

Appendix A – Public Involvement

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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 2.5 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
Northwest	July 27, 2006	Steamboat Springs, CO	Centennial Hall Room 113 124 10 th Street	10:00 am

Pre Forum Notes

General Comments

- Need to share with attendees the financial constraints and then push for creative ideas. Will require a good mix of people generating ideas – business and community leaders – which may provide access to get potentially more funds. Need to determine method to get people engaged in the process with the funding limitations.
- Attracting people to the forums to then let them know of drastic funding shortfalls will be disappointing and discouraging. People may ask – Why are we here to discuss how to spend what is not available? Need to provide motivation and rationale for why attendance and the generation of ideas is beneficial to the region.
- Applications for enhancement funds for bicyclists – this funding was also negatively impacted.
- Walden may be a good consideration for a meeting, but it appears Steamboat Springs would attract the most attendees.
- Maybe consider more than one forum meeting due to large study area and equity for residents, and/or RPC to check into video conferencing to involve more people throughout the region due to long distances between communities.
- Forum date agreed upon is for Wednesday, September 27th to be held in Steamboat Springs at the Olympian Hall.
- Construction costs have doubled and employment costs for transit operators has increased as energy truck drivers make more.
- Need to consider impacts to the first alternate route (US 40) to I-70 when improvement projects are occurring along I-70. If I-70 impacted by beetle infestation – and closed – parallel roads won't be prepared. Evident at Glenwood Canyon – one Thanksgiving the canyon was closed.
- Gravel pits are not desired in the region, but is a needed supply for roadway improvements.
- Major increase in roadway construction supplies 40-60% asphalt. 30-35 % increase in gravel and materials. Contractors are not bidding as frequently as previously due to increase cost of supplies – now CDOT is lucky to get even two construction bids on a project.
- Grand County, Jackson County, Steamboat Springs on Forest Service Land – all the way to I-25 are experiencing effects from beetle infestations. It is a major problem in areas where a mix of trees does not exist.
- Associated Governments of Northwest Colorado (AGNC) is the voluntary regional association representing cities and counties in the 5-county northwest Colorado area of Garfield, Mesa, Moffat, Rio Blanco and Routt. Currently there are 5 counties and 17 cities participating as members. One county, Jackson, participates currently as an associate member and 2 counties, Clear Creek and Grand participate in the Northwest Colorado Enterprise Zone. Steamboat Springs recently joined.

Northwest Colorado Council of Governments (NWCCOG) is a voluntary association of county and municipal governments. Today, NWCCOG serves 28 member jurisdictions in a five-county region including the Cities of Glenwood Springs and Carbondale, Eagle County and the towns of Avon, Basalt, Eagle, Gypsum, Minturn, Red Cliff and Vail; Grand County and the

towns of Fraser, Granby, Grand Lake, Hot Sulphur Springs, Kremmling and Winter Park; Jackson County and the Town of Walden; Pitkin County and the City of Aspen; and Summit County and the towns of Breckenridge, Dillon, Frisco, Montezuma, and Silverthorne.

Grand County

- CR 1 and CR 3 are serving traffic as if they are state highways – due to beetle infestations across the county.
- Residential and commercial development is occurring in the county to support Steamboat Springs workforce – along Highway 40.
- Shoulders are needed on Hwy 9 from Rabbit Ear to Kremmling.
- Granby annexation/expansion 7000 acres.
- Hwy 6/ I-70/ US 40 intersection hired Stolfus to do an access plan.
- West Granby is developing a large PUD.
- East end of Grand County Interwest tighten up service areas
- Traffic backup occurs between Tabernash and Winter Park.
- Aviation – two airports in Grand County – Granby Airport in disrepair – rehab planned for portion of airport.
- Airport layout plan – Kremmling is a \$25 million project.
- Annex – Grand Elk Development – needs better coordination for access points.
- Bikes are a new challenge- accidents are a safety concern.
- Beetles (both pine and spruce) are killing large amounts of trees. On CR 125 too many trucks – 10 times more than before. Safety concern with cyclists also frequently using this route.
- Rand no longer has green trees. Flood on Hwy 67 – logs – fire jammed culverts – dead trees on ground do not allow for water absorption.

Jackson County

- Walden would like a bus service to Steamboat Springs.
- Beetle killed timber – logging trucks are wearing down roadways and causing traffic congestion. Currently 35 lumber trucks per day to Montrose; 70 lumber trucks traveling to Sarratoga or Walden are options.
- Roads between Rand to Granby – land Forest Service jurisdiction – dead trees are situated along the roadways. Potential hazard exists for trees to fall across roadways – this is especially true in both Jackson and Grand Counties. In some areas, loss of 90% of trees is occurring.
- Lack of shoulders and snow fencing along Hwy 14 is a safety concern.

Routt County

- Lodge Van operations – need to be more coordinated between public and private entities – too many operating independently, which makes for more traffic and inefficient travel. Approximately 45-60 operations going on at one time. An important issue is who pays and how much for this service. Hard to get information on this as private providers often hide costs under other components of operation – no specific line item identified for providing this service. This information will be required to conduct the transit plan component of the 2035 plan update.
- Emotional issues surrounding the operation of the airport. A Master Plan is being developed. No commercial services operating out of Steamboat Springs- general aviation only. Need to keep airport improved – installation of fueling system is desired. Airport has 5,000 foot runway.
- Loss of Greyhound Bus (two to three years ago) to the region has had an impact and has eliminated a transportation option.
- In South Routt County Stage Coach traffic has increased. Issues not changed or decreased. Lack of shoulders on roadway is a concern. Hwy 131 lack of shoulders especially in the winter is a safety concern – has been for years.
- Between Steamboat Springs and Yampa Hwy 131 is old from post WWII – narrow lanes and drop offs. When upgrading roadways, make sure to protect downtown areas from increased speeds of 50-60 mph.
- Hayden airport traffic – increased enplanements – each year. Airport is point of employment – constructing hangers out in Hayden – Commercial flights out of Hayden – has 10,000 ft runway. Private out of Steamboat Springs.
- Transit service exists to the west but not to the south. – Need to take advantage of or look into developing RTAs.
- Development around Steamboat Springs – Signals require maintenance and sequence programming. West of Steamboat Springs is development – Access Plan funds needed to coordinate traffic flows.
- Choke point on US 40 between 12th and 13th. 2,500 housing units being developed as western annex to Steamboat Springs at urban density. Roaring Fork has a similar problem with new development.
- New Van service at Hayden Airport Terminal.
- At Yampa Valley Regional Airport the access road off of US 40 there are no shoulders and no snow fence – this is a safety concern especially in winter.
- Deer fence reflectors are working off of Hwy 131.
- Public transit to airport not established; right now taxi service is filling that void effectively.

Moffat and Rio Blanco Counties

- Stagecoach getting built more out in the country – retirement populations. The workforce from Craig.
- Mineral Resource developing – county road traffic from Garfield County – North Meeker to Maybell to SH 13 – cut across. Hwy 64 is getting damaged from all the increased truck traffic associated with energy development.
- Pipeline from Craig – high pressure gasline from Colorado to New Mexico.
- United Paving increased salaries by \$2/hr to keep up with energy truck driver rates. Energy boom cycle is affecting northwest Colorado the most. Highway 13

- in Garfield County and other TPRs affected. Working with Intermountain TPR on problem.
- Hwy 13 S from Wyoming – has no improvements planned.
 - Hwy 139 needs work – looking to public lands highway funds.
 - 1997 – Senate Bill 1 2006– 10% transit subsidies for innercity bus – 10% of \$215 million general surplus = \$21.5 million – task force allocation. Have received 50 applications – developing a prioritization process. Craig facility – for maintenance of transit has regional strategic value. As it stands now the Colorado Transit Coalition will receive funds that will support the transit system.
 - Senate Bill 1 2007 will have much more limited funds by comparison as a general surplus is not anticipated.

List of contacts recommended by George Krawzoff:

- Routt County Riders (bicycle club)
- Main Street Steamboat Springs
- Chamber of Commerce
- Lodging Community (Lodge Van Operators)
- Ski Companies
- Northwest Colorado Aviators
- Yampa Valley Airport Commission
- The Haven Senior Center in Hayden
- Planning Staff/Planning Commission
- Steamboat Springs Airport Master Plan & Alternatives Study Steering Committee
- Routt County Roads Task Force

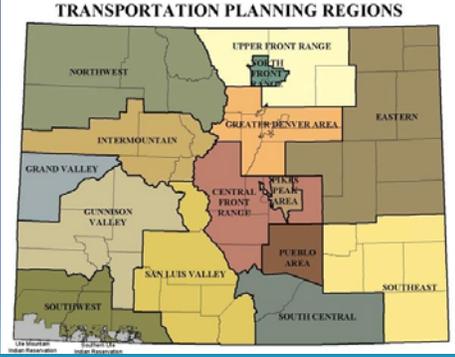
Pre Forum Presentation

2035 Transportation Plan Update

Northwest TPR
July 27, 2006




TRANSPORTATION PLANNING REGIONS





Northwest TPR





Why Now?

