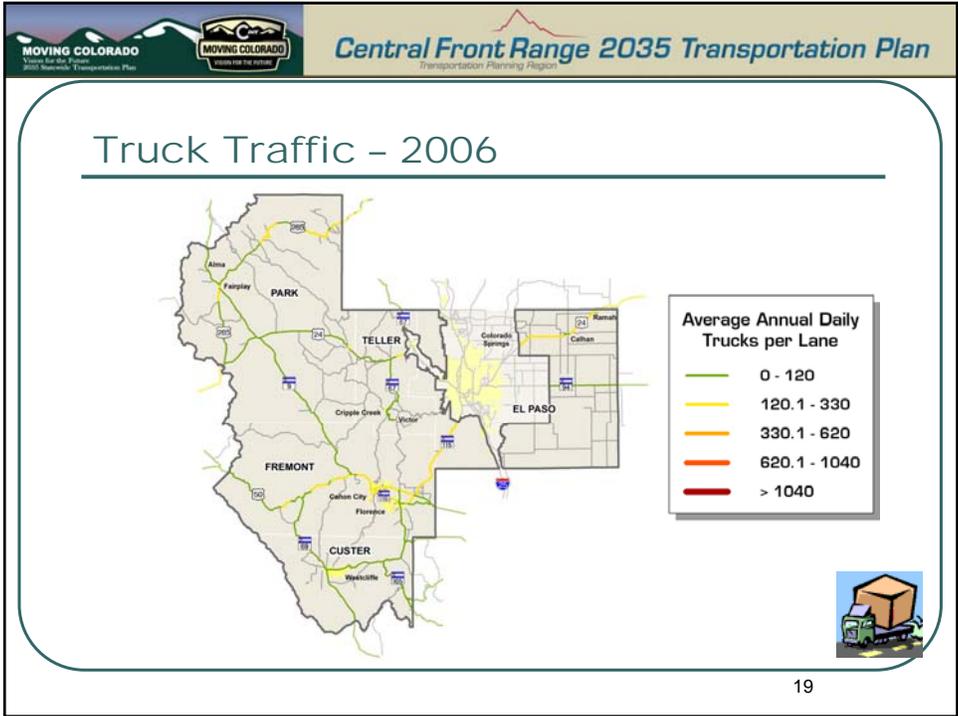
Travel Spending by Purpose of Trip (TOTAL \$8.9 B)

