



Eastern TPR  
2035 Regional Transportation Plan

## **APPENDIX A PUBLIC INVOLVEMENT**

# Appendix A – Public Involvement

## Table of Contents

Pre Forum Meeting .....	1
Pre Forum Presentation .....	1
Pre Forum Notes .....	4
Regional Transportation Forum .....	6
Invitation .....	6
Information Letter .....	7
Regional Transportation Forum Presentation.....	8
Forum Notes.....	14
Transbucks Maps .....	24
Prioritization Meetings.....	28
Presentation .....	28
Outcome .....	32
Draft Statewide/Regional Plan Joint Outreach Meeting.....	35
Invitations .....	35
Presentation .....	36



# Eastern TPR 2035 Regional Transportation Plan

July 17, 2006  
Pre-Forum Meeting



## Purpose of Today's Meeting

- Provide an overview of the RTP update process
- Review regional vision and goals
- Learn what changes have occurred in the region
- Plan for Regional Transportation Forum



## TRANSPORTATION PLANNING REGIONS



## Planning Area



## Purpose of RTP Update

- Meet SAFETEA-LU requirements
- Synchronize with MPO and STIP schedules
- Reflect resource allocation and funding changes



## Goals of RTP Update

- Update from 2030 to 2035
- Focus on regional trends
- Determine if/how trends affect 2035 RTP
- Incorporate trends in regional and corridor visions
- Improve transit plan integration
- Identify priorities based on limited funds





## Major Components

- Update demographic and environmental data
- Update transportation system inventory and analysis
- Incorporate impacts of economic development
- Update regional visions, goals and strategies
- Review corridor visions
- Develop implementation strategy



## Schedule

<b>Pre-Forum / Data Collection</b>	Summer 2006
<b>Regional Transportation Forum</b>	September 2006
<b>Tech Report 1 – Major Trends</b>	October 2006
<b>Forum Output / TPR Meeting</b>	November 2006
<b>Draft Plan</b>	Spring 2007
<b>Final Plan</b>	December 2007
<b>Statewide Plan</b>	January 2008



## Eastern TPR Vision

“Enhance the unique character and quality of life found in northeast and east central Colorado by maintaining and improving the Region’s transportation network essential to dynamic local and regional economies based on agriculture, oil and gas production, recreation, and tourism.”



## Eastern TPR Goals

- Enhance interstates and state highways for farm to market movement of goods
- Enhance airfreight and passenger service for the Region
- Implement strategies to improve safety for all modes of transportation
- Provide highway facilities that can safely accommodate bike events, training, and recreational riding in the Region



## Eastern TPR Goals (cont.)

- Provide transit service for the transit dependent population within the Region
- Continue to seek increased funding for improving highway, air, rail, and transit systems and services
- Preserve rail service and facilities to prevent economic loss to the Region
- Develop cost effective strategies to address environmental issues



## Recent Changes in the Region

- **Development**
  - Residential
  - Economic
  - Recreation
- Major traffic generators
- Travel pattern changes
- Priority changes
- Other





## Regional Transportation Forum

- Purpose: attain input from public
- Date and location: TBD
- Who to invite
  - Community leaders
  - Business owners
  - Environmental groups
  - Political action groups
  - Transportation Advocates
  - Special interest groups
  - General public




## Regional Transportation Forum (cont.)

- Presentation material
  - Previous Regional Transportation Plan
  - Updated inventory and analysis
  - Regional goals and strategies
  - Corridor Visions
- Open house structure
  - Interactive exercise
  - Identify priorities for improvements
    - by corridor, mode, investment category




## Contact Information

<b>Jenny Young – FHU</b>	<b>Project Manager (Regional Plan)</b> 303-721-1440 jenny.young@fhueng.com
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<b>Kyle Kosman – LSC</b>	<b>Transit</b> 719-633-2863 kyle@lscsccs.com
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## MEETING MINUTES EASTERN TPR PRE-FORUM MEETING

July 17, 2006 at 1:00pm  
257 15th Street in Burlington, CO

(see attached sign in sheet for list of attendees)

Jim Whitmore, Eastern TPR Chairman, welcomed the group and introduced the consultants for the 2035 Regional Transportation Plan (RTP) update.

Jenny Young, Felsburg Holt & Ullevig, presented an overview of the RTP update process including the goals, purpose, major components, and schedule.

The group reviewed the Eastern TPR Vision and Goals from the 2030 RTP and proposed the additions which are italicized below:

- Vision: "Enhance the unique character and quality of life found in northeast and east central Colorado by maintaining and improving the Region's transportation network essential to dynamic local and regional economies based on agriculture, oil and gas production, *domestic and international trade*, recreation, and tourism."
- Goal: "Enhance interstates and state highways for farm to market movement of goods, *ensuring proper routing for hazardous materials and oversized vehicles.*"

These proposed modifications will be presented to the public at the Regional Transportation Forum along with the remaining seven goals.

The group was asked to help identify changes/trends in the region that might impact the transportation system or the priorities since the last RTP was completed. The following changes/trends were discussed:

- Recent corridor studies should be incorporated into the RTP, including the Ports to Plains study, the SH 83 – SH 86 Corridor Optimization Plan, and the upcoming SH 385 corridor study.
- Over the last few years there has been an increase in oil and gas production as well as ethanol production. This trend is expected to continue.
- A new motorsports park is being planned in Genoa.
- Cheyenne County has been decreasing in population over the last several years; this trend is projected to continue.
- New hospitals have recently been built or are currently being built in Wray, Yuma, and Phillips County. The hospital in Burlington may be expanded in coming years. Concern was raised about the condition of roadways for transit of patients via ambulance, particularly along the US 34 corridor.



- The Kit Carson Correctional Center in Burlington is being expanded, with double the capacity and double the staff.
- The commercial districts in communities throughout the region have been moving away from the main street through the downtowns and closer to the interstate interchanges along the I-70 and I-76 corridors.
- Concern was raised about the consistency of the traffic counts along the state highway corridors. In some cases, the CDOT dataset has previously shown forecasted volumes that are less than the existing counts.
- Greyhound no longer makes stops in Burlington or at any of the towns in the region along the I-76 corridor because they are moving toward more regional service. This type of transit service needs to be provided by local providers.
- Ballyneal golf and hunting club in Holyoke opened earlier this year.

The Regional Transportation Forum will serve as the primary public outreach for the RTP. The forum will be held on Monday, September 11 from 11:00am to 2:00pm in Akron. Meeting attendees were asked to please send a list of people who should be invited to the forum to Jenny Young ([jenny.young@fhueng.com](mailto:jenny.young@fhueng.com)).



## 2035 Eastern TPR 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 Eastern Transportation Planning Region.

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

**When:** September 11, 2006

**Time:** 11:00am - 2:00pm

**Location:** Washington County  
Event Center  
552 West 2nd Street  
Akron, CO

*Lunch will be provided*



Contact: Jenny Young 303. 721.1440  
jenny.young@fhueng.com

Hosted by your Regional  
Transportation Planning Commission  
ADA Accessible



August 16, 2006

Dear Sir or Madam:

The Eastern Transportation Planning Region (TPR) has begun the process of updating its Regional Transportation Plan. Felsburg Holt & Ullevig is a part of the consulting team brought on by the Colorado Department of Transportation to assist the Eastern TPR in preparing the 2035 regional plan update.

As part of the planning process, the Eastern TPR has scheduled a Regional Transportation Forum on **Monday, September 11, 2006 from 11:00am to 2:00pm** at the Washington County Event Center in Akron (552 West 2<sup>nd</sup> Street). In addition to inviting the general public, a special effort is being made to bring to the table representatives from the public and private sectors, such as yourself, who 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 Eastern TPR 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 refine the future transportation priorities. Please take a few moments to help identify, 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 Eastern TPR.

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

- Changes in population/employment
- Driving forces in the local/regional economy
- Transportation system issues (maintenance of the existing system, systems connectivity, congestion, safety, long term needs)
- Commuting patterns
- Major traffic generators
- Natural resource development
- Recreation/tourism industry
- Integration of the various transportation modes (auto, public transit, aviation, and rail) into an effective system
- Funding for transportation

To help us prepare for the Forum, let us know what issues and trends you believe are the most important to consider in this transportation plan update. Please forward your thoughts to Felsburg Holt & Ullevig by Monday, September 4, 2006 so we have sufficient time to incorporate your input into the Regional Transportation Forum.

**Email:** jenny.young@fhueng.com  
**Mail:** Jenny Young  
Felsburg Holt & Ullevig  
6300 S. Syracuse Way, Suite 600  
**Phone:** 303-721-1440

Thank you in advance for helping in the development of the 2035 Eastern Regional Transportation Plan Update. Please mark your calendar for the September 11<sup>th</sup> Regional Transportation Forum!

Sincerely,

**FELSBURG HOLT & ULLEVIG**

Jenny A. Young, PE  
Project Manager



# 2035 Regional Transportation Forum

*Time for Teamwork!*

Eastern Transportation Planning Region  
September 11, 2006

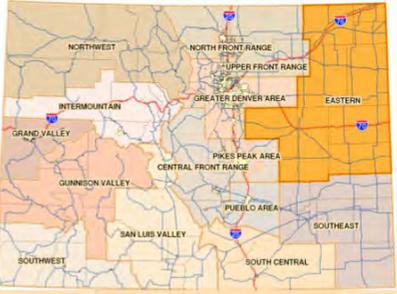



# Regional Forum Outline

- Overview of statewide and regional plans and schedule
- Revisit 2006 statewide telephone survey (polling)
- 2030 plan overview and accomplishments
- Transportation system overview
- Regional trends and issues (polling)
- Statewide and regional system considerations
- Allocation exercise
- Final polling questions/wrap-up




# Colorado Transportation Planning Regions (TPR)





# Eastern TPR





# Why Update Now?

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




# Schedule

<b>Pre-Forum / Data Collection</b>	Summer 2006
<b>Regional Transportation Forum</b>	<b>September 2006</b>
<b>Tech Report 1 – Major Trends</b>	October 2006
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<b>Final Regional Plan</b>	October 2007
<b>Final Statewide Plan</b>	January 2008





## Revisiting the 2006 Statewide Telephone Survey

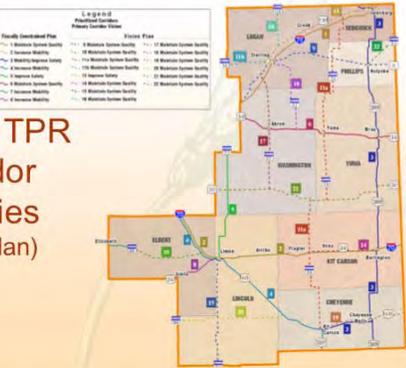



## 2030 Plan Overview

- Corridor-based plan
- 22 corridors prioritized based on mobility, safety, system quality, ability to implement/public support, economic impact
- \$1.9B needs
- Intersection Pool and eight top-ranked corridors included in Fiscally Constrained Plan
- Fiscally Constrained Plan covers only 4% of vision plan needs on top-ranked corridors