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




Why Now?

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

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Goals

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

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Purpose

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

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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

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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

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Regional Transportation Forum

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

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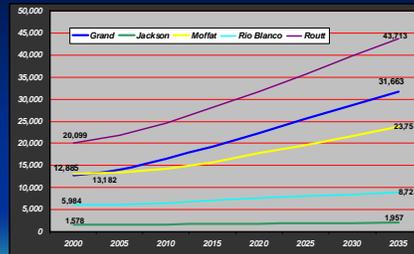
Regional Transportation Forum

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

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Population Growth



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Other Issues ?

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

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Contacts

- Phil Anderson, URS Project Manager (Regional Plan)
303-299-7831
phil_anderson@urscorp.com
- KC Collins, Deputy Lead
303-299-7861
K_c_collins@urscorp.com
- Kyle Kosman, LSC (Transit)
719-633-2868
kkosman@lscs.com

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Regional Transportation Forum

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
Northwest	September 27, 2006	Steamboat Springs, CO	Olympian Hall 845 Howelsen Parkway	4:00 pm

Format

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

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

Notification

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

This was followed with a meeting notice and press releases to media outlets describing the purpose of the meeting and requesting attendance. In addition, CDOT, the 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 200 information letters were sent out; 260 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)

In addition, ten local radio stations and eight newspapers throughout the NWTPR were sent press releases via e-mail that announced the forum location and time. See tables below for specific newspapers and radio stations contacted.

Newspapers Contacted

Contact	Newspaper	Address	City	County
Editor	Craig Daily Press	editor@craigdailypress.com	Craig	Moffat
Editor	Moffat County Morning News	jim@moffatcountynews.com	Craig	Moffat
Editor	Ski Hi News	publitz@grandcountynews.com	Granby	Grand
Editor	Winter Park Manifest	banman@grandcountynews.com	Winter Park	Grand
Editor	Grand Lake Prospector	brower@grandcountynews.com	Grand Lake	Grand
Editor	Middle Park Times	buss@grandcountynews.com	Kremmling	Grand
Editor	Rio Blanco Herald Times	bobby@theheraldtimes.com	Meeker/Rangely	Rio Blanco
Editor	Steamboat Pilot	editor@steamboatpilot.com	Steamboat Springs	Routt

Radio Stations Contacted

Contact	Radio Station	E-mail Address/Phone #	City	County
PSA Director	KAYW 98.1	970-241-6452	Meeker	Rio Blanco
PSA Director	KBCR 1230 AM	brian@kbc.com	Steamboat Springs	Routt
PSA Director	KBCR 96.9 FM	brian@kbc.com	Steamboat Springs	Routt
PSA Director	KFMU 104.1FM	KFMUradio@yahoo.com	Steamboat Springs	Routt
PSA Director	KIDN 95.9 FM	KFMUradio@yahoo.com	Hayden	Routt
PSA Director	KRMR 107.3 FM	KFMUradio@yahoo.com	Hayden	Routt
PSA Director	KRKM 106.3 FM	psa@highcountryradio.com	Kremmling	Grand
PSA Director	KRKY 930 AM	psa@highcountryradio.com	Granby	Grand
PSA Director	KRAI 550 AM	krai@krai.com	Craig	Moffat
PSA Director	KRAI 93.7 FM	krai@krai.com	Craig	Moffat

Press Release

2035 Northwest Regional Transportation Forum

TIME FOR TEAMWORK! Northwest Regional Transportation Planning Commission announces an invitation to **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 Northwest Transportation Planning Region.

The Northwest 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

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

Wednesday, September 27, 2006
Olympian Hall – Howelsen Lodge
845 Howelsen Parkway
(south on 5th St. over bridge, then west on Howelsen to end)
(970) 879-4300 ask for Sarah
Transportation Forum: 4:00pm-7:00pm

Any questions please contact:

Phil Anderson
Email: philip_anderson@urscorp.com
Mail: URS Corporation
1225 17th Street, Suite 200
Denver, CO 80202
Phone: 303-521-0113

Information Letter

August 31, 2006

Dear Stakeholder:

The Northwest 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 Northwest 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, issues and emerging trends that you believe are important considerations in developing a safe, efficient and effective transportation system for the Northwest Transportation Planning Region.

As part of the process, the Northwest Regional Planning Commission has scheduled a **Regional Transportation Forum on September 27, 2006 from 4 p.m. - 7 p.m. at Olympian Hall in Steamboat Springs**. 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 Northwest Transportation Planning Region that may affect transportation priorities. It is important to note that at this phase of the update, issues and trends and not specific projects are of most concern. The issues and trends will be used to develop future transportation priorities.

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

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

Please forward your response to our URS consultant by September 12, 2006 so we have sufficient time to prepare for the September Regional Transportation Forum.

Email: philip_anderson@urscorp.com
Mail: Phil Anderson
URS Corporation
1225 17th Street, Suite 200
Denver, CO 80202
Phone: 303-299-7831

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

Sincerely,



Dan Ellison, RPC and STAC Representative

Forum Invitation

2035 Northwest 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 Northwest 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 27, 2006

Time: 4:00pm-7:00pm

Location: Olympian Hall
Howelsen Lodge

Address: 845 Howelsen Parkway
(south on 5th St. over bridge,
then west on Howelsen to end)
(970) 879-4300 ask for Sarah

Refreshments will be served.

ADA Accessible

Contact Phil Anderson (303) 299-7831 philip_anderson@urscorp.com for more information.

Forum Presentation

2035 Regional Transportation Forum

Time for Teamwork

Northwest
Transportation Planning Region
September 27, 2006

1

Today's Forum

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

2

Colorado Transportation Planning Regions (TPR)

3

Northwest TPR

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Why Update Now?

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

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Revisiting the 2006 Statewide Telephone Survey

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2030 Plan Overview

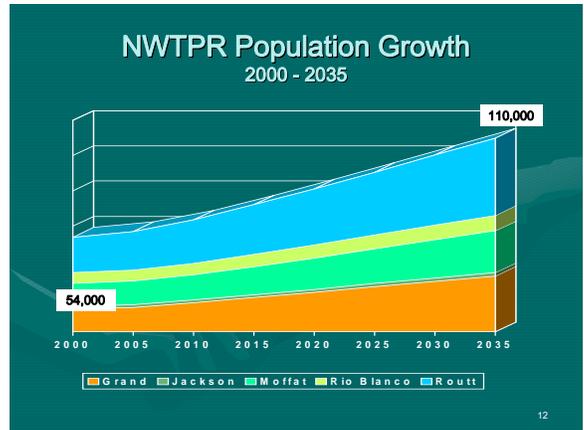
- Top Issues
 - Maintenance
 - Increase overall level of maintenance on roadways
 - Safety
 - US 40 requires widening due to safety concerns
 - SH 131, SH 64, SH 13, SH 139, SH 9, SH 125, SH 134 and SH 14 need shoulders to address safety concerns
 - Rumble strips impede bicycle travel on shoulders
 - Growth
 - Growth in second homes, tourism and commuting have led to increased demand on the TPR's roadway system
 - Energy development has led to increased truck traffic on the region's roadway system