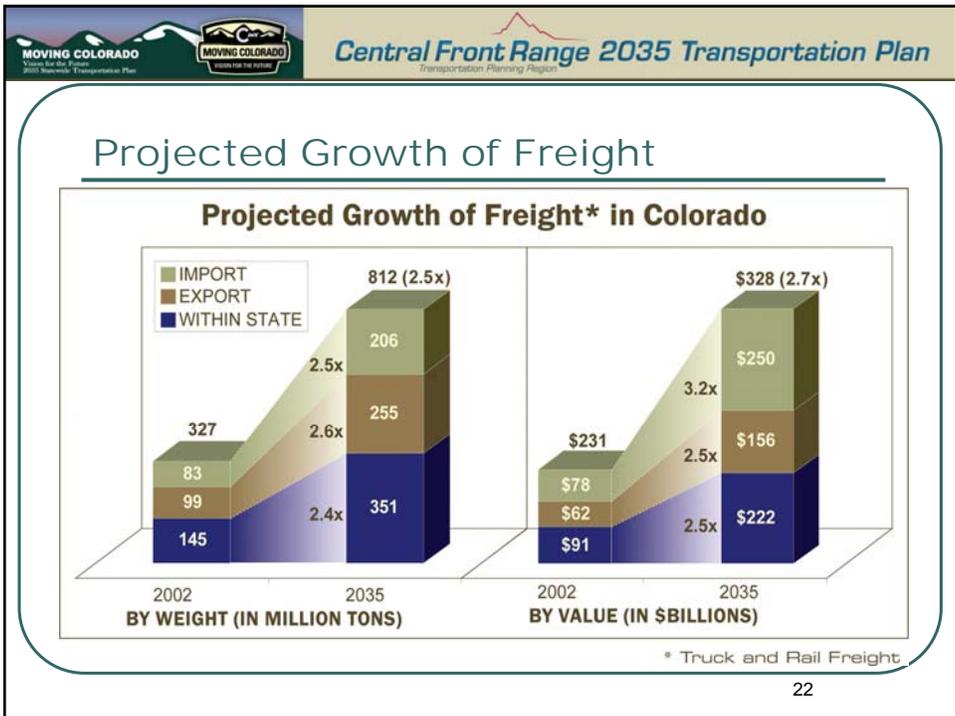
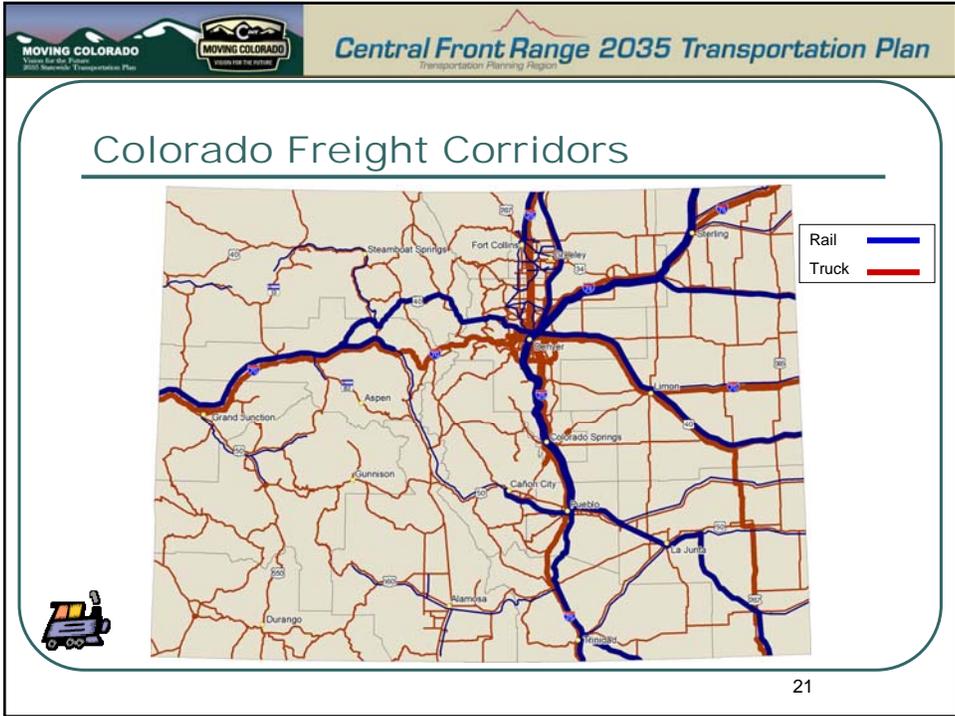
Purpose of Trip	Spending (Billion)	Percentage
Visit Friends/Relatives	\$2.5	28%
Other Pleasure	\$1.5	17%
Business	\$1.3	15%
Ski	\$1.4	16%
Outdoors	\$1.1	13%
Touring	\$1.0	11%

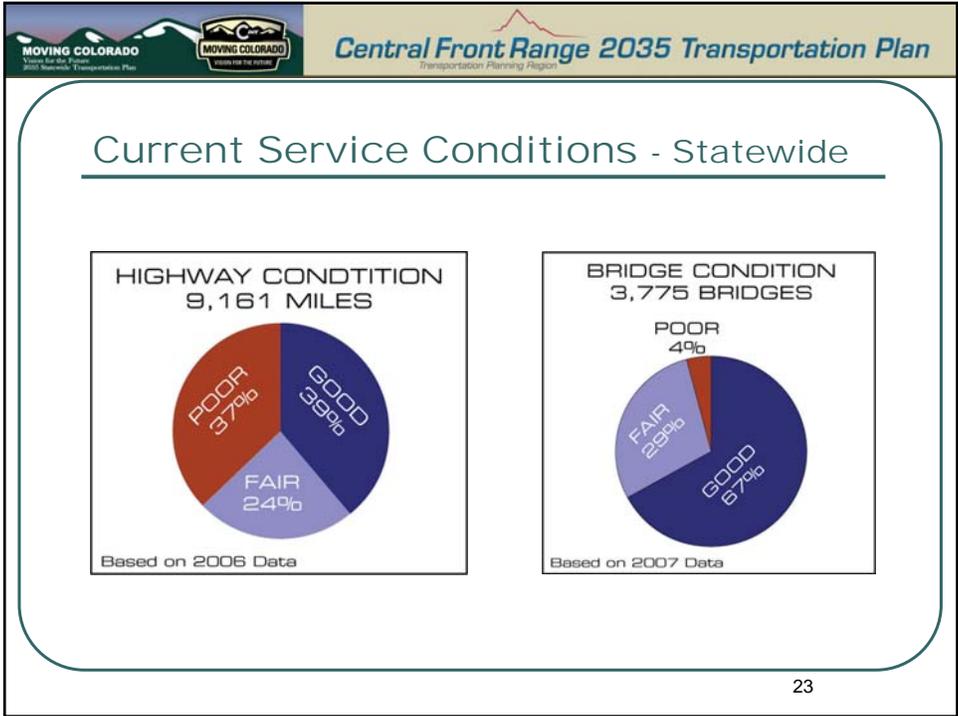
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MOVING COLORADO
Vision for the Future
2010 Statewide Transportation Plan