## Eastern TPR Corridor Priorities (2030 Plan)





## Accomplishments Major Projects 2005 – 2009

**\$168 Million**

- Highway Construction
- Bridge
- Safety
- Corridor Study
- Aviation

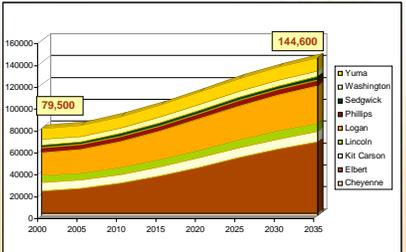




## System Overview



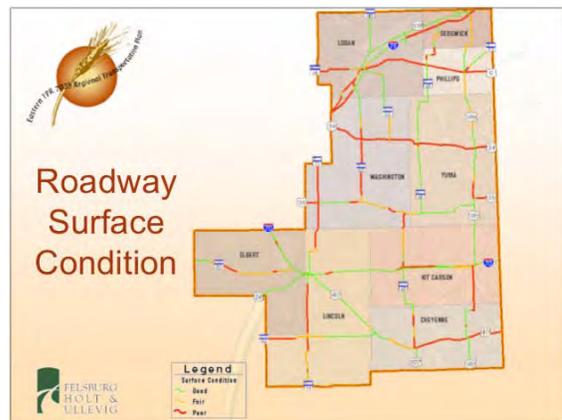
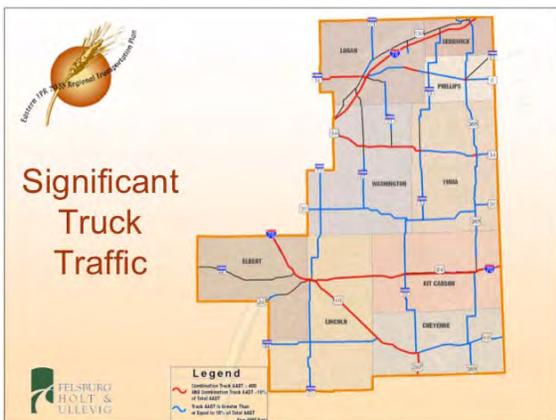
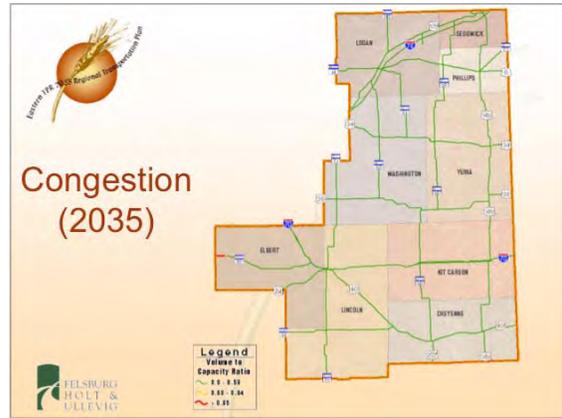
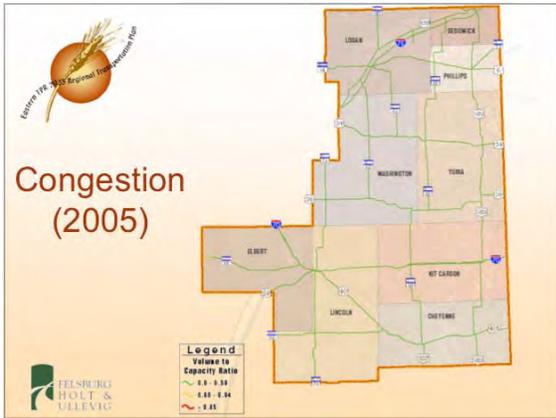

## Population Growth 2000 - 2035

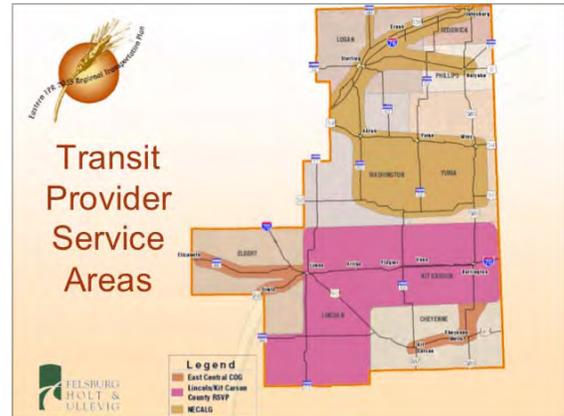
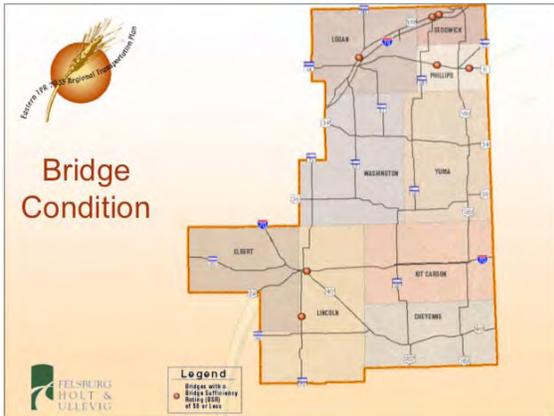


Year	Population
2000	79,500
2035	144,600

- Yuma
- Washington
- Sedgwick
- Phillips
- Logan
- Lincoln
- Kiowa
- Carter
- Cheyenne



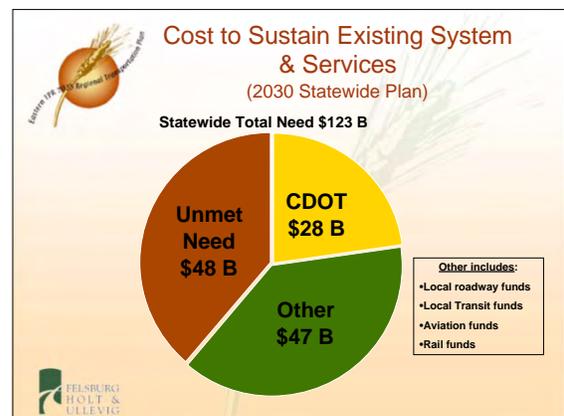
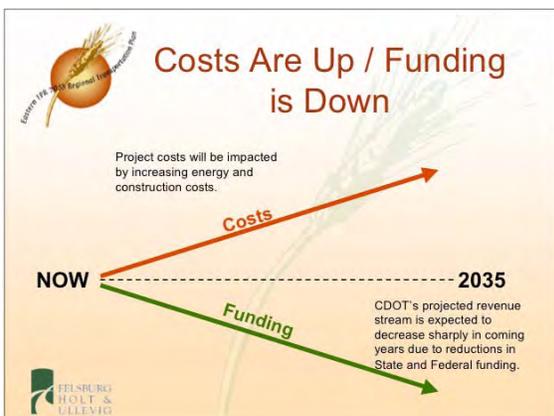




**Trends and Issues**

**Other Issues**

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





## 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




## Eastern TPR Background

- 1,400 miles of state highway – 36% are in Poor condition
- 14,800 miles of local roads
- 7 bridges with Bridge Sufficiency Rating of 50 or less (on-system)
- 3 local transit agencies providing human services transportation
- Limited intercity bus service
- 10 general aviation airports




## Eastern TPR Background (continued)

- Population expected to grow from 79,000 to 145,000 between 2000 and 2035
- Jobs expected to increase from 38,000 to 66,000 between 2000 and 2035
- Daily VMT will grow from 3,700,000 to 5,900,000 between 2000 and 2035
- 4.4% of households have no vehicle available
- 5.2% of families are below poverty level




## Costs of Transportation

- Today it costs about:
  - \$2.9 M to reconstruct a mile of two-lane highway with shoulders
    - \$100 M = 34 miles (30 yrs)
  - \$900,000 to resurface a mile of highway (rehab plus overlays over 30 years)
    - \$100 M = 110 miles (30 yrs)
  - \$150,000 to purchase a bus plus \$100,000 annually to maintain and operate
    - \$25 M = 8 buses (30 yrs)




## Eastern TPR Needs

\$1.91 Billion (per 2030 Plan)  
 +  
 \$800 Million (Resurfacing)  
 +  
 \$38.7 Million (Transit)  
 +  
 \$52.6 Million (Aviation)

**\$2.8 Billion in Total Needs**




## Funding Sources

Regional Priorities Program  
 +  
 Surface Treatment  
 Safety  
 Traffic Operations  
 Bridge  
 Enhancement  
 Transit  
 Aviation





## Allocating Limited Resources

Here is the problem: The TPR has a total need of \$2.8 Billion. You have an estimated 30-year transportation budget of \$800M for the TPR. Where are your priorities?

Program Area	Needs	Allocation
Mobility	\$340 Million	?
Safety	\$520 Million	?
Existing System (Highway Reconstruction / Bridge Repair / Resurfacing)	\$1,850 Million	?
Alternative Modes	\$90 Million	?
<b>Total</b>	<b>\$2.8 Billion</b>	<b>\$800M</b>



## Allocation Exercise

- Allocate your \$800M to:
  - Mobility
  - Roadway Surface Maintenance
  - Safety
  - Alternative Modes
- Optional: allocate your funds to specific corridors



## Next Steps

- Compile and document information from forum
- Major trends technical report
- Post-forum meeting (November)





## **MEETING MINUTES EASTERN TPR REGIONAL TRANSPORTATION FORUM**

September 11, 2006 at 11:00am  
552 West 2<sup>nd</sup> Street in Akron, CO

There were approximately 40 attendees, 36 of which signed the sign-in sheet (attached). The distribution of attendees among the nine counties in the Eastern TRP was as follows:

Cheyenne County – 3  
Elbert County – 1  
Kit Carson County – 2  
Lincoln County – 5  
Logan County – 4  
Phillips County – 5  
Sedgwick County – 2  
Washington County – 2  
Yuma County – 4  
Other – 8

Jim Whitmore, Eastern TPR Chairman, welcomed the group and introduced the consultants for the 2035 Regional Transportation Plan (RTP) update.

Gail Hoffman, CDOT DTD, provided an overview of the regional and statewide transportation planning process and described why we are updating the plans at this time.

Jenny Young, Felsburg Holt & Ullevig, conducted the remainder of the meeting, which included:

- An overview of the 2030 Plan
- Accomplishments since the 2030 Plan
- Transportation system overview
- Statewide and regional system considerations

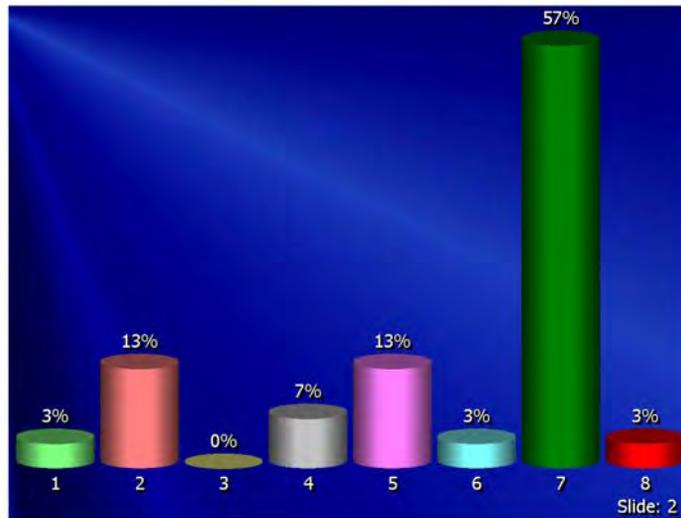
In general, the group supports the prioritized corridors as established in the 2030 Plan. Maintaining the existing system is of utmost importance to the region. Providing safe roads, particularly in the form of adding shoulders, is also very important. When asked to allocate "TransBUCK" to various improvements types (Mobility, Safety, System Quality, and Alternative Modes), the majority were allocated to System Quality, followed by Safety. Very few "TransBUCKs" were allocated to alternative modes or mobility.

The forum included three sets of polling questions that the audience was asked to vote on. The following pages provide a list of the questions and the polling results.