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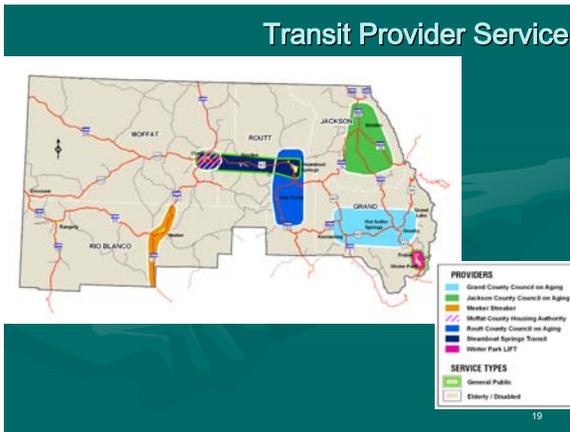
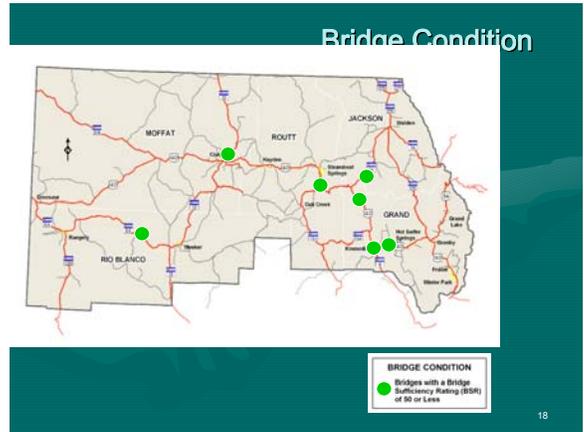
2030 Plan Overview

- Top Issues
 - Railroads
 - Demand for increased passenger rail service
 - Increased rail freight due to energy development
 - Public Transportation
 - Expand the transit service area
 - Reinstigate intercity bus service
 - Enhance bicycle and trail system

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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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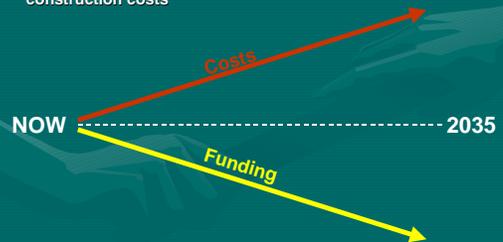
Allocating Limited Resources

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

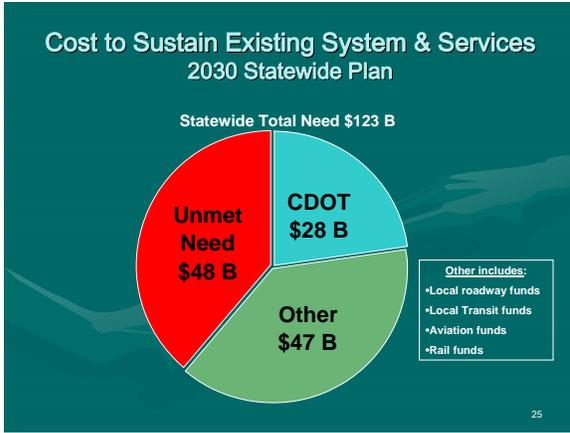
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Costs Are Up / Funding is Down

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



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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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- ### NWTPR - Background
- 806 miles of state highway – 32% are in Poor condition
 - Approximately 5,500 miles of local roads
 - Seven bridges need replacement (on-system)
 - 7 local transit agencies providing human services transportation
 - Limited rail freight service
 - 7 General Aviation Airports
 - 1 Commercial Service Airport
- 27

- ### NWTPR - Background
- Population will grow from 57,000 to 110,000
 - Jobs are expected to almost double from 39,700 to 74,000
 - Daily VMT will grow from 1.8 million to 3.0 million
 - 6% of households have no vehicle available
 - 9% 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 \$892 M*. You have an estimated 30-year transportation budget of \$400 M for the TPR. Where are your priorities? **2030 Plan*

Program Area	Needs *	Allocation
Congestion	\$ 218 M	\$?
Safety	\$172 M	\$?
Existing System Highway Reconstruction / Bridge Repair / Resurfacing	\$186 M	\$?
Alternative Modes	\$316 M	\$?
Total	\$892 M	\$400 M

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Costs of Transportation

- Today it costs about:
 - \$2.9 M to construct a mile of two-lane highway with shoulders
 - 17 miles = \$50 M
 - \$900,000 to reconstruct & maintain one mile of highway in Good Surface Condition for 30 years
 - 55 miles = \$50 M
 - \$60,000 to purchase a step van plus \$45,000 annually to maintain and operate for one year; \$150,000 to purchase and \$100,000 to operate and maintain one bus for one year)
 - 8 Step Vans = \$13.2 M to purchase and operate for 30 years
 - 8 Buses = \$27 M to purchase and operate for 30 years

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Allocation Exercise

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

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Next Steps

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

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Forum Notes

**Meeting Minutes
Northwest Regional Transportation Forum
September 27, 2006 @ 4:00pm
Howelsen Lodge, Olympian Hall, 845 Howelsen Parkway, Steamboat Springs**

Forum Attendance

The 2035 Northwest Regional Transportation Forum was held on September 27, 2006 in Steamboat Springs. Thirty-two people attended from the public along with five representatives from the Colorado Department of Transportation (CDOT), one from the Federal Highway Administration (FHWA), and three consultants.

Key Issues for the NWTTPR

- Lack of shoulders on the TPR roadways is a safety concern as pull off areas/bicycle ways are either not provided, or are not wide enough to accommodate bicycles, or motor vehicles that need to pull off the road.
- Increases in truck traffic (primarily energy development and lumber extraction) throughout the TPR are starting to and could continue to degrade and congest the roadways causing safety concerns, especially on highways with no shoulders (see above).
- The need for passing/climbing lanes exists throughout the TPR, as roadway capacity often does not allow enough opportunity for safe or convenient passing.
- A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified. The need for eventually providing mass public transportation within the TPR has been expressed. Providing passenger rail on existing UP rail corridors was suggested as one option.
- Improved roadway maintenance is needed to address poor roadway surface conditions in the TPR.
- Airports need improvements. In addition, closing smaller airports may not be economically beneficial for communities. For example, flying very light jets (VLJ), that can be served by smaller airports, is a growing trend that would also serve the growing second home and location neutral business markets in the TPR.
- More intermodal connections need to be provided as few exist in the TPR.
- CDOT's timeframe requirements for project implementation needs to be shorter than 10-15 years.
- More use of the railroads, both for freight and eventually passenger rail needs to be planned for, in order to get trucks and other traffic off the road.
- Wildlife crossings need to be maintained and potential wildlife/vehicle conflicts are a safety concern.

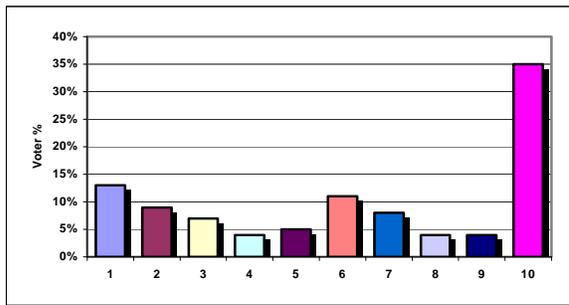
The presentation began with a welcome from CDOT representative Mark Rogers. Phil Anderson, the consultant project manager, was introduced and explained the purpose of the meeting, which was to solicit information from attendees regarding what their issues and concerns are, and what they see as preferences for transportation improvements in the NWTTPR. Maps of the NWTTPR and of the TPRs throughout Colorado were presented. Phil provided an overview of the forum agenda, and explained why the update process was occurring now. The rationale was as follows: to respond to future funding scenarios (which recently have been substantially limited), focus on regional trends, develop a near term implementation strategy and meet federal requirements, particularly, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into law on August 10, 2005, in developing the 2009 State Transportation Improvement Program (STIP). The results of the statewide telephone survey, which was conducted in January 2006, were revisited. Phil at this time described the working of the audience polling devices and they were made available to eligible attendees

(federal agency and CDOT representatives were requested to not participate in the polling). A test question was asked of the attendees to vote on to test the technology. Attendees were asked to select responses to survey questions that were then compared to the responses of the original phone survey. It was explained that the comments received tonight would be taken into consideration during CDOT’s decision-making process for future projects, but would not change the status of previously prioritized unfunded projects, or those currently funded in the Statewide Transportation Improvement Program (STIP).