MOVING COLORADO
Vision for the Future
2010 Statewide Transportation Plan

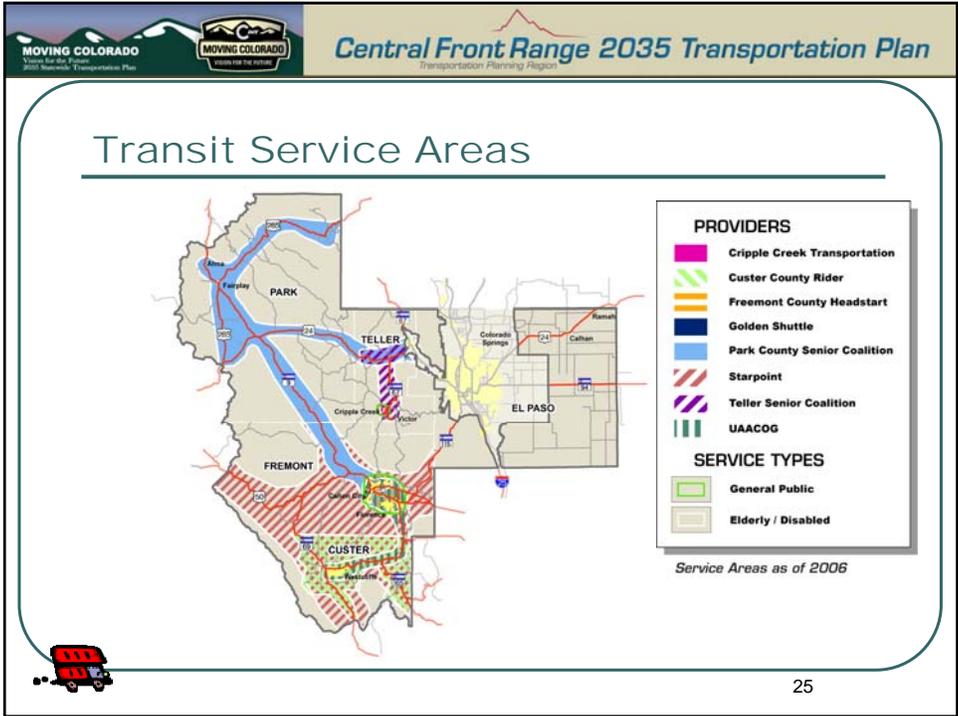
Central Front Range 2035 Transportation Plan
Transportation Planning Region