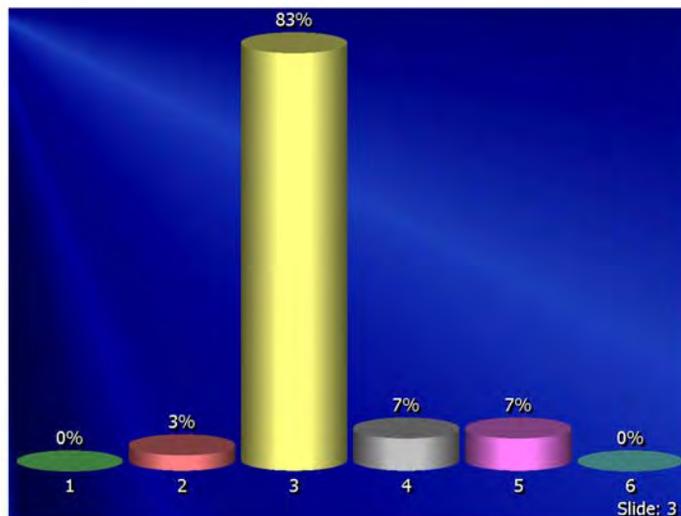
**Which of these is the one most important problem or issue facing the State of Colorado?**

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



**Which of these do you think is the most important transportation problem facing Colorado?**

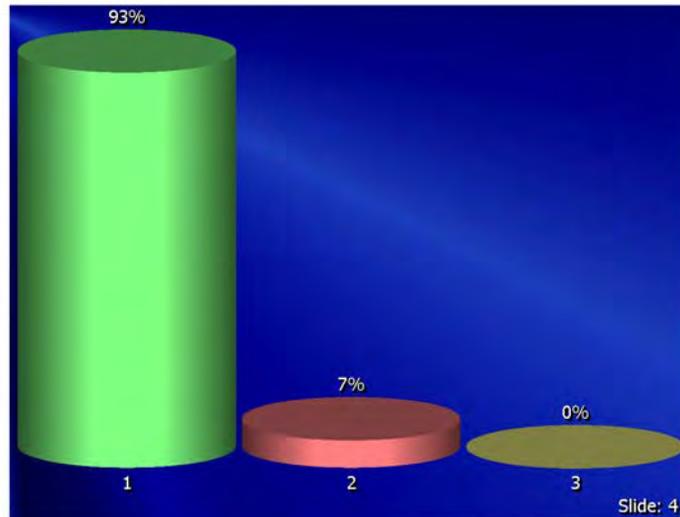
1. Traffic congestion
2. Public transportation
3. Road maintenance and repair
4. Fuel costs
5. Construction delays
6. Other





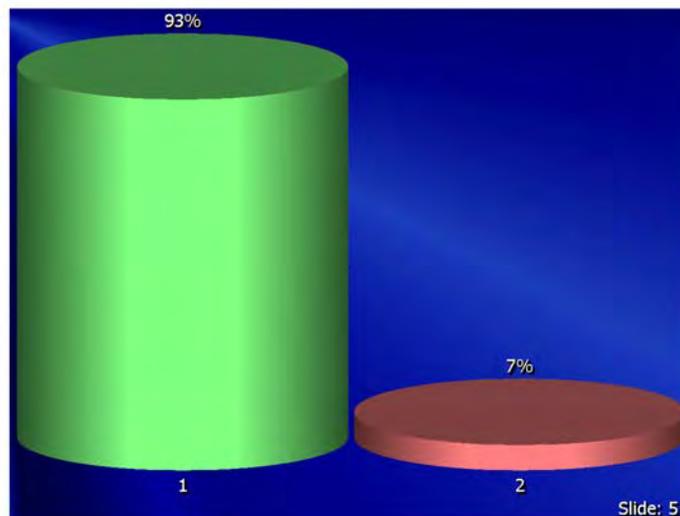
**Which of these transportation needs should get the highest priority?**

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



**The 2030 Plan includes the following corridors in the fiscally constrained plan: I-76, I-70, US 385, US 287, SH 71 (Heartland Expressway), US 34, SH 86 (Urban Section), and US 24 (Elbert County Line to Limon). Do you feel these are the highest priority corridors in the region?**

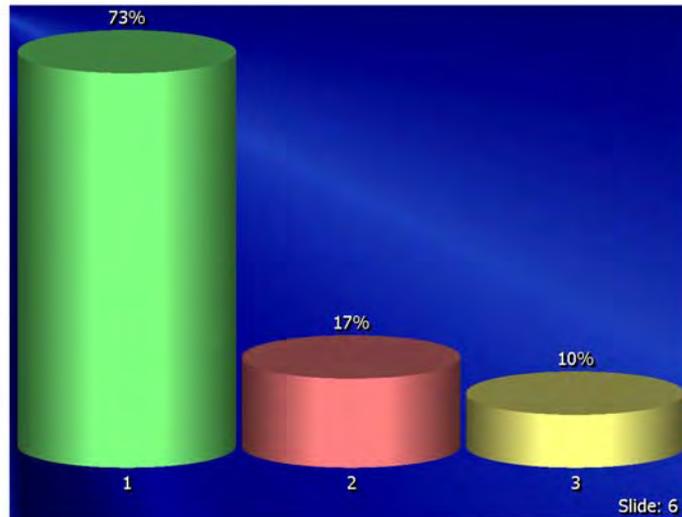
1. Yes
2. No





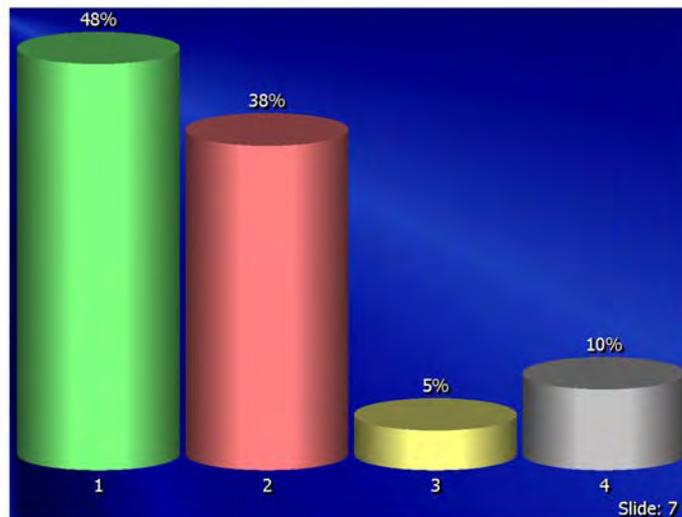
**An intersection pool was established in the 2030 plan with a funding allocation of 5%. Do you think this pool is important and has an appropriate level of funding allocated to it?**

1. Yes, the intersection pool is important and 5% is appropriate
2. Yes, the intersection pool is important and should receive a higher percentage of funding
3. No, the intersection pool does not address regional transportation issues and should not be included in the plan



**What improvements, if any, are needed to support growth in western Elbert County on SH 86?**

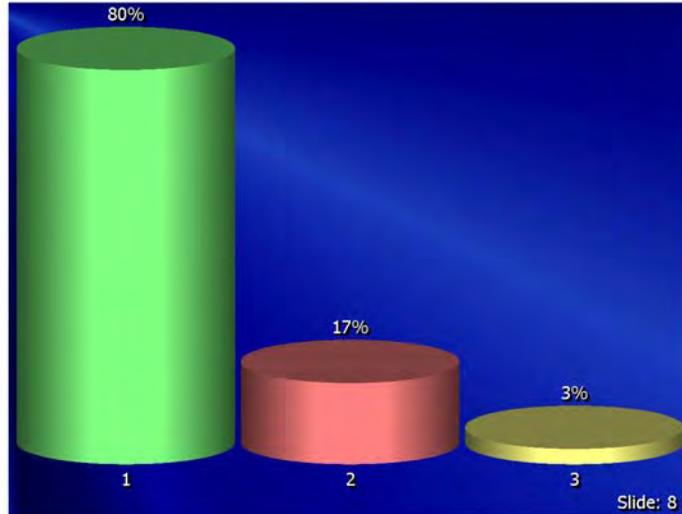
1. Additional lanes
2. Intersection improvements (signals/turn lanes)
3. Transit
4. Current conditions are adequate





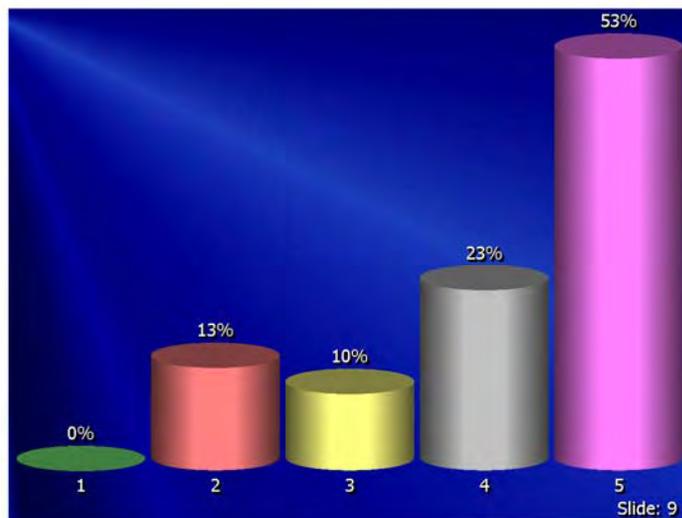
**What type of improvements should be of the top priority on US 385?**

1. Safety (geometrics, shoulders, sight distance improvements)
2. Mobility (reconstruction, turn lanes)
3. Other



**Many corridors in the Eastern TPR carry a significant amount of truck traffic. Which corridor should be the focus of improvements to accommodate truck travel?**

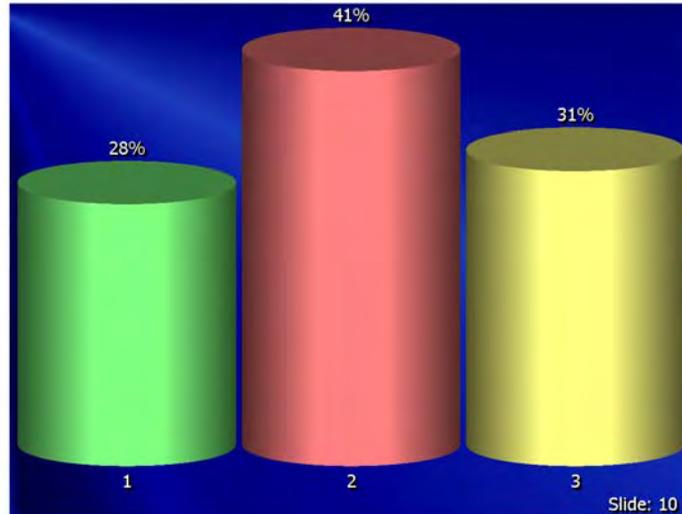
1. I-70
2. I-76
3. SH 71 (Heartland Expressway)
4. US 287 (Ports to Plains)
5. US 385 (High Plains Corridor Highway)





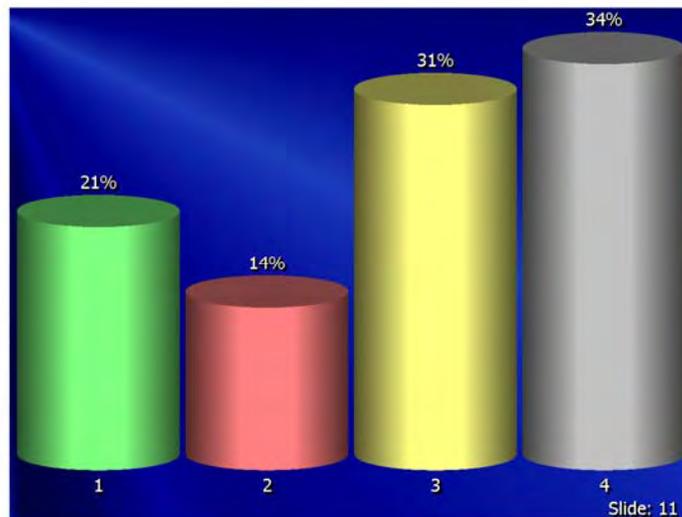
**If the Prairie Falcon Parkway Express (the Super Slab) becomes a reality, would it be beneficial or disadvantageous to the Eastern TPR?**