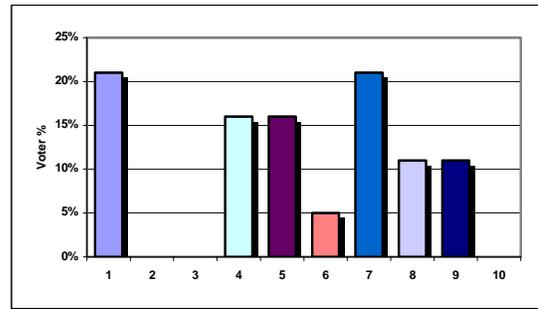
The first round of polling included three questions:

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

- | | |
|--------------------------------------|--------------------------------------|
| <i>1. Budget/taxes</i> | <i>6. Transportation</i> |
| <i>2. Economy</i> | <i>7. Water</i> |
| <i>3. Education</i> | <i>8. High cost of living</i> |
| <i>4. Growth</i> | <i>9. Healthcare costs</i> |
| <i>5. Illegal Immigration</i> | <i>10. Other</i> |



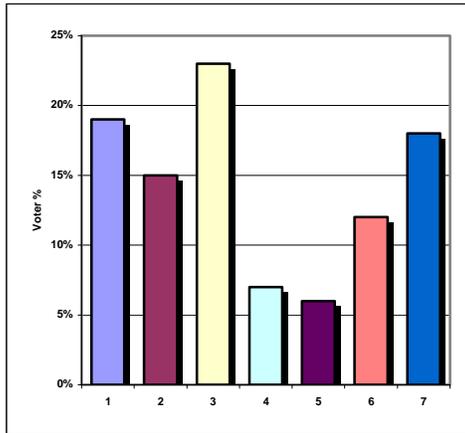
Phone Survey Results



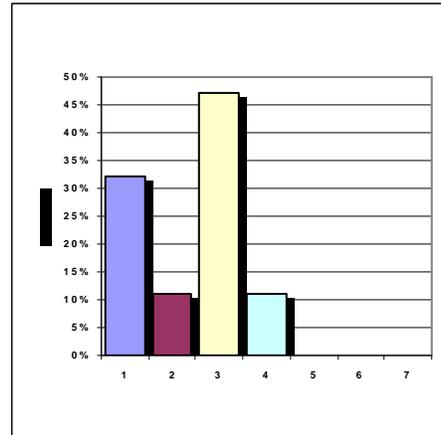
Forum Audience Results

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. *None*
6. *Don't know/refused*
7. *Other*



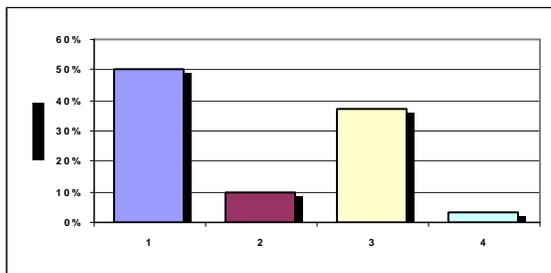
Phone Survey Results



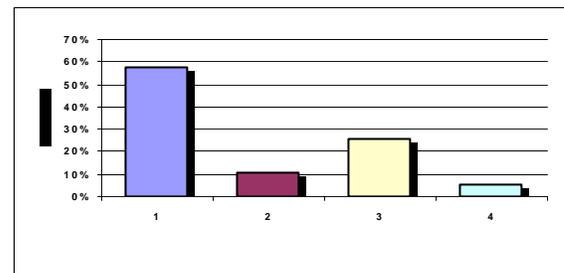
Forum Audience Results

Which of these transportation needs should get the highest priority?

1. *Maintenance and repair*
2. *Improve safety*
3. *Provide travel options*
4. *Don't know/refused*



Phone Survey Results



Forum Audience Results

Next an overview of the 2030 Plan and existing conditions of the NWTTPR were 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 providers in the TPR and spoke about existing gaps in service.

Audience Discussion: A discussion on the difference between overlay/resurfacing and minor widening occurred. It was explained that overlays and resurfacing projects are different from roadway widening projects. Observers of resurfacing projects often wonder why CDOT does not widen or provide shoulders while out resurfacing the roads. The reason widening does not occur is the additional expense involved in widening vs. resurfacing. When a road is widened the minimum widening provides two 12 ft lanes and two 8ft shoulders. Resurfacing projects resurface the existing condition; therefore, when shoulders are narrow or not provided, resurfacing does not add width.

The bridge map in the presentation showed seven bridges that have a structural sufficiency rating of 50 or less. CDOT explained that some bridges are included in the STIP, which means they are funded for improvements by year 2009. In particular, the timber bridge north of Craig is being worked on now and is planned for completion before this winter. The bridge in the vicinity of Oak Creek is changing the existing sidewalks and providing a new railing – this is scheduled for completion by the end of next week. The Grizzly Creek Bridge on SH 14 was improved and this project was completed last fall.

Polling Exercise

The polling of attendees on trends and issues within the TPR was initiated. Comments raised during this phase of the polling process are listed below or under the question associated with specific issues.

In what county do you live?

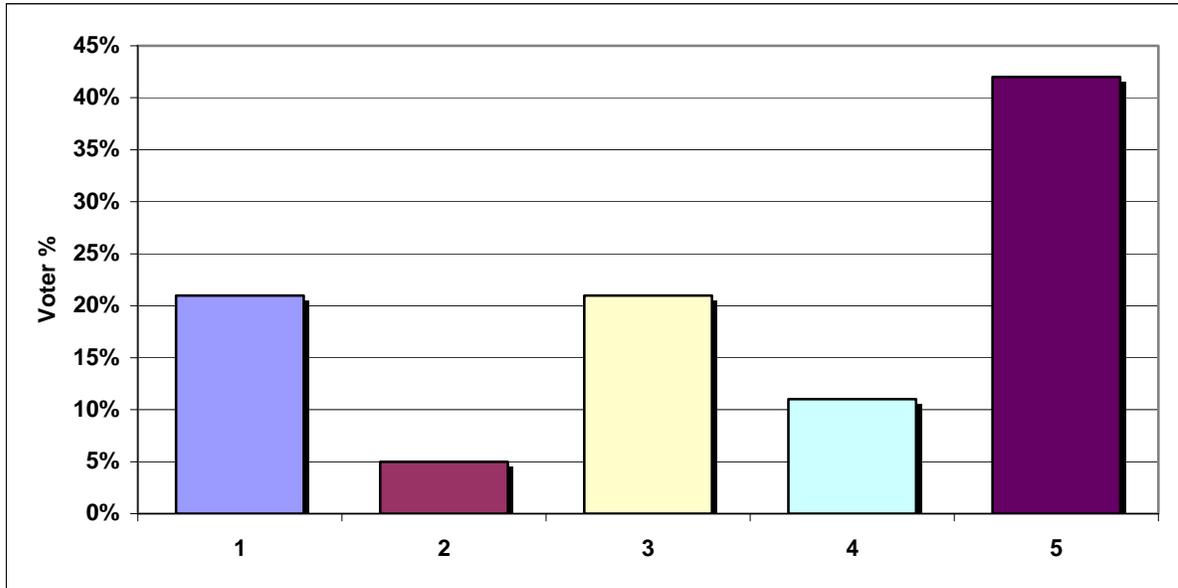
Grand County

Jackson County

Moffat County

Rio Blanco County

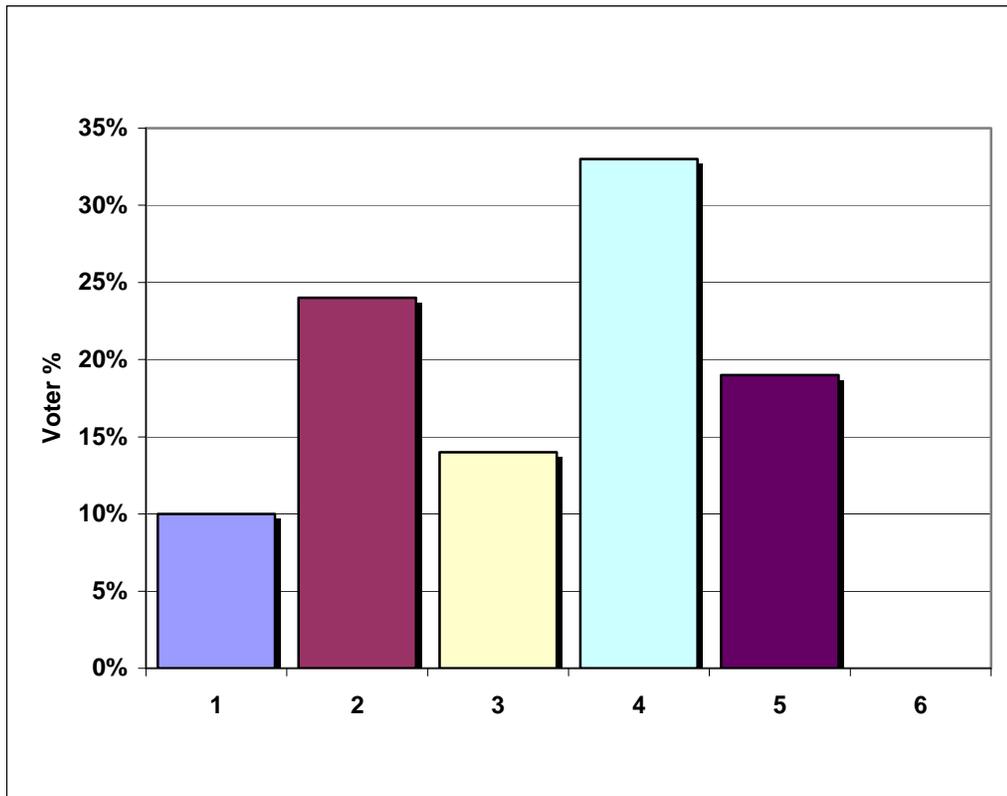
Routt County



Forum Audience Results

Significant residential and commercial development is occurring along US 40. What type of improvements, if any, are needed?