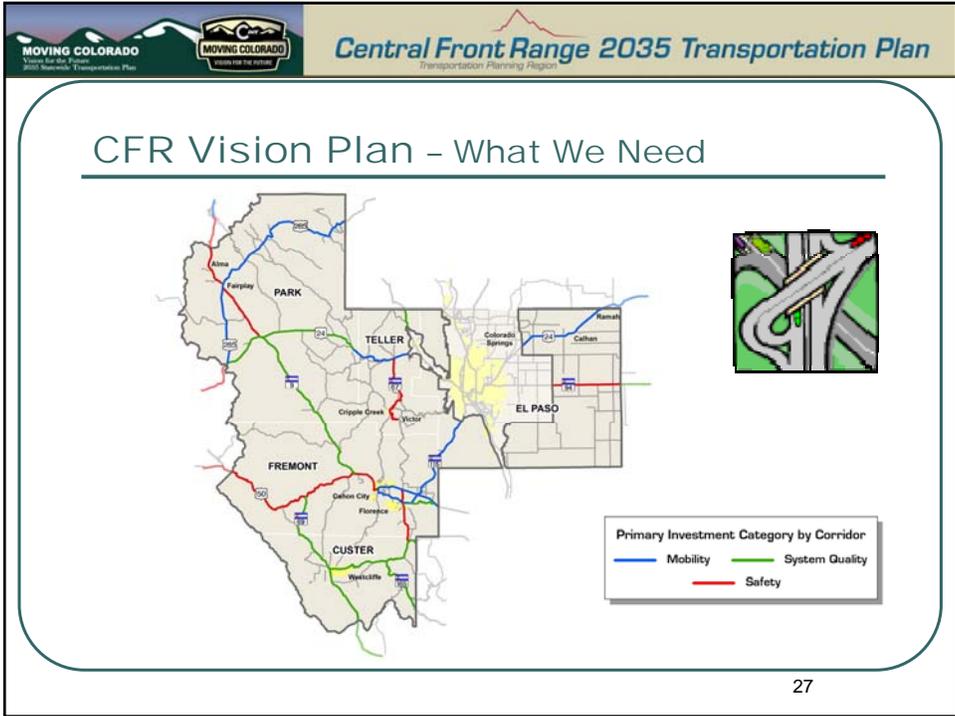
Transit Service Providers

Provider	Type Service	Fleet (2006)	Annual Ridership (2006)	Annual Budget (2006)
Cripple Creek Transportation	Demand-Response Fixed Route (Trolley)	3 vans, 1 trolley	47,000	\$185,000
Wet Mtn. Valley Community Service Corp.	Demand-Response	Demand-Response	1,520	\$9,475
Fremont County Headstart	Fixed-Route (Program-Related)	5 small buses	61,000	\$132,000
Golden Shuttle	Demand-Response	2 vans	Unavailable	Unavailable
Park County Senior Coalition	Demand-Response	4 vans, 2 are wheelchair lift-equipped	1,800	\$106,000
Starpoint	Demand-Response	32 vehicles	Unavailable	\$250,000
Teller Senior Coalition	Demand-Response	1 small bus and 2 passenger cars	49,000	\$64,000
UAACOG	Paratransit (Contracted)	None	Unavailable	\$12,000

Fixed Route - Service provided along a designated route on set schedule
Paratransit - Any form of transit other than fixed route service
Demand-Response - A paratransit service in response to specific request; typically curb-to-curb

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MOVING COLORADO
Vision for the Future
2013 Statewide Transportation Plan

MOVING COLORADO
Vision for the Future

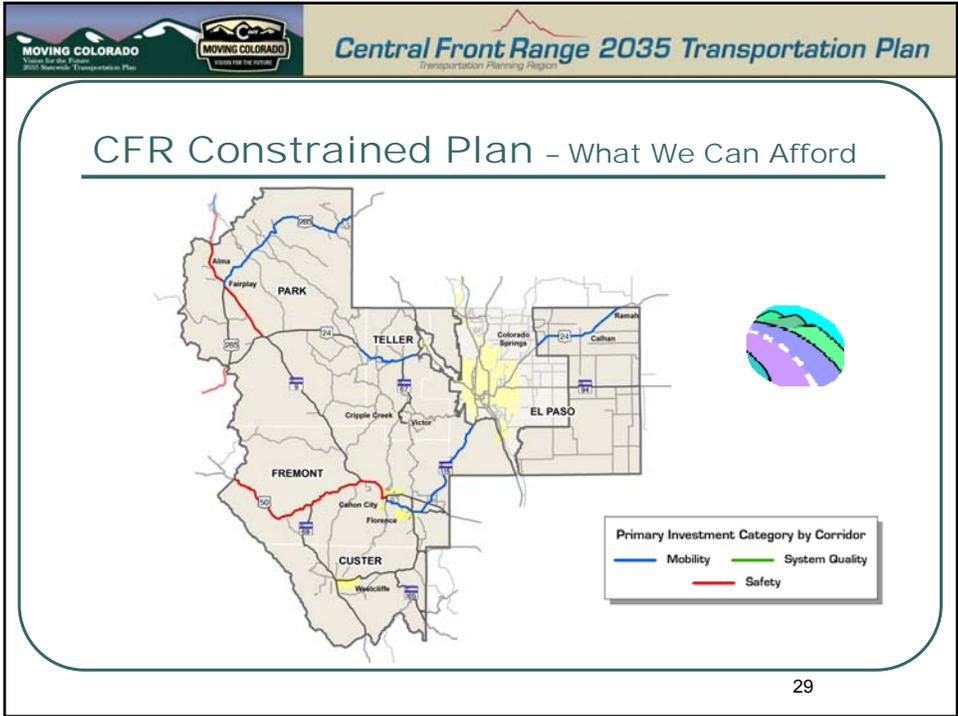
Central Front Range 2035 Transportation Plan
Transportation Planning Region