1. Beneficial
2. Disadvantageous
3. Not sure



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

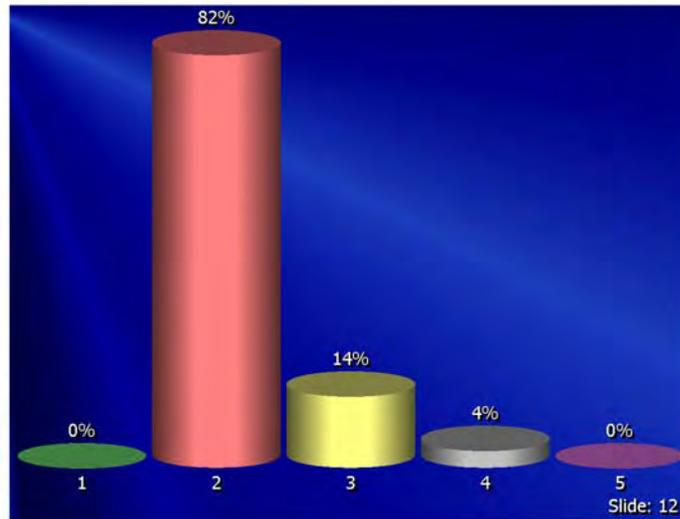
1. Elderly/disabled service
2. Regional transit service to Denver, Colorado Springs, Fort Collins
3. Local transit for general public
4. Keep at current level





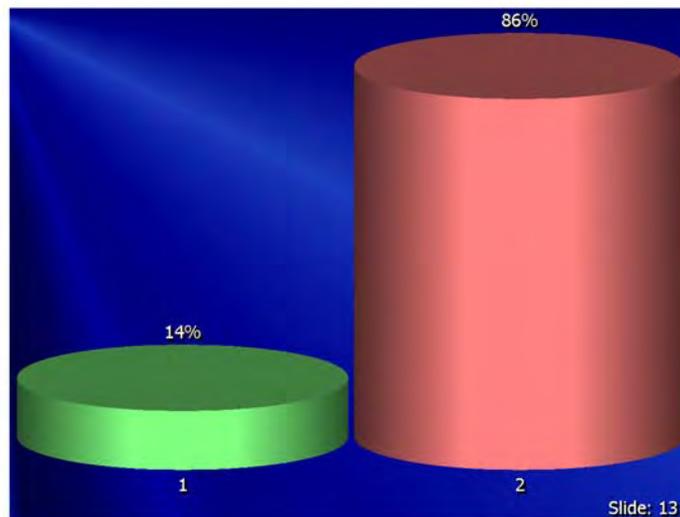
**What is the most important regional transportation issue?**

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



**What do you want to do about the funding gap?**

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





The following is a summary of the discussion items and the hand-written comments by topic:

### **General**

- Regional planning meetings need to be spread out more in the region; local support overrides the regional issues.
- There seems to be a trend of changing priorities before projects are completed.
- When CDOT acquires new roads, they should acquire sufficient right of way to meet the needs of the future, and not just today's needs.
- Title the shoulder graphic "Narrow or No Shoulders."
- The description of the US 24 corridor should read, "US 24, El Paso/Elbert County Line to Limon."

### **Mobility**

- Consider the widening of US 40/US 287 to four lanes from Limon to Oklahoma as part of the Ports to Plains highway.
- Significant growth on SH 86 is expected to extend as far east as Kiowa – the stretch from the Douglas County line to Kiowa will likely all be over capacity by 2035.
- Improvements along SH 86 in western Elbert County should include widening and intersection improvements.
- The Prairie Falcon Parkway Express is a bad idea because it would promote more growth in an area with little water.

### **System Quality**

- We need to take better care of US 385.
- Are there bottlenecks created at our region and state boundaries because the road system is not able to handle the same traffic flow (i.e. fewer lanes or poorer conditions) as the other side of the boundaries?
- A Shoulder Pool is as important as an Intersection Pool. During bad economic times, fewer capital projects should be undertaken and maintenance and rehabilitation should be emphasized.
- US 385 from Cheyenne Wells to Burlington is in poor condition. Just north of Cheyenne Wells, US 385 is full of potholes and needs to be resurfaced. The road and shoulders need to be widened to accommodate oversized loads.
- Shoulders should be added when resurfacing is being done.
- Roads that are currently in good condition need to be maintained.
- US 385 has ruts, no shoulders, and potholes that need to be addressed to meet the needs of the public.



- US 385 needs a lot of work. It is narrow and full of potholes just north of Cheyenne Wells. There are a lot of wide trucks going up and down US 385.
- The bridge on US 6 west of US 385 in Phillips County was recently replaced.

### **Safety**

- Safety issues, such as shoulders are much needed.

### **Truck Traffic**

- Truck traffic in the City of Sterling is a real problem. Wide loads and volume of trucks are both issues.
- The Ports to Plains highway has experienced large annual increases in truck traffic including wide and oversized loads continuing on SH 71.
- The region should be considering alternatives to the proposed Prairie Falcon Parkway Express such as creating a north-south route for truck traffic using improved existing roadways to relieve pressure on I-25.

### **Rail**

- Regional rail transportation that does not conflict with local vehicle traffic is needed. Alternative truck routes that go outside or around business and downtown areas are needed.
- Look at keeping rail lines in business.
- Need to consider the rail relocation study and the rail impacts on the transportation corridors.
- Grade separated crossings through towns are needed.

### **Transit**

- While the highest percent of the audience (34%) feels that the existing transit service is adequate, the remainder of the audience was split between focusing short term transit improvements on providing elderly/disabled, regional, and local transit service.

### **Changes in the Region**

- Two new ethanol plants are sited to be located on US 34 just east of the City of Yuma. M&M Cooperative is also expanding two miles east of Yuma near US 34 with the capacity to load and unload unit trains of grain and fertilizer. As a result of the ethanol facilities in Yuma County, cattle feedlots have already begun to expand and more expansion is expected. The County has seen a tremendous increase in gas production throughout the County with approximately 300 permits approved over the past year. The increase has an assessed valuation of more than \$55 million.
- The region needs to adapt to changes. For example, the new ethanol plant coming online increases the number of trucks using the roads; we need to accommodate such change.
- If the ETPR addresses the Prairie Falcon Parkway Express in the 2035, it should also address other non-state highway related needs and issues. However, in order for the Prairie Falcon Parkway Express to move forward, it will need approval from all TPRs and MPOs that it impacts; therefore the Eastern TPR will need to address the possibility of the toll road and be involved in to planning efforts.



### ***Funding Gap***

- Traffic volume increases or decreases could skew the estimated 30 year needs.
- The vast majority of the audience would like to pursue additional funding sources to address the funding gap. There was discussion about increasing sales tax, increasing gas tax to correspond with inflation, charging oversized vehicles to use the system, and adding toll roads. The ETPR should pursue all of these options.











## 2035 Regional Transportation Plan

# Prioritization Meeting

Eastern TPR  
April 23, 2007




## Purpose for Update

- Update to 2035
- Revisit region's priorities
- Meet federal requirements (SAFETEA-LU)
- Develop midterm implementation strategies in light of increasing construction costs and declining revenues




## Schedule

<b>Pre-Forum / Data Collection</b>	Summer 2006
<b>Regional Transportation Forum</b>	September 2006
<b>Tech Report 1 – Major Trends</b>	February 2007
<b>Tech Report 2 – Visions and Priorities</b>	March 2007
<b>Prioritization Meeting</b>	<b>April 2007</b>
<b>Draft Regional and Statewide Plan</b>	July 2007
<b>Final Regional Plan</b>	October 2007
<b>Final Statewide Plan</b>	January 2008




## RTP Discussion Overview

- Corridor Visions
- Corridor Prioritization
- Resource Allocation
- Midterm Implementation Strategies




## Eastern TPR Corridors





## Corridor Vision Updates

- Generally minor modifications
  - Consolidate goals and strategies
  - Provide additional detail about corridors
- Updated based on:
  - Input from Regional Transportation Forum
  - Inventory of existing conditions
  - Recent corridor studies
    - High Plains Highway Corridor Development and Management Plan
    - Ports to Plains Corridor Development and Management Plan
    - SH 83/SH 86 Corridor Optimization Plan





## Potential Corridor Strategy Modifications

- Corridor 5: SH 61
  - Extend state highway designation from US 34 south to US 36
- Corridor 7: SH 59
  - Extend state highway designation from SH 138 north to I-80
- Others?




## 2030 RTP Corridor Prioritization and Resource Allocation

- 22 corridors ranked based on five evaluation criteria
  - Mobility
  - Safety
  - System Quality
  - Ability to Implement/Public Support
  - Economic Impact
- Regional funding allocated by percentage to top eight corridors




## Corridor Priorities

High Priority Corridors	Medium Priority Corridors	Low Priority Corridors
1) Corridor 13: I-76 Northeast Colorado	9) US 6 Eastern Plains	15) SH 71 Southern Section
2) Corridor 20: I-70 Plains	10) SH 86 Rural Section	16) SH 113
3) Corridor 9: US 385 High Plains Highway	11) SH 59	17) SH 63
4) Corridor 10: US 287 Ports to Plains	11) SH 14 Logan County Line to Sterling	18) SH 61
5) Corridor 15: SH 71 Heartland Expressway	13) SH 138	19) US 40 K9 Carlson to Kansas
6) Corridor 21: US 34 Eastern Plains	14) US 24 Siebert to Kansas	20) SH 04 El Paso/Lincoln County Line to US 40/US 287
7) Corridor 2: SH 86 Urban Section		21) US 36 Eastern Plains
8) Corridor 11: US 24 Elbert County Line to Limon		22) SH 23




## Estimated Available Resources: Regional Priority Program

	2030 Plan	2035 Plan
Region 1	\$98 M	\$98 M
Region 4	\$126.2 M	\$101.8 M




## Resource Allocation Policy Decisions

- Allocate RPP funding to transit or aviation?
  - Separate funding sources available through FTA and FAA
- Include "pools" in RTP? If so, allocate what percent of funding?
  - Intersection Improvement Pool
    - Available for intersection improvements along any of the 22 corridors
    - Received 4% of total funding in 2030 RTP




## Resource Allocation Policy Decisions (cont.)

- "Pools" (cont.)
  - Safety/Traffic Management Pool
    - Allows CDOT to address immediate needs
    - Available for improvements on any of the 22 corridors
    - CDOT R1 and R4 suggest 10% allocation
  - Shoulder Improvement Pool
    - Shoulders could be widened in conjunction with other projects (i.e. resurfacing)
    - Available for shoulder improvements on all 22 corridors





## Resource Allocation Policy Decisions (cont.)

- Maintain corridor ranking or switch to groupings of High, Medium, and Low Priority?
- Allocate remaining RPP funding to High Priority corridors only?
  - 2030 RTP allocated funding only to top eight corridors
  - "Pool" funding can be used on any corridor
  - All corridors eligible for other CDOT funding (resurfacing, bridge replacement, safety)