1. *Turn lanes*
2. *Better access control*
3. *Intersection improvements*
4. *Additional lanes*
5. *Public transportation*
6. *Other*

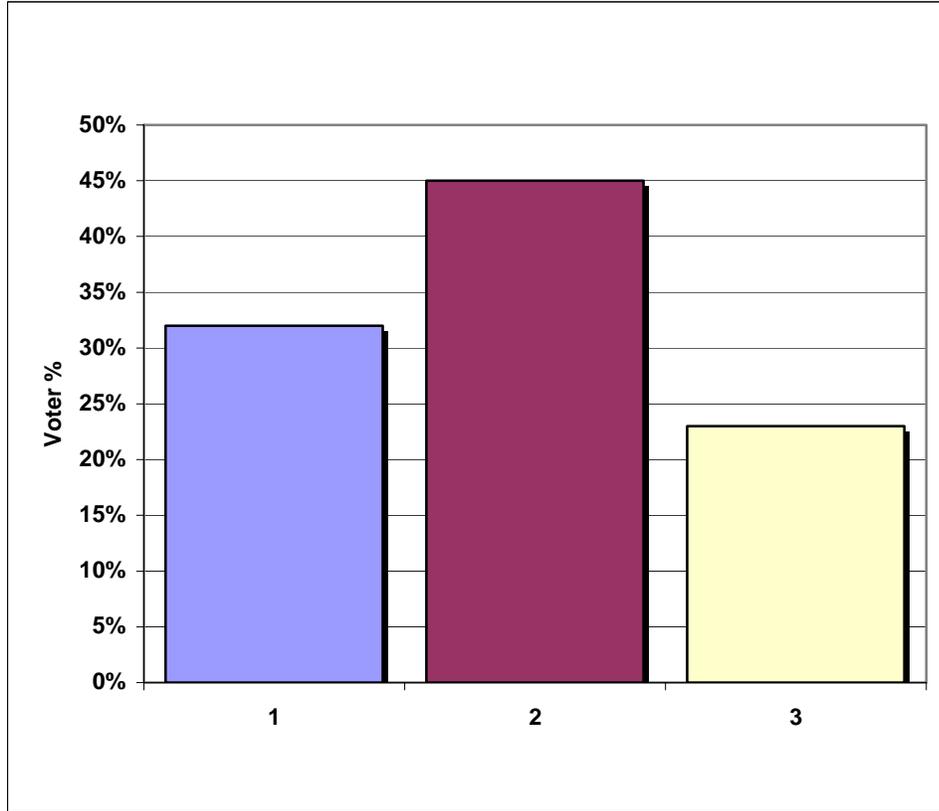


Forum Audience Results

Audience Discussion: A forum attendee requested an explanation regarding the difference between access control and intersection improvements. It was explained that access control deals with permitting driveway access to a state highway compared to consideration for signal and sign improvements at a specific intersection. In addition, providing turn lanes are often associated with intersection improvements.

Should the US 40 corridor serve as a reliever or alternate route for I-70?

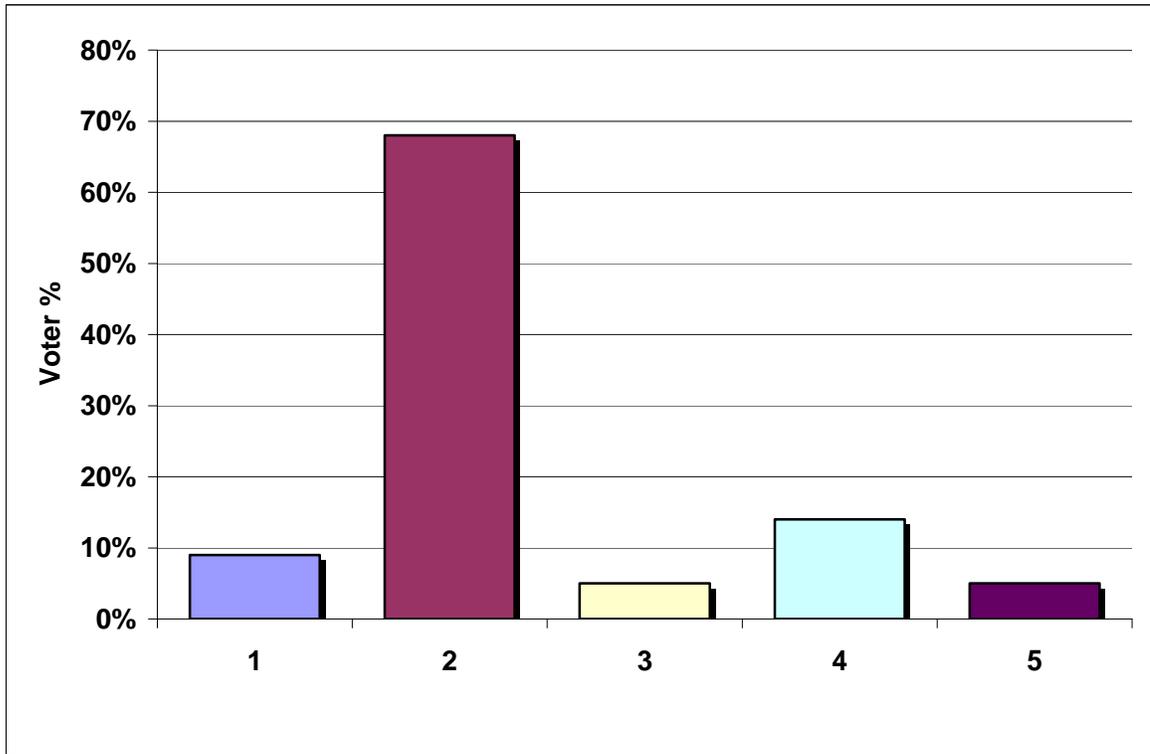
- 1. Yes, it should be encouraged*
- 2. No, it should not*
- 3. Not a major issue*



Forum Audience Results

What improvements, if any, are needed to support growing residential and commercial areas and/or changes along SH 9?

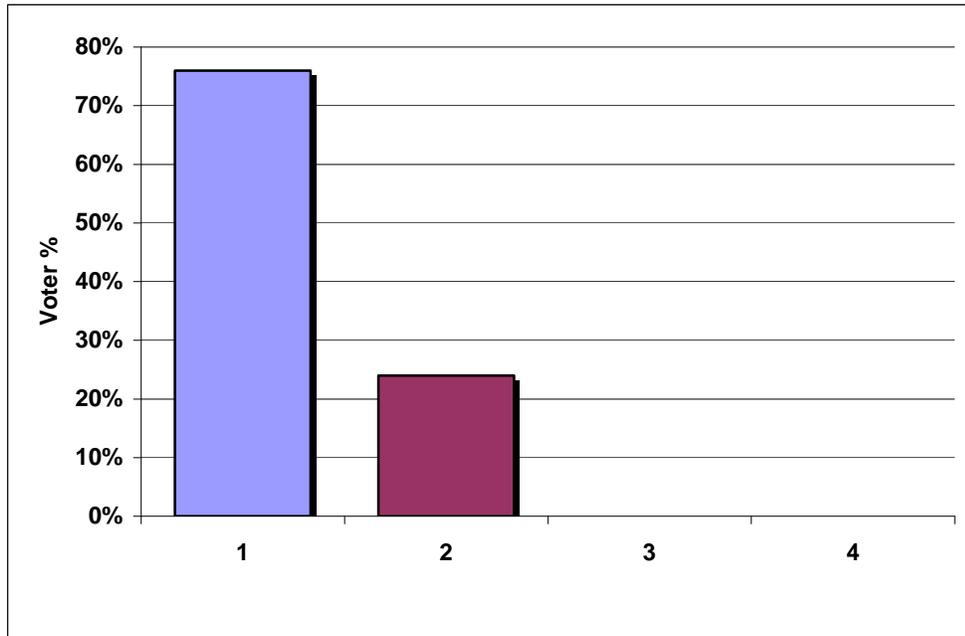
1. Additional lanes
2. Passing lanes
3. Intersection improvements
4. Public Transportation
5. Current conditions are adequate



Forum Audience Results

What improvements, if any, are needed to address impacts of energy development along SH 13, SH 64, and SH 139?