CFR Vision Plan - What We Need

Corridor	Description	Total Cost 2008 Dollars (\$000)			2035	
		Highway	Transit	Aviation	Primary Investment Category	TPR Priority
SH 9 B	US 24 (Hartsel) north to Breckenridge	\$68,826			Safety	High
US 24 A (ii)	Lake George east to SH 67 (Woodland Park)	\$7,182			Mobility	High
US 24 G	Elbert Rd. east to I-70 (Limon)	\$34,721		\$457	Mobility	High
US 50 A (i)	East of Salida east to SH 115 (Cañon City)	\$50,620			Safety	High
SH 115 A (i)	US 50 Cañon City east to US 50	\$25,200			Mobility	High
SH 115 A (ii)	US 50 north to Colo Spgs limit	\$40,190			Mobility	High
US 285 D (i)	US 24 (Antero Jct) north to SH 9 (Fairplay)	\$29,925			Mobility	High
US 285 D (ii)	SH 9 (Fairplay) north to Bailey	\$56,201			Mobility	High
US 285 D (iii)	Bailey north to Conifer	\$126,762			Mobility	High
Guanello Pass	Forest Rd - US 285 (Grant) to I-70 (Georgetown)	\$13,000			System Quality	High
Jacynell River Rd	Forest Highway 81 / Park County Rd. 77	\$11,000			System Quality	High
TPR	Community Based Transit		\$34,891		Mobility	High
US 24 A (i)	Troat Creek Pass east to Lake George	\$100,548			System Quality	Medium
US 50 A (ii)	SH 115 (Cañon City) east to I-25 (Pueblo)	\$114,464		\$49,057	Mobility	Medium
SH 67 C	Victor north to Divide	\$64,286			Safety	Medium
SH 69 A	US 160 (Walsenburg) north to US 50 (Texas Cr)	\$65,501		\$17,800	System Quality	Medium
SH 94 A	Ellicott east to US 40	\$28,429		\$702	Safety	Medium
SH 96 A	Westcliffe east to I-25 (Pueblo)	\$61,007			System Quality	Medium
Gold Belt Tour	Cripple Creek Area	\$76,039			System Quality	Medium
SH 9 A	US 50 north to US 24 (Hartsel)	\$32,319			System Quality	Low
SH 67 A-B	Wetmore north to US 50	\$26,933			Safety	Low
SH 67 D	Woodland Park north to Sedalia	\$6,978			System Quality	Low
SH 120 A	SH 115 east to US 50	\$10,474			System Quality	Low
SH 165 A	SH 96 (Custer Co) east to I-25 (Pueblo)	\$28,429			System Quality	Low
Copper Gulch Rd	Forest Rd - SH 69 (Westcliffe) to Cañon City	\$31,421			System Quality	Low
Elbert Road	US 24 (Peyton) north to SH 86 (Kowa)	\$7,407			System Quality	Low
Dak Crk Grade	Forest Rd - Silver Cliff to Cañon City	\$29,178			System Quality	Low
Sub-Total		\$1,149,042	\$34,891	\$61,016		
TOTAL		\$1,244,949				

Vision costs include Constrained Costs

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CFR Constrained Plan - What We Can Afford

Corridor	Description	Primary Investment Category	Regional Priorities Program %		2035 Constrained Total (\$000)		
			Region 1	Region 2	Highway	Transit	Aviation
SH 9 B	US 24 (Hartsel) north to Breckenridge	System Quality	50%	-	\$1,500		
US 24 A	Lake George east to SH 67 (Woodland Park)	Mobility	-	20%	\$2,186		
US 24 G	Elbert Rd east to I-70 Limon	Mobility	-	20%	\$2,186		
US 50 A	East of Salida east to SH 115 (Cañon City)	Safety	-	20%	\$2,186		
SH 115 A	US 50 (Cañon City) east to US 50	Mobility	-	20%	\$2,186		
SH 115 A	US 50 north to Colo Spgs limit	Mobility	-	20%	\$2,186		
US 285 D	SH 9 (Fairplay) north to Bailey	Mobility	25%		\$1,500		
US 285 D	Bailey north to Conifer	Mobility	25%		\$4,000		
Guanella Pass	Forest Rd - US 285 (Grant) to I-70 (Georgetown)	System Quality	-	-	\$13,000		
Tarryall River Rd	Forest Highway 81/Park Co Rd 77	System Quality	-	-	\$11,000		
TOTAL HIGHWAY					\$41,930		
TPR	2 airports	System Quality					\$12,000
TPR	Community Based Transit	Mobility	-	-		\$21,336	
TOTAL					\$75,266		