## Resource Allocation Policy Decisions (cont.)

- Allocate remaining RPP funding to specific corridors or to priority "groups" of corridors?
  - 2030 RTP allocated funding to specific corridor - clearly identifies priorities
  - Allocating to priority "groups" would maximize flexibility




## Resource Allocation Policy Decisions (cont.)

- Allocate Unprogrammed Strategic Funding to specific corridors or to High Priority Corridors as a group?
  - Current 7<sup>th</sup> Pot strategic projects expected to be completed by 2025
  - If Senate Bill 1 funds continue to be directed to transportation, there will be additional funds for transportation
  - Transportation Commission has not identified next generation of strategic projects




## Allocation to Corridors & Pools

High Priority Corridors/Pool	Regional Priority Program			Unprogrammed Strategic Projects
	Region 1	Region 4	Total	
Intersection Improvement Pool	3%	5%	4%	
Shoulder Improvement Pool	X%	X%	X%	
Traffic/Safety Management Pool	10%	10%	10%	
1) Corridor 13: I-76 Northeast Colorado	-	35%	17%	100%
2) Corridor 20: I-70 Plains	55%	-	27%	
3) Corridor 9: US 385 High Plains Highway	10%	20%	15%	
4) Corridor 10: US 287 Ports to Plains	0%	-	0%	
5) Corridor 15: SH 71 Heartland Expressway	10%	15%	13%	
6) Corridor 21: US 34 Eastern Plains	-	15%	8%	
7) Corridor 2: SH 86 Urban Section	12%	-	6%	
8) Corridor 11: US 24 Elbert County Line to Limon	0%	-	0%	
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>




## Midterm Implementation Strategies

- Construction costs are increasing
- Revenues are declining
- Purpose: Identify where to focus limited funds over the next 10 years




## Midterm Strategies

- Utilize pools to address immediate, low-cost needs
  - Intersection improvement pool
  - Traffic/safety management pool
  - Shoulder widening pool
- Focus on top strategies for High Priority Corridors
  - Maintain infrastructure by adding surface treatment/overlays and rehabilitating/replacing bridges
  - Implement improvements at hot spots to lower crash rates
  - Implement recommendations from corridor studies
  - Add/improve shoulders
  - Consolidate and limit access points and develop access management plans
  - Construct intersection improvements





## Policy Statements

- Encourage local governments to develop comprehensive plans
- Encourage development of and implementation of access management plans
- Support Special Improvement Districts and Rural Transportation Authorities
- Support state initiatives to increase state and federal funding for transportation
- Support modification of Energy Impact Funds to increase revenues available for transportation improvements



## Next Steps

- Finalize Technical Report #2
- Draft Eastern TPR 2035 RTP in July 2007
- Final Eastern TPR 2035 RTP in October 2007



**Eastern Transportation Planning Region  
2035 Transportation Plan  
Phillips County Fairgrounds, Holyoke  
April 23, 2007**

About 24 people who are neither CDOT nor consultant employees attended the meeting.

General Comments

- Superslab, also known as Prairie Falcon Parkway, a proposed private toll road for truck traffic east of I-25, is not mentioned in the 2035 plan nor has CDOT received a formal application for it
- If it's not in the plan, CDOT won't be able to proceed with obtaining rights of way for the proposed road--without an amendment to the long range plan
- The group agreed that the superslab should not be part of the plan at this time

Corridor Visions and Priorities

- Changes to the corridor visions were due to comments in the Regional Transportation Forum, an inventory of existing conditions, and current or recent corridor studies (US 385-High Plains, US 287-Ports to Plains, and SH 83/SH 86 corridor optimization)
- The 2030 RTP includes visions for extending the state highway designation of two corridors:
  - SH 61, to extend state highway designation from US 34 south to US 36 (about 32 miles)
  - SH 59, to extend state highway designation from SH 138 north to I-80 (about 3 miles)
    - Although state highway designation would require the same amount of centerline miles being removed from state highway designation, no suggestions were made about likely candidates for a swap
    - There is a desire to keep these visions in the 2035 RTP
- Since the 2030 plan was completed, unanticipated development has occurred east of Kiowa off SH 86, with the result that SH 86 may need to be widened east of Kiowa
- Transit should be mentioned for SH 86 and US 24 in the plan as Elbert County might belong to RTD by 2035 and bus service might be extended east of Colorado Springs
- The 22 corridors in Eastern TPR have been grouped in three tiers of high, medium, and low priority; no changes were suggested for the tiers
- Joe Kiely of Limon, a member of the Ports to Plains group, said he wanted the plan to reflect the ultimate intent of making US 287 (Ports to Plains) and SH 71 (Heartland Expressway) four lanes. Neighboring states have designated these corridors as having an ultimate four lane section and are beginning to plan for such widening. Because of their federal designations, these corridors are eligible for federal funding outside of RPP dollars. Kiely and others felt that it is important for Colorado to plan for an initial "Super 2" cross section with the ability to ultimately widen these corridors to four lanes.
- Robin Wiley, TPR chairman and a resident of Yuma County, (and others) felt that it is in the Eastern TPR's best interest to focus on upgrading the Ports to Plains,

Heartland Expressway, and High Plains Highway (US 385) corridors to Super 2 cross sections, rather than spending money on preserving right of way for four lanes.

- The group generally agreed that the Ports to Plains (US 287) corridor should include a vision for four lanes, and that the Heartland Expressway (SH 71) and High Plains Highway (US 385), and the US 24 corridors should be treated equally with respect to ultimate widening. FHU will propose wording to be included in the corridor visions for SH 71, US 385, and US 24 to reflect initial Super 2 cross sections with the ability for ultimate widening to four lanes. It should be noted that this discussion is related solely to the vision for the corridor; the allocation of funding to corridors is at the discretion of the Eastern TPR.

### Resource Allocation

- The group agreed that no money for transit should be set aside in the Regional Priorities Program (RPP)
- There is an estimated total of \$200 million of RPP funding in Region 1 and Region 4 as a whole. Region 4 has allocated \$22.905 million to the Eastern TPR. Region 1 will hold a joint TPR meeting on Friday, May 11 at which they will allocate their RPP funding to the TPRs within Region 1.
- The following percentages were agreed to for allocation to pools from the Regional Priorities Program; money from these pools can be used for any of the 22 corridors:
  - 4% for intersection improvement
  - 10% for safety/traffic management
  - 0% for shoulder improvement. There is a desire to create a shoulder improvement pool, however, given the limited resources available, the group would like to show this pool in the plan with no money allocated to it. A policy statement will be included in the plan that states that all new construction or reconstruction highway projects should include shoulder widening.
- A bridge rehabilitation pool for Region 4 will also be included in the RTP; CDOT Region 4 will provide an estimate of the dollars needed to fund this pool, and this pool will be included in the draft RTP with full funding.
- The group would like to maintain the ranking of the corridors within the High, Medium, and Low priority groupings. The group would like to allocate funding to the High Priority Corridors only, which include:
  - I-76 Northeast Colorado
  - I-76 Plains
  - US 385 High Plains Highway
  - US 287 Ports to Plains
  - SH 71 Heartland Expressway
  - US 34 Eastern Plains
  - SH 86 Urban Section
  - US 24 Elbert County Line to Limon
- The group would like to maintain a similar percent allocation to corridors as was included in the 2030 RTP. No RPP dollars will be allocated to the US 287 Ports to Plains corridor because it is a 7<sup>th</sup> Pot project. No RPP dollars will be allocated to the US 24 corridor in light of the level of needs on other High Priority Corridors. When the RPP funding estimates for the Eastern TPR are determined, FHU will take an initial stab at the allocation to the High Priority Corridors using the 2030 RTP as the baseline.

- Future strategic funding that might be available after the 7<sup>th</sup> pot is completed in 2025 should be allocated to:
  - I-76
  - US 385
  - SH 71
  - US 287
- Projects currently programmed in the STIP should be held harmless.

### Midterm Strategy

- Midterm policy statements removed from the proposed list because they were not seen as particularly applicable to Eastern TPR were:
  - Support Special Improvement Districts and Rural Transportation Authorities
  - Support modification of Energy Impact Funds to increase revenues available for transportation improvements
  - A policy statement will be added that speaks to the need for joint planning between the state, counties, and municipalities to expedite the implementation of projects.
- Midterm strategies are to use pools to address immediate, low-cost needs for intersection improvements, traffic/safety management, and shoulder widening for all 22 corridors
- Strategies for the high priority corridors are to:
  - Maintain infrastructure by adding surface treatment/overlays and rehabilitating/replacing bridges
  - Implement improvements at hot spots to lower crash rates
  - Implement recommendations from corridor studies
  - Add and improve shoulders
  - Consolidate and limit access points and develop access management plans
  - Construct intersection improvements



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

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

**Date:** Monday, October 29, 2007  
**Place:** Washington County Fairgrounds Community Building  
552 W. 2<sup>nd</sup> Street  
Akron, CO  
**Time:** 3:00pm - 6:00pm  
(Presentation at 4:00pm)

### **FOR MORE INFORMATION:**

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

**Project contact:** Leah Ware (303) 757-9761

**Email:** [2035transportationplan@urscorp.com](mailto:2035transportationplan@urscorp.com)

**Special ADA Accommodations:** Leah Ware (303) 757-9761

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




 Eastern TPR 2035 Regional Transportation Plan

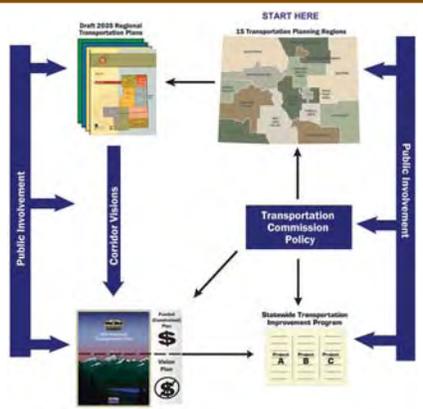
# 2035 Transportation Plan Joint Outreach Meeting

## Eastern TPR Colorado Department of Transportation




 Eastern TPR 2035 Regional Transportation Plan

## Planning Process      How Do Projects Get Funded?



The flowchart illustrates the planning process. It starts with 'Draft 2035 Regional Transportation Plan' and 'START HERE 15 Transportation Planning Regions'. Both lead to 'Transportation Commission Policy'. 'Draft 2035 Regional Transportation Plan' also leads to 'Corridor Visions', which leads to 'Funded (Constrained) Plan'. 'Transportation Commission Policy' leads to 'Statewide Transportation Improvement Program'. 'Funded (Constrained) Plan' also leads to 'Statewide Transportation Improvement Program'. 'Statewide Transportation Improvement Program' leads to 'Vision Plan'. 'Public Involvement' is shown as a vertical bar on both sides, influencing the process. 'Key Issues & Emerging Trends' and 'Midterm Implementation Strategies' are also shown as inputs to the 'Funded (Constrained) Plan'.