1. *Passing lanes*
2. *Additional lanes*
3. *Intersection improvements*
4. *Current conditions are adequate*

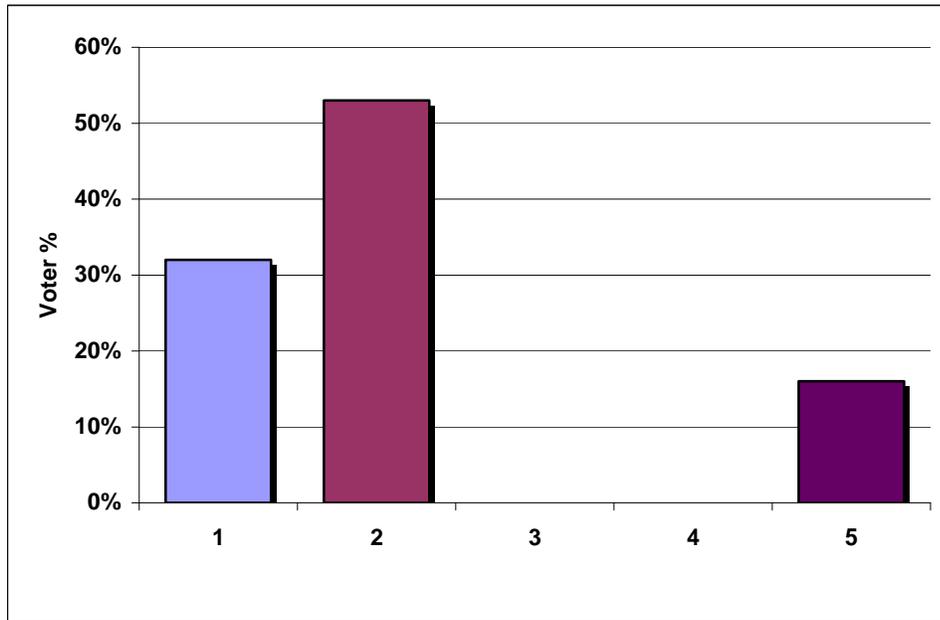


Forum Audience Results

Audience Discussion: The comment was made to add additional options to responses for this question. Some options make sense for SH 13 and others make more sense for SH 64.

Passing lanes and shoulders on SH 14 and SH 125 are necessary to address potential conflicts between vehicle traffic and bicyclists:

1. *Strongly agree*
2. *Agree*
3. *Disagree*
4. *Strongly disagree*
5. *Operates okay as is*

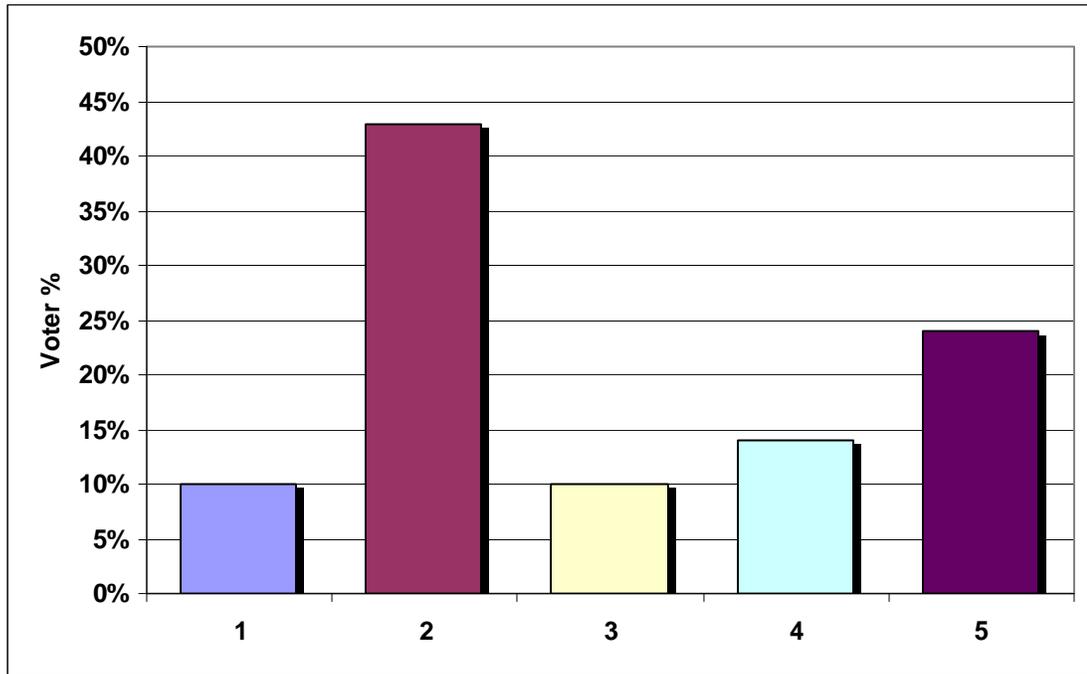


Forum Audience Results

Audience Discussion: Bicycle conflicts with trucks on roads with no shoulders are a safety concern. Riders assume no shoulders means – not much anticipated traffic – assume they have the roadway to themselves. A suggestion was raised to charge a \$20 bicycle license for cyclists using state highways. SH 9 is one example where bicycle conflicts occur. Attendee commented that they were surprised that more accidents have not occurred.

Rapid growth related to second homes and tourism is occurring in Routt and Grand Counties. How should this increased demand be addressed?

1. *Additional lanes*
2. *Climbing lanes*
3. *Shoulders*
4. *Intersection improvements*
5. *Public transportation*

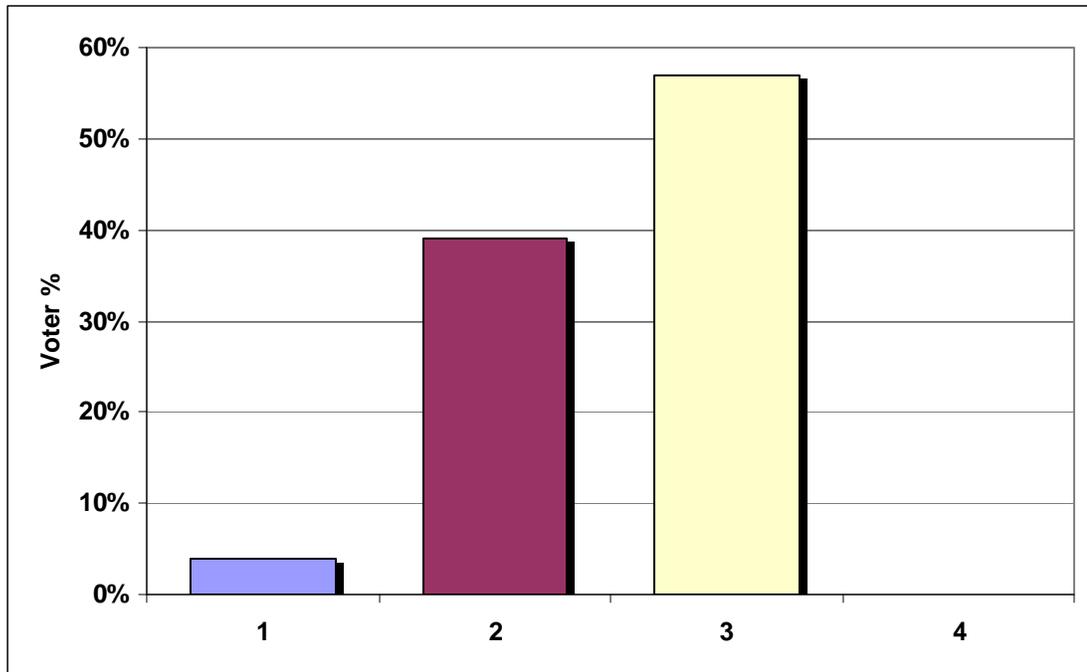


Forum Audience Results

Audience Discussion: Separate Routt and Grand Counties and make two questions as situations are different in terms of growth and existing systems. SH 131 Stagecoach south route is booming and needs transit. In Grand County no public transit exists.