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Vision for the Future
2020 Statewide Transportation Plan

MOVING COLORADO
Vision for the Future
2020 Statewide Transportation Plan

Central Front Range 2035 Transportation Plan
Transportation Planning Region

CFR Midterm Implementation Strategies – Focus For Next 10 Years

- US 24
- US 285
- US 50

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Vision for the Future
2020 Statewide Transportation Plan

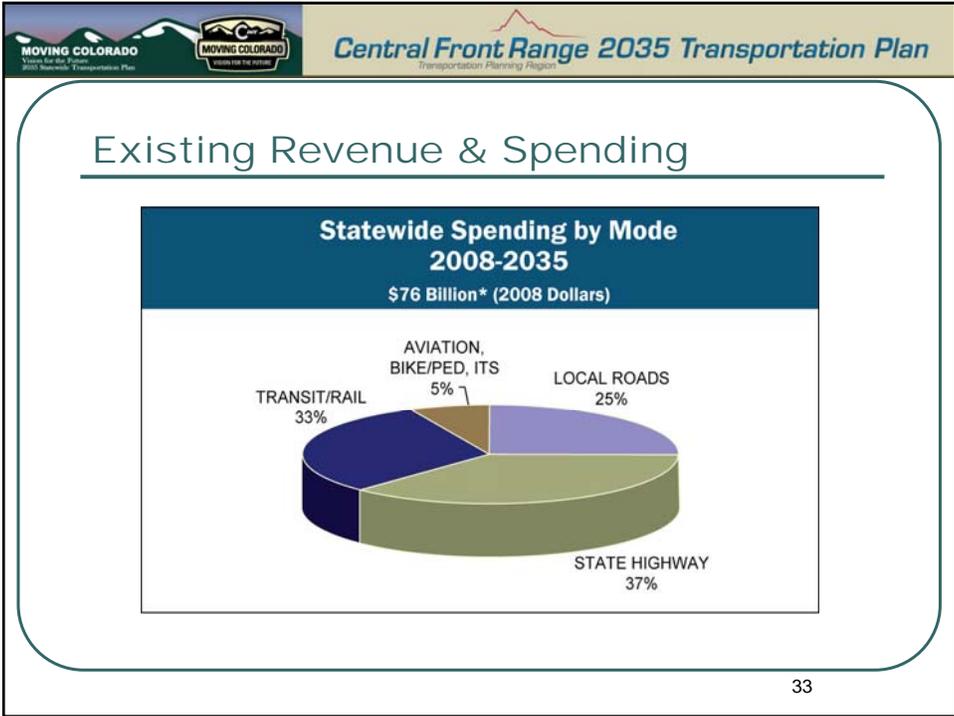
MOVING COLORADO
Vision for the Future
2020 Statewide Transportation Plan

Central Front Range 2035 Transportation Plan
Transportation Planning Region

Midterm Implementation Strategies - Central Front Range

Corridor	Major Issues	Potential Strategies for Implementation
Transit	<ul style="list-style-type: none"> Resort and recreation activities Commuting Visitor intra-regional transportation 	<ul style="list-style-type: none"> Enhanced local/regional/interregional transit
US 50 East of Salida to Cañon City through Bighorn Canyon	<ul style="list-style-type: none"> Gateway to recreation opportunities Congestion Major truck route 	<ul style="list-style-type: none"> Access improvements Passing lanes Straightening Shoulders Safety improvements
US 24 Lake George to Divide	<ul style="list-style-type: none"> Population growth Commuting traffic Safety 	<ul style="list-style-type: none"> Intersection improvements Auxiliary lanes
US 24 Elbert Road east to Limon	<ul style="list-style-type: none"> Trucks Safety Population growth Commuting Weather incidents 	<ul style="list-style-type: none"> Safety improvements Passing lanes Bridge upgrades ITS weather and incident management infrastructure Expanded transit services
US 285 in Park County	<ul style="list-style-type: none"> Population growth Peak hour commuting Congestion 	<ul style="list-style-type: none"> Implement recommendations from recently completed Environmental Assessment Capacity improvements Intersection/safety improvements Expanded public transportation

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Vision for the Future
2013 Statewide Transportation Plan

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2013 Statewide Transportation Plan