2035 PLAN COMPONENTS			
Key Issues & Emerging Trends	Midterm Implementation Strategies	Funded (Constrained) Plan	Vision Plan




*Eastern TPR 2035 Regional Transportation Plan*

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## 2035 Plan Components

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




*Eastern TPR 2035 Regional Transportation Plan*

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## Public Participation

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



## 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



## Schedule

### Regional Plan

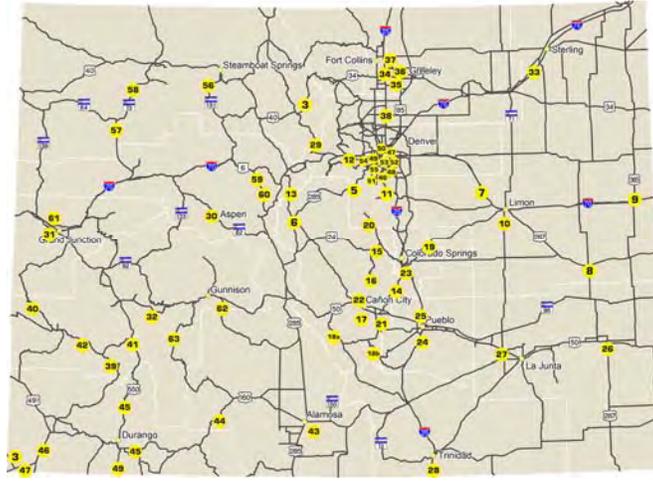
- Aug 20, 2007 – Draft Regional Plan Released
- Nov 16, 2007 – Comments on Regional Plan Due
- Dec 3, 2007 – Regional Plan Adoption
- January 2008 – Final Regional Plan Distribution

### Statewide Plan

- Sept 20, 2007 – Draft Statewide Plan Released
- Jan 4, 2008 – Comments on Statewide Plan Due
- Feb 2008 – Statewide Plan Adoption



## Recent Accomplishments



## Key Issues & Emerging Trends

### REGIONWIDE

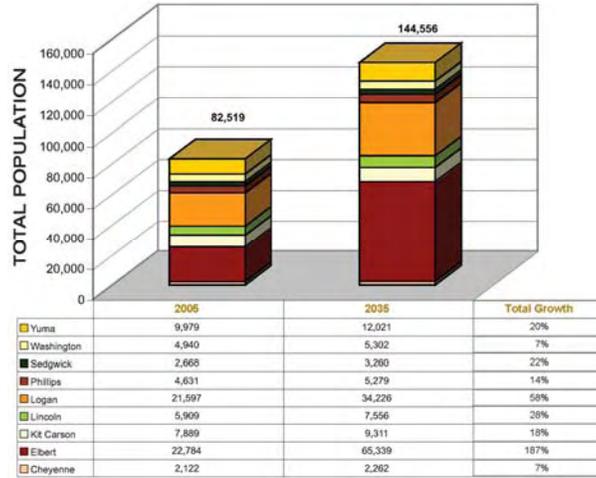
- ▶ Energy Development (wind, ethanol, biodiesel)
- ▶ Preserve Existing System
- ▶ Enhance Safety and Mobility with Improved Shoulders

Population Growth and Increase in Commuter Traffic

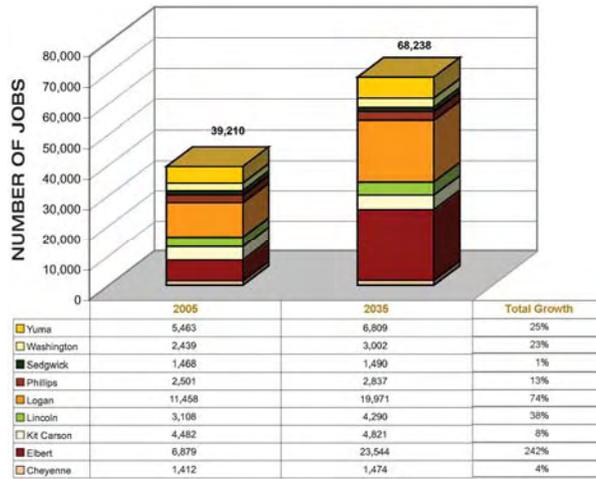


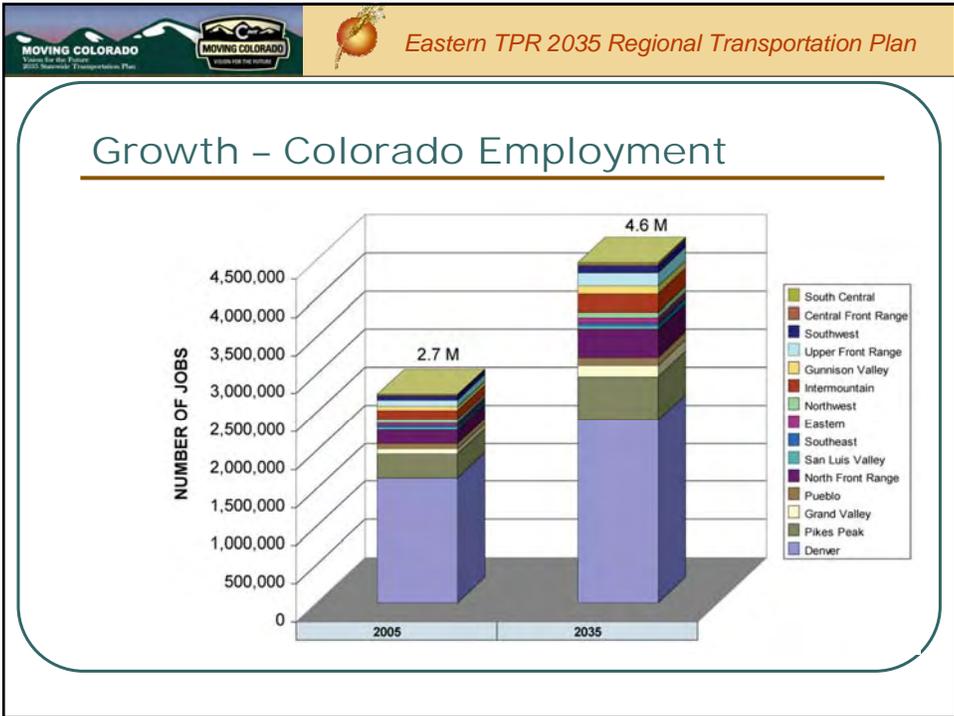
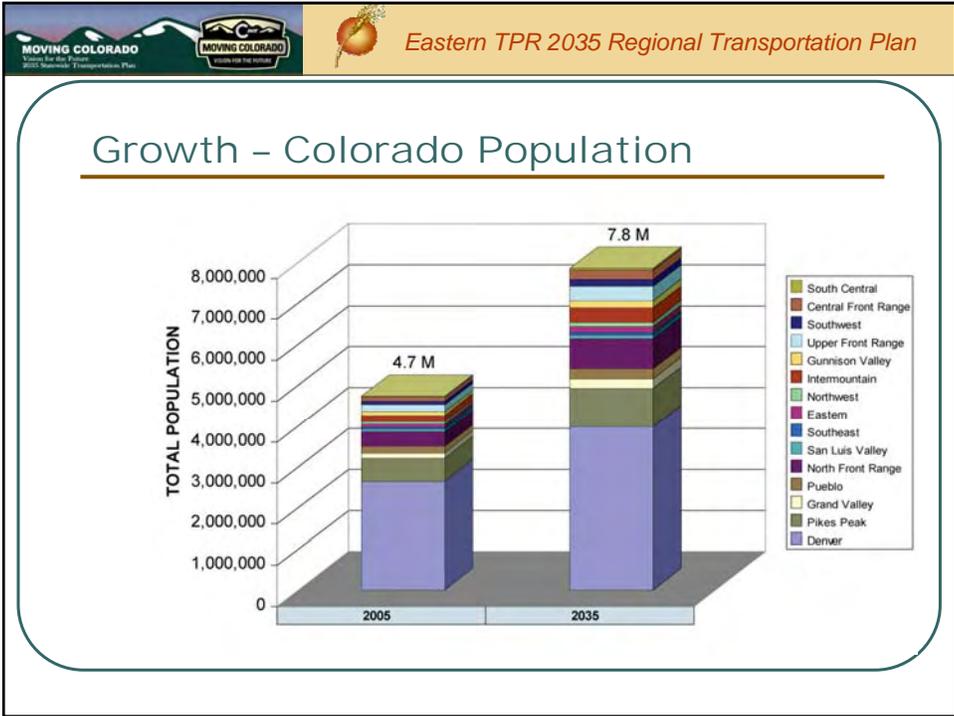


## Growth - Eastern TPR Population



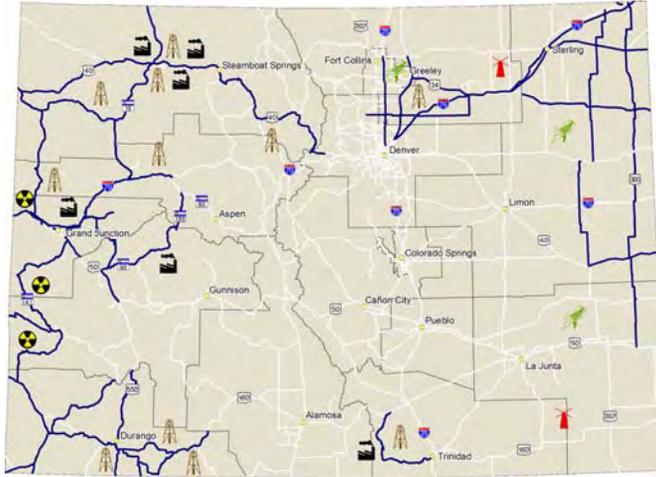
## Growth - Eastern TPR Employment



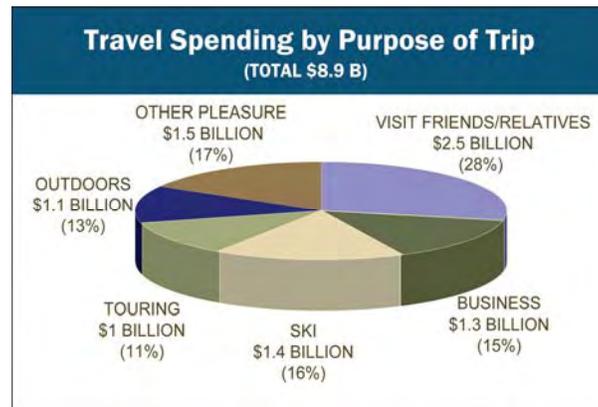




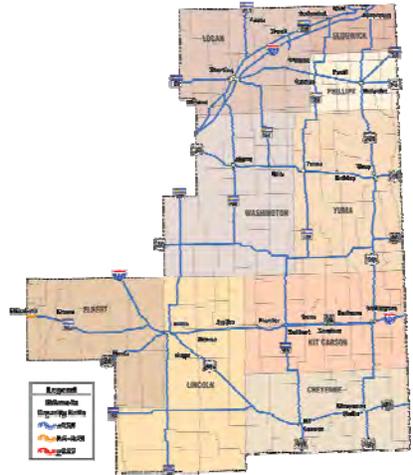
## Economic Drivers - Energy Development