SH 131 from I-70 to Steamboat Springs carries a variety of commuting, commercial, tourism and other recreational traffic. Where should the focus for improvements be?

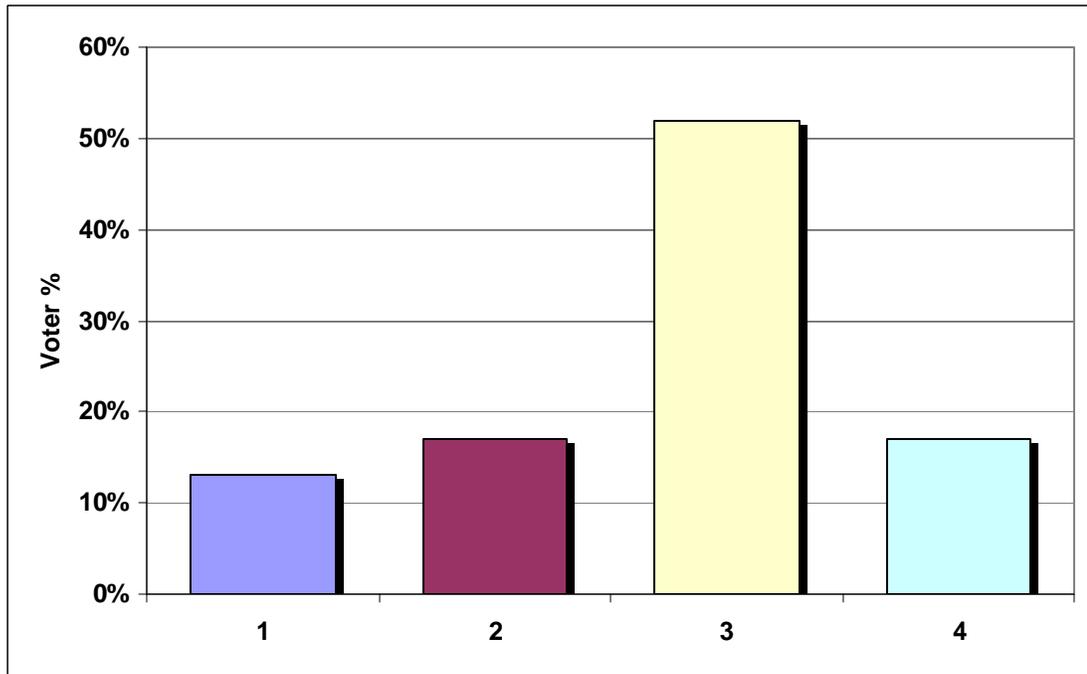
- 1. Additional lanes*
- 2. Passing lanes*
- 3. Shoulders*
- 4. Public Transportation*



Forum Audience Results

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

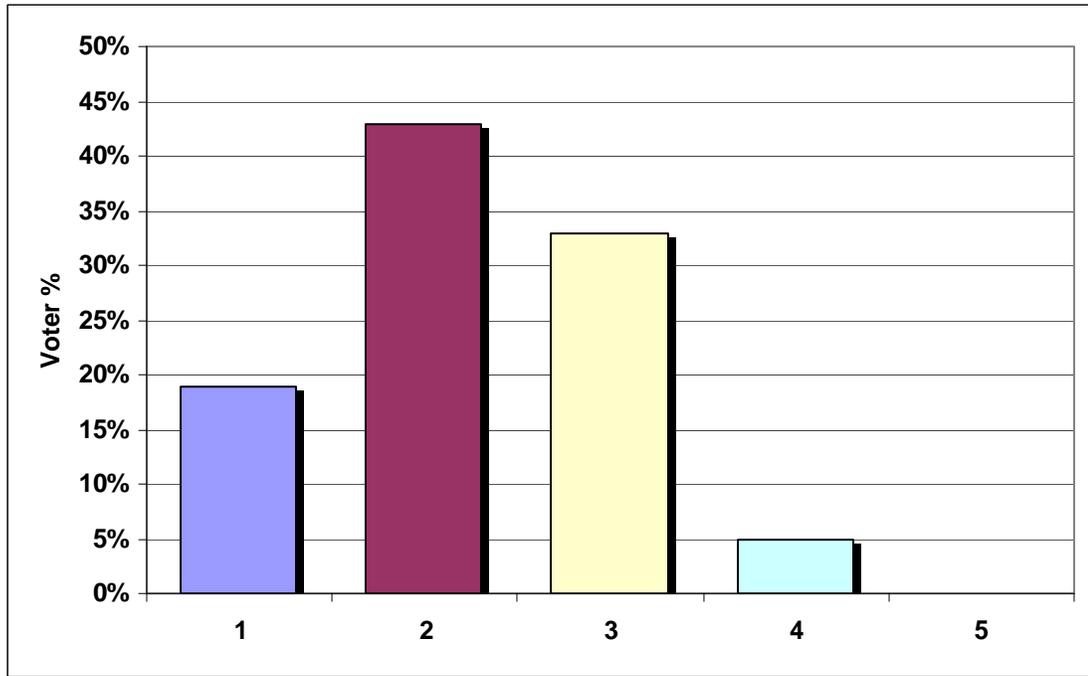
- 1. Elderly/disabled to get to medical, shopping, work*
- 2. Inter-city bus service*
- 3. Local transit for general public*
- 4. Keep at current level*



Forum Audience Results

Airport access in the Yampa Valley is:

- 1. *Very good*
- 2. *Good*
- 3. *Fair*
- 4. *Poor*
- 5. *Very poor*

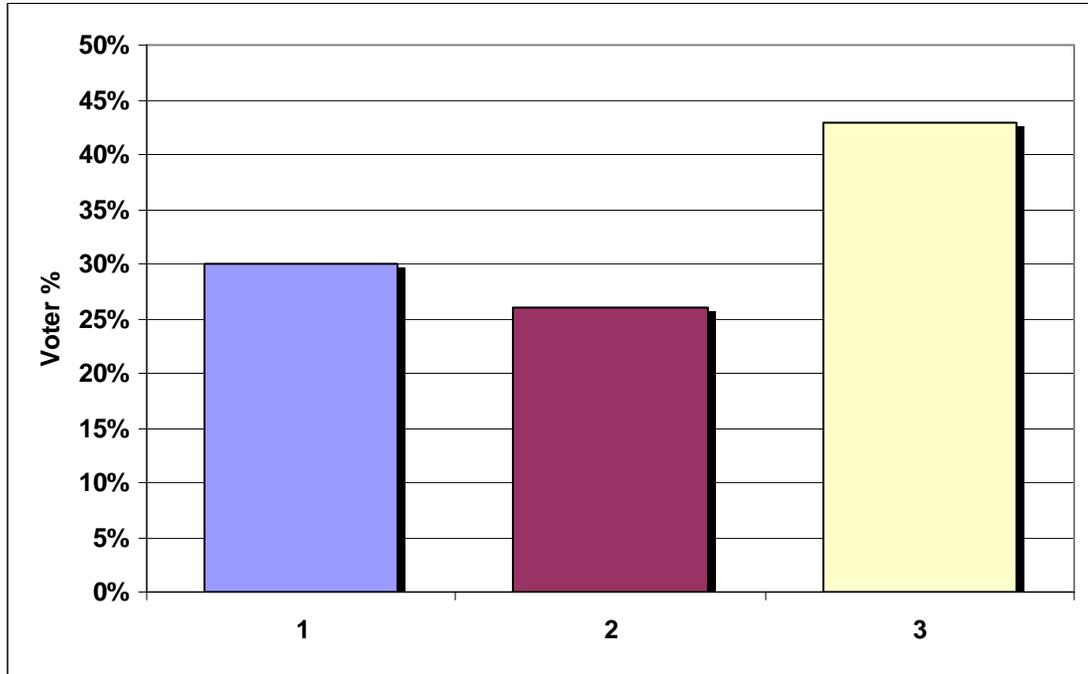


Forum Audience Results

Audience Discussion: Regarding Yampa Valley Airport access – propeller plans will be served by Hayden’s Airport. Right now the timing of flights is an issue, as too many jets want to use the runway simultaneously.

What is the most important regional transportation issue?