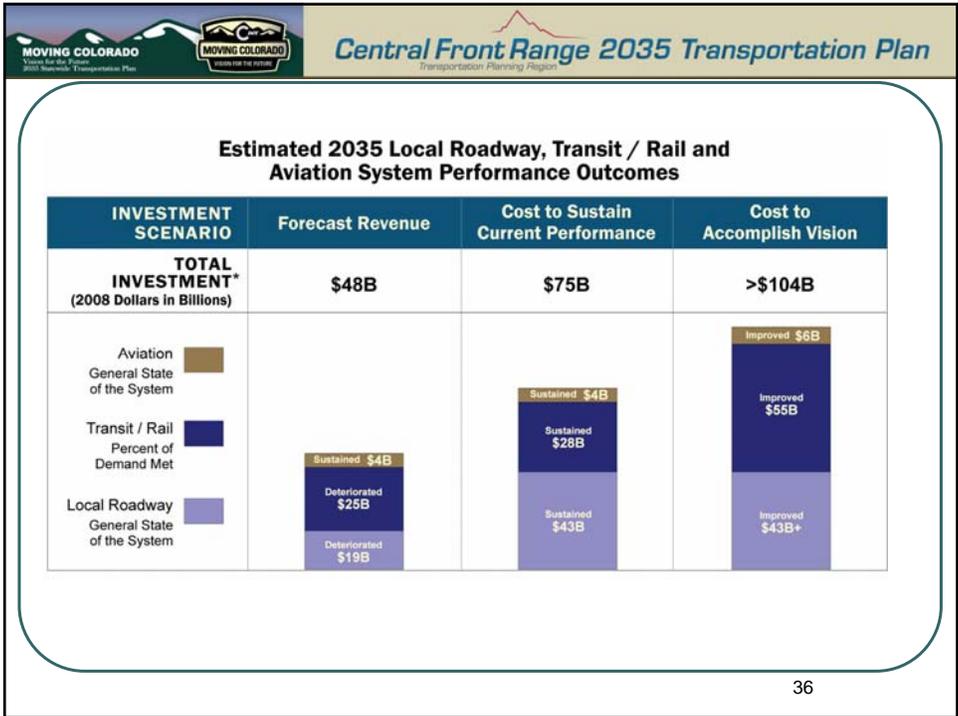
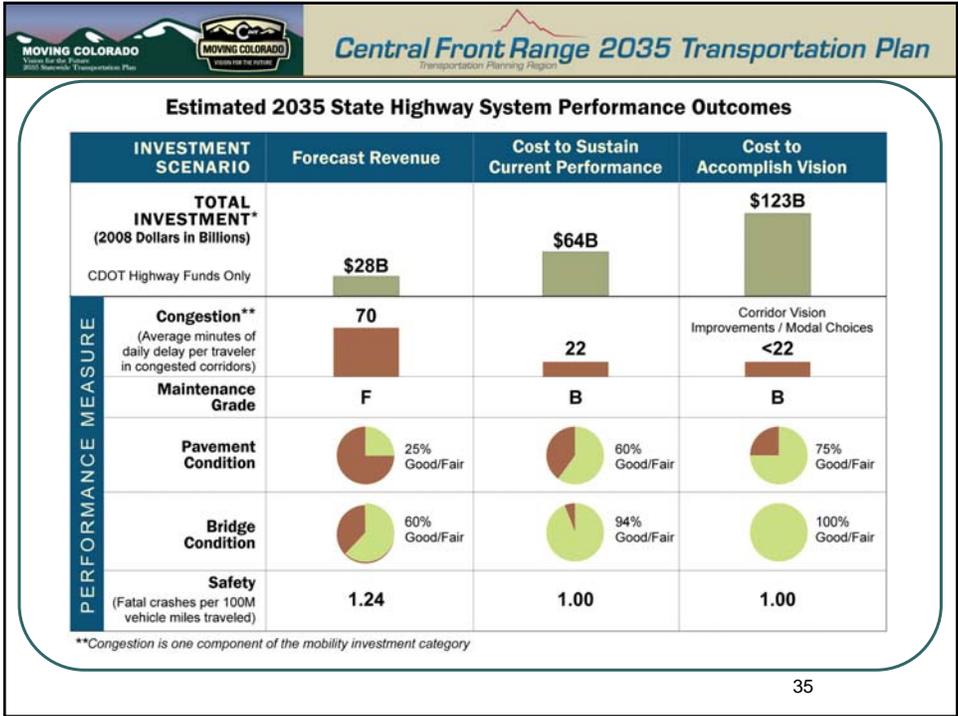
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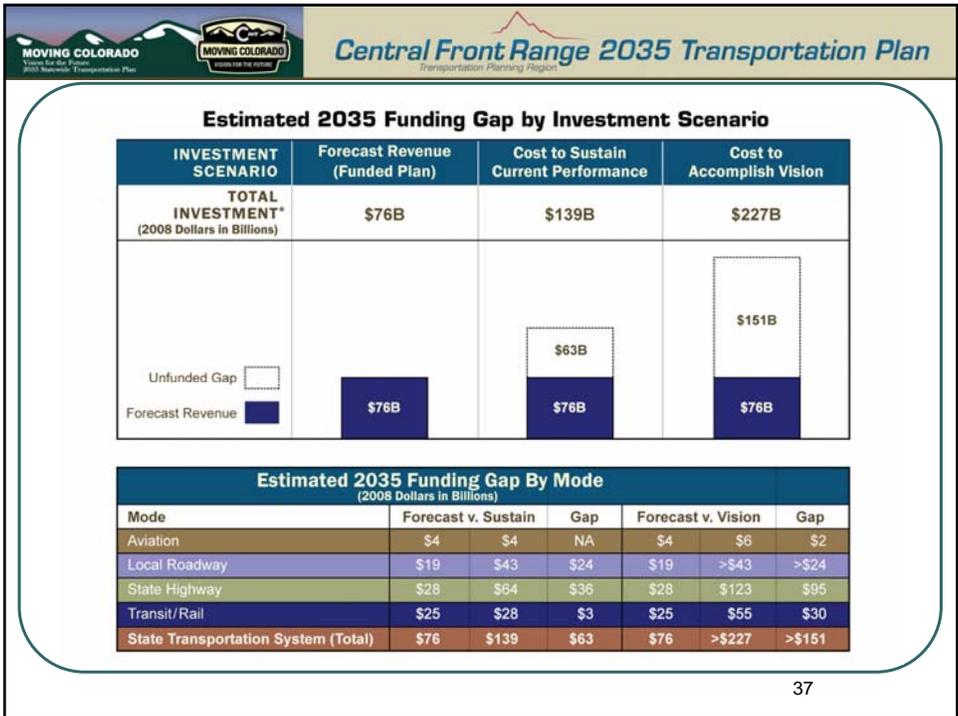
Statewide System Performance