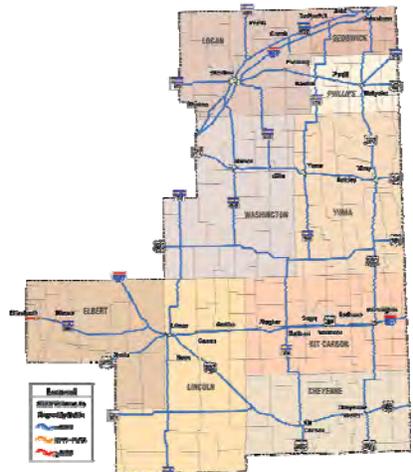
## Economic Drivers - Tourism



## Traffic - 2005

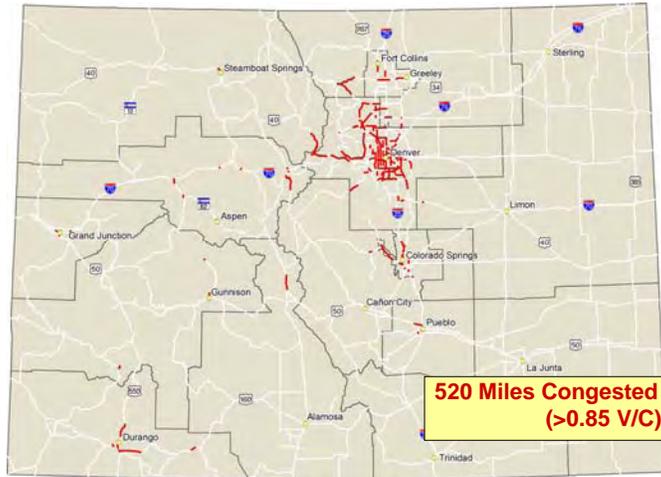


## Traffic - 2035

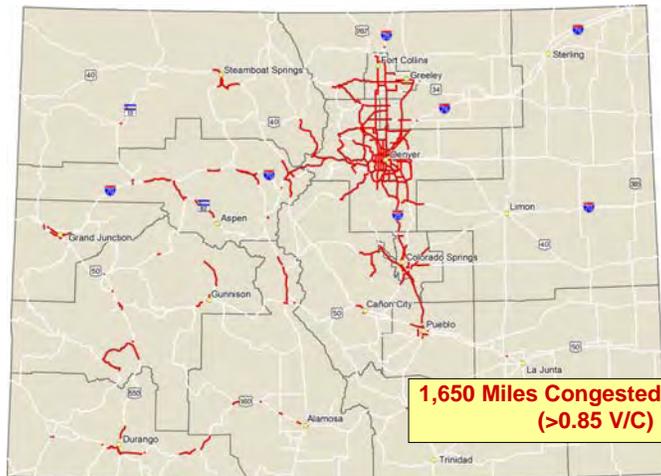




## Statewide Congestion - 2006

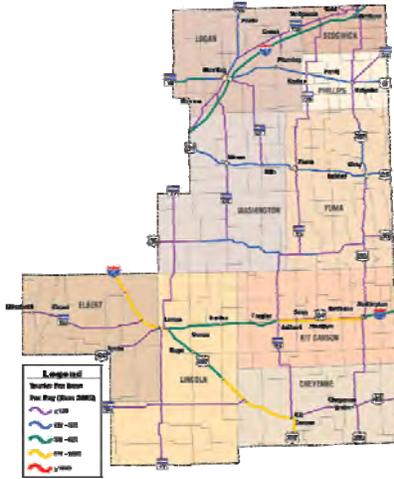


## Statewide Congestion - 2035





## Truck Traffic - 2005

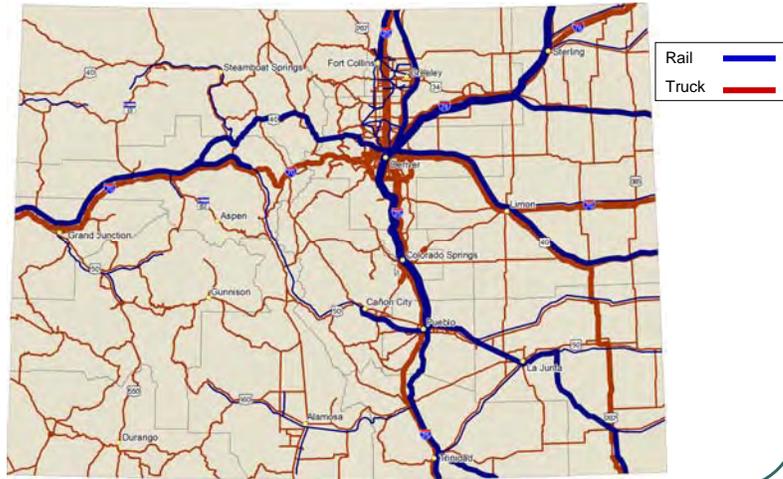


## Truck Traffic - 2035

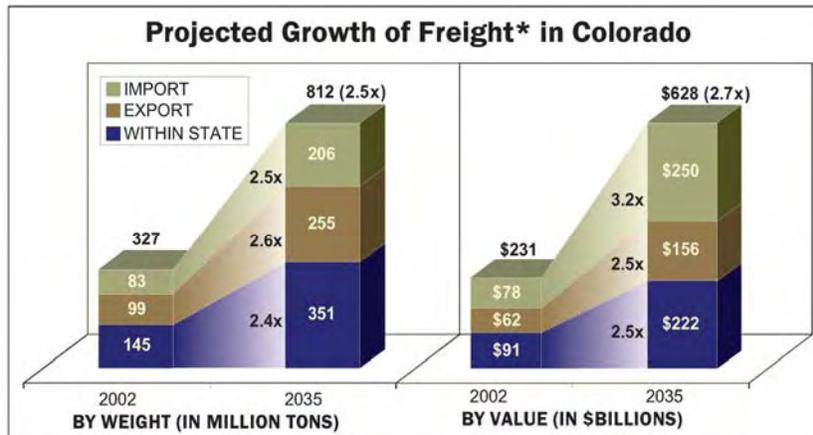




## Colorado Freight Corridors



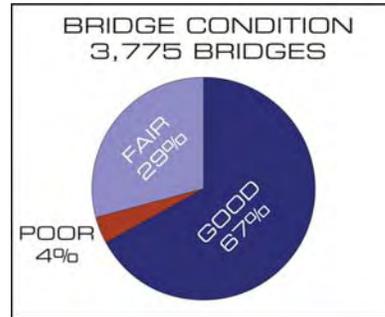
## Projected Growth of Freight



\* Truck and Rail Freight

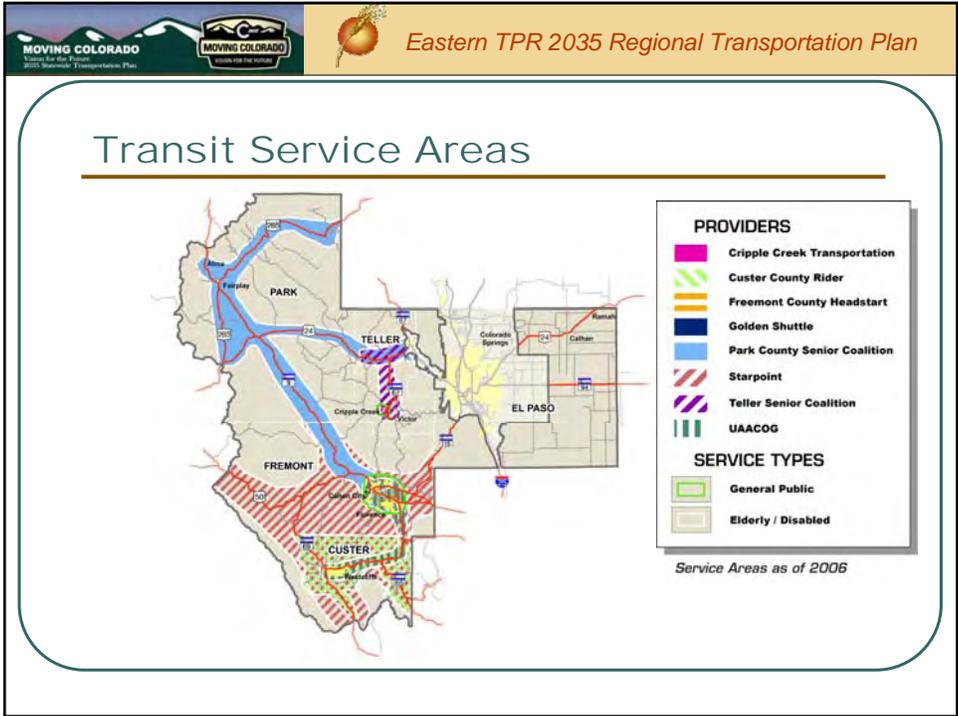


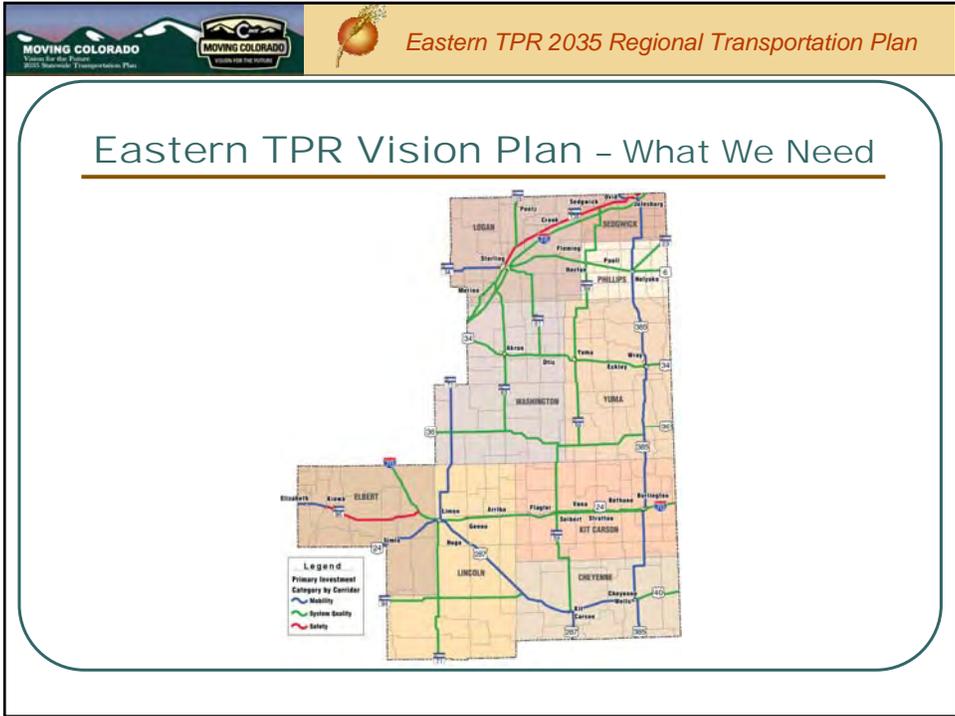
## Current Service Conditions - Statewide



## Transit Service Providers

Provider	Type of Service	Fleet (2005)	Annual Ridership (2005)	Annual Budget (2005)
NECALG - County Express	Demand-Response Deviated Fixed-Route in Sterling	54	105,131	\$1,171,835
ECCOG - Outback Express	Demand-Response	19	61,000	\$248,000
Retired and Senior Volunteer Program	Demand-Response	Unavailable	Unavailable	Unavailable
Cheyenne Manor Nursing Care Center	Demand-Response	1	Unavailable	Unavailable
Grace Manor Care Center	Demand-Response	1	Unavailable	Unavailable
Praire View Care Center	Demand-Response	1	Unavailable	Unavailable
Limon Child Development Center	Demand-Response	2	Unavailable	Unavailable