Total Plan Costs 2008-2035

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

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What Will the Future Be?

With Existing or Anticipated Funding	With Additional Funding
<ul style="list-style-type: none"> Reduction in services Deterioration of existing conditions Longer delay sitting in traffic Local roadways and transit/rail systems deteriorate Focus on most critical programs, corridors and/or lower standards Trade-offs could establish priority roadways 	<ul style="list-style-type: none"> Maintain or improve existing system Maintain existing conditions No increase over today's traffic delay Sustain local roadways, transit/rail and aviation systems Take steps toward Colorado's Transportation Vision Support Colorado's economic vitality with an efficient transportation system

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Current Revenue Projections \$76 Billion

- General decline in all performance measures
 - Travel Delay
 - Congestion
 - Highway Surface Condition
 - Bridge Condition
 - Overall Maintenance
 - Transit Service



FORECAST REVENUE
 2035 PERFORMANCE
 POOR FAIR GOOD
 \$76 BILLION FUNDING LEVEL

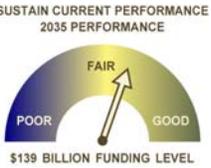
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Sustain Current Performance \$139 Billion

- Maintains current levels of performance, even with projected growth in population and travel demand



SUSTAIN CURRENT PERFORMANCE
 2035 PERFORMANCE
 POOR FAIR GOOD
 \$139 BILLION FUNDING LEVEL

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Accomplish the Vision \$227 Billion

- Implements priorities in Vision Plan
 - Improved maintenance levels
 - Shoulders
 - Intersection improvements
 - Adding capacity to highways
 - Better transit service

ACCOMPLISH VISION
2035 PERFORMANCE



\$227 BILLION FUNDING LEVEL

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Questions and Discussion

- Comment forms on table
 - Regional Plan by Nov 16
 - Statewide Plan by Jan 4
- 2035 Plan on Interactive CD
- RPC to Adopt Regional Plan by Jan. 31
- Email: 2035TransportationPlan@urscorp.com
- Statewide & Regional Plan online:
<http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp>

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Public Comments

Written public comments were received encouraging inclusion of the following issues into the CFR Regional Transportation Plan:

- SH96/SH69 intersection
- SH69 offset in Westcliffe
- SH115 between Florence and Canon City
- future transit funding in Fremont County

Response letters were sent to each commenter that directed them to the specific section of the RTP where each of these issues is indeed addressed.