**MOVING COLORADO**  
Vision for the Future  
2012 Regional Transportation Plan

**MOVING COLORADO**  
Vision for the Future

*Eastern TPR 2035 Regional Transportation Plan*

## Eastern TPR Vision Plan - What We Need

Rank	Description	Total Cost * 2008 Dollars (in millions)			Primary Investment Category	Priority
		Highway	Transit	Aviation		
Region	Local Transit Service		\$89.78		Mobility	High
Region	Shoulder Improvement Pool				M/S/SQ	High
Region	R4 Intersection Improvement Pool				M/S/SQ	High
Region	R4 Bridge Rehabilitation Pool				System Quality	High
Region	R4 Traffic/Safety Management Pool				Safety	High
Region	R1 Operational Improvement Pool				M/S/SQ	High
Region	R1 Generic Projects Pool				M/S/SQ	High
1	I-76 Northeast Colorado	\$453.85			System Quality	High
2	I-70 Plains	\$216.37		\$12.09	System Quality	High
3	US 385 High Plains Highway	\$453.92		\$24.32	Mobility	High
4	US 287 Ports to Plains	\$85.77			Mobility	High
5	SH 71 Heartland Expressway	\$116.76			Mobility	High
6	US 34 Eastern Plains	\$76.33		\$22.18	System Quality	High
7	SH 86 Urban	\$122.50			Mobility	High
8	US 24 Colo. Springs to Limon	\$58.19			Mobility	High
9	US 6 Eastern Plains	\$42.58		\$21.15	System Quality	Medium
10	SH 86 Rural Section	\$54.96			Safety	Medium
11	SH 59	\$246.12		\$40.15	System Quality	Medium
11	SH 14 Plains	\$24.15		\$38.97	Mobility	Medium
13	SH 138	\$90.03			Safety	Medium
14	US 24 Siletto to Kansas	\$39.37			System Quality	Medium
15	SH 71 Southern Section	\$57.70			System Quality	Low
16	SH 113	\$17.47			System Quality	Low
17	SH 63	\$63.23			System Quality	Low
18	SH 61	\$55.89			System Quality	Low
19	US 40 Kit Carson to Kansas	\$32.03			System Quality	Low
20	SH 94	\$90.91			System Quality	Low
21	US 36 Eastern Plains	\$82.14			System Quality	Low
22	SH 23	\$21.78			System Quality	Low
	<b>Subtotal</b>	<b>\$2,502.15</b>	<b>\$89.78</b>	<b>\$158.86</b>		
	<b>TOTAL</b>	<b>\$2,750.79</b>				

\*Does not include Combined Costs



**MOVING COLORADO**  
Vision for the Future  
2022 Regional Transportation Plan

**MOVING COLORADO**  
Vision for the Future  
2022 Regional Transportation Plan

**Eastern TPR 2035 Regional Transportation Plan**

## Eastern TPR Constrained Plan - What We Can Afford

Rank	Description	Regional Priority Program (in millions)				2035 Constrained Total (in millions)		
		Region 1		Region 4		Highway	Transit	Aviation
		%	\$	%	\$			
	<b>Pools</b>							
	Shoulder Improvement Pool	0%	\$0.00	0%	\$0.00	\$0.00		
	R4 Intersection Improvement Pool	-	-	5%	\$1.15	\$1.15		
	R4 Bridge Rehabilitation Pool	-	-	10%	\$2.29	\$2.29		
	R4 Traffic/Safety Management Pool	-	-	10%	\$2.29	\$2.29		
	R1 Operational Improvement Pool	13.90%	\$3.08	-	-	\$3.08		
	R1 Generic Projects Pool	14.00%	\$3.10	-	-	\$3.10		
1	I-76 Northeast Colorado	-	-	31%	\$7.10	\$7.10		
2	I-70 Plains	27.10%	\$6.00	-	-	\$6.00		
3	US 385 High Plains Highway	20.5%	\$4.55	21%	\$4.81	\$9.36		
4	US 287 Ports to Plains	0%	\$0.00	-	-	\$0.00		
5	SH 71 Heartland Expressway	11.0%	\$2.45	11%	\$2.52	\$4.97		
6	US 34 Eastern Plains	-	-	12%	\$2.75	\$2.75		
7	SH 86 Urban	13.50%	\$3.00	-	-	\$3.00		
8	US 24 Colo. Springs to Limon	0%	\$0.00	-	-	\$0.00		
	Transit (Community Based)						\$74.27	
	Aviation (Five Airports)							\$72.00
	<b>Subtotal</b>	<b>100%</b>	<b>\$22.18</b>	<b>100%</b>	<b>\$22.91</b>	<b>\$45.09</b>	<b>\$74.27</b>	<b>\$72.00</b>
	<b>Total</b>						<b>\$191.36</b>	

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## Eastern TPR Midterm Implementation Strategies - Focus For Next 10 Years

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## Midterm Implementation Strategies - Eastern TPR

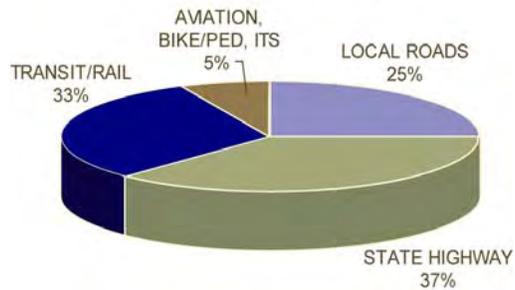
Corridor	Potential Strategies for Implementation
<b>I-76 Northeast Colorado</b>	<ul style="list-style-type: none"> <li>Secure Strategic Investment Program funding</li> <li>Construct interchange improvements</li> <li>Improve ITS incident response, traveler information and traffic management</li> <li>Develop a Regional Transportation Authority for Logan County and the City of Sterling</li> </ul>
<b>I-70 Plains</b>	<ul style="list-style-type: none"> <li>Secure Strategic Investment Program funding</li> <li>Improve ITS incident response, traveler information (including variable message signs) and traffic management</li> <li>Construct interchange improvements</li> <li>Add truck parking areas and rest areas</li> </ul>
<b>US 385 High Plains Highway</b>	<ul style="list-style-type: none"> <li>Secure Strategic Investment Program funding</li> <li>Implement recommendations from High Plains Highway Corridor Development and Management Plan</li> <li>Add/improve shoulders</li> <li>Construct intersection improvements and auxiliary lanes (passing, turn, accel/decel)</li> </ul>
<b>US 287 Ports to Plains</b>	<ul style="list-style-type: none"> <li>Implement recommendations from Ports to Plains Corridor Development and Management Plan</li> <li>Complete 7th Pot concrete reconstruction</li> <li>Improve ITS incident response, traveler information (including variable message signs) and traffic management</li> <li>Improve intersections and construct auxiliary lanes (passing, turn, accel/decel)</li> <li>Add/improve shoulders</li> </ul>
<b>SH 71 Heartland Expressway</b>	<ul style="list-style-type: none"> <li>Secure Strategic Investment Program funding</li> <li>Construct auxiliary lanes (passing, turn, accel/decel lanes)</li> <li>Consolidate and limit access points and develop access management plans</li> <li>Add/improve shoulders</li> </ul>
<b>US 34 Eastern Plains</b>	<ul style="list-style-type: none"> <li>Consolidate and limit access points and develop access management plans</li> <li>Add intersection improvements and turn lanes</li> <li>Add/improve shoulders</li> </ul>
<b>SH 86 Urban Section</b>	<ul style="list-style-type: none"> <li>Implement SH 83/SH 86 Corridor Optimization Plan recommendations</li> <li>Construct, improve, and maintain system of local roads</li> <li>Consolidate and limit access points and develop access management plans</li> <li>Construct intersection improvements and construct auxiliary lanes (passing, turn, accel/decel)</li> </ul>
<b>US 24 Colorado Springs to Limon</b>	<ul style="list-style-type: none"> <li>Complete a corridor study</li> <li>Preserve right of way for future widening</li> <li>Improve intersections and construct auxiliary lanes (passing, turn, accel/decel)</li> <li>Consolidate and limit access points and develop access management plans</li> </ul>



## Existing Revenue & Spending

### Statewide Spending by Mode 2008-2035

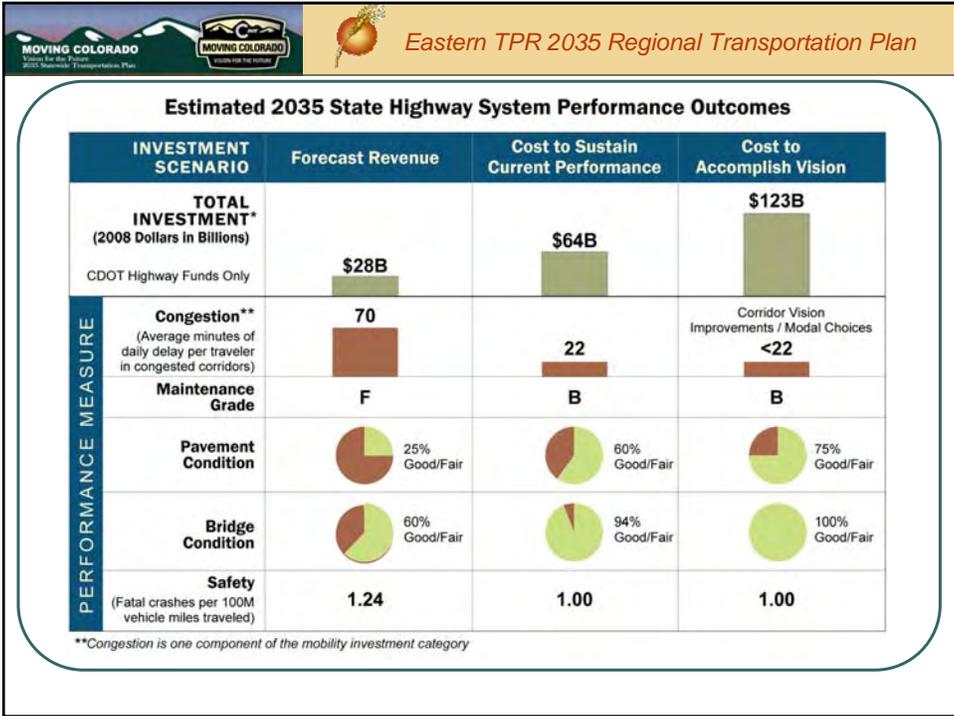
\$76 Billion (2008 Dollars)



## Statewide System Performance

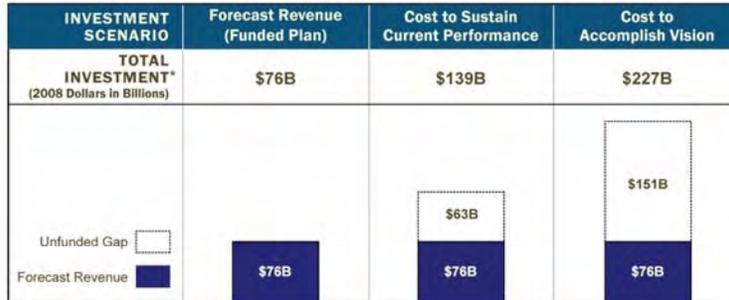
### Total Plan Costs 2008-2035

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





### Estimated 2035 Funding Gap by Investment Scenario



### Estimated 2035 Funding Gap By Mode (2008 Dollars in Billions)

Mode	Forecast v. Sustain	Gap	Forecast v. Vision	Gap
Aviation	\$4	\$4	NA	\$6
Local Roadway	\$19	\$43	\$24	>\$24
State Highway	\$28	\$64	\$36	\$95
Transit/Rail	\$25	\$28	\$3	\$30
<b>State Transportation System (Total)</b>	<b>\$76</b>	<b>\$139</b>	<b>\$76</b>	<b>&gt;\$151</b>



## What Will the Future Be?

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

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## Current Revenue Projections \$76 Billion

- General decline in all system 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



POOR      FAIR      GOOD

\$227 BILLION FUNDING LEVEL

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## Questions and Discussion

- Comment forms on table
  - Regional Plan by Nov 16, 2007
  - Statewide Plan by Jan 4, 2008
- 2035 Plan on Interactive CD
- Eastern TPR to Adopt Regional Plan on Dec 3
- Email: [2035TransportationPlan@urscorp.com](mailto:2035TransportationPlan@urscorp.com)
- Statewide & Regional Plan online:  
<http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp>

# Colorado Rail Relocation Study