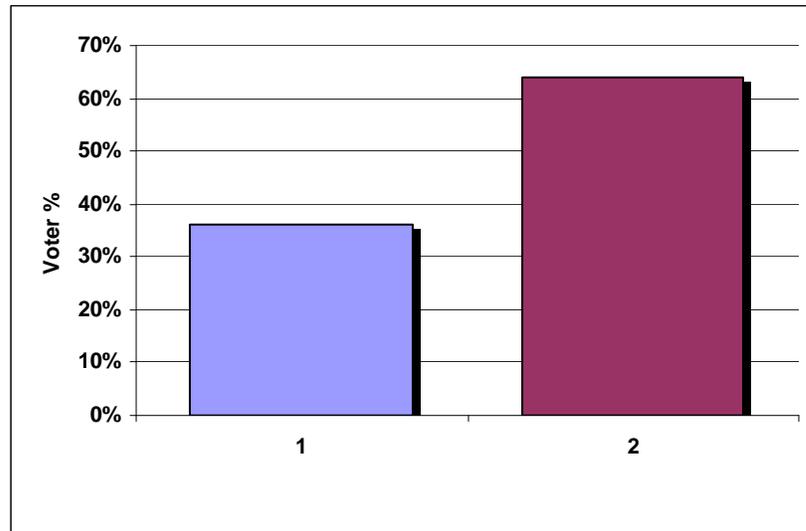
- 1. Safety*
- 2. Congestion*
- 3. Roadway surface condition*



Forum Audience Results

What do you want to do about the funding gap?

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



Forum Audience Results

Transportation Funding

Next, funding limitations were described to meeting attendees. An overview of the 2030 Statewide Plan was presented along with the associated funding shortfalls. Pertinent transportation and demographic background information was presented, including population and employment information, along with existing roadway, airport and transit data. Needs identified in the 2030 Regional Transportation Plan for the TPR would cost approximately \$892 million. Allocated resources for addressing these needs is estimated to be \$400 million, based on CDOT projected funding for years 2005-2009.

An allocation exercise was conducted to reflect relative preferences for types and locations of transportation improvements in the TPR. Attendees were provided eight stickers in increments of \$50 million each and asked to place stickers on the five boards displayed throughout the room. The boards were *Safety, Shoulders, Roadway Surface Condition, Transit Provider Service Areas, and Congestion 2035*. The majority of “TransBUCKS” or 28% were allocated to funding the provision of shoulders.

Allocation Exercise (\$400 M total available – 8 stickers x \$50)

- Shoulders – 47 stickers (28%)
- Surface Condition – 37 stickers (22%)
- Transit – 34 stickers (21%)
- Safety – 24 stickers (15%)
- Congestion – 23 stickers (14%)

Other Issues Discussed

At the end of the question/polling session, attendees were asked if other issues or concerns came to mind. The following comments were raised:

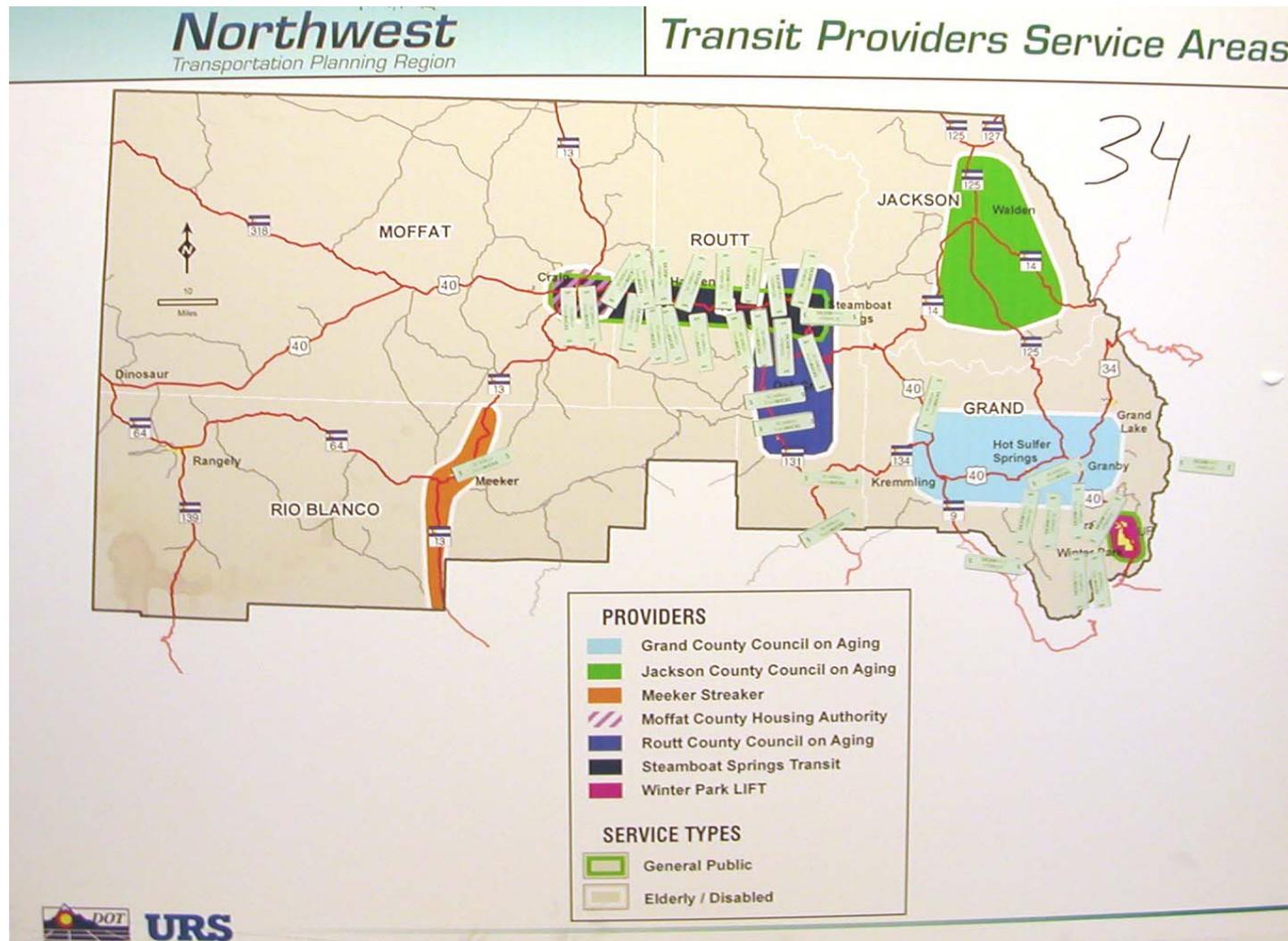
- In Moffat County truck traffic has increased due to the energy development trucks. The roads impacted are the county roads, SH 13 and west SH 318 to Maybell. Other roads impacted are CR 7, CR 57, CR 5. Energy trucks in some instances cause accidents and are a safety concern. The counties have appealed to energy development companies in improving local roads. The county has also asked CDOT to acquire CR 57 and CR 7 – but CDOT policy precludes CDOT from acquiring additional system centerline miles.
- Lumbar extraction trucks are a problem - 42 trucks per day using county roads to access Montrose. In five to ten years the number could increase to 100 trucks per day. CR 125 is being degraded due to truck traffic. Route from Granby to Saratoga is part of the problem. In south Kremmling – CR 1 – 30 miles to state bridge is being used heavily by trucks. Commission Ridge’s trucks have increased. Trucks going to Grand Junction and to Grand County. Contract trucking is a reborn industry in the area. Trucks are also heavy south of Kremmling and south on SH 9/Ute Pass.
- Rail freight is currently for single purpose – haul coal – this is an underutilized mode of transportation in the region. Should expand freight service in order to get more trucks off the road. Attendees were informed that CDOT did invite the railroads to be involved in this planning process.
- Americans with Disabilities Act (ADA) requirements for public transit agencies to provide accommodations in Steamboat Springs is a funding concern. Cost to transport one ADA passenger per ride is \$30-\$40 per ride vs. \$2.50 for others.
- In general, CDOT needs to be more flexible about faster timeframes for projects – taking 10-15 years to complete needed projects is a concern for the region.
- Wildlife crossings and potential wildlife/vehicle conflicts on the highways are a concern and are being addressed using reflectors along the road. The reflectors appear to be working well to deter wildlife from crossing the roadways at night. Attendees would like to see these reflectors extended further.
- A safety concern exists between passenger vehicles and trains at railroad crossings. The area (Steamboat Springs and Routt County) has had serious accidents at railroad crossings. Will this concern be addressed in the 2035 plan? Attendees were informed that this issue was raised in the 2030 plan and will be addressed in the 2035 plan as well.
- In Craig congestion is not a problem but the surface condition of roadways is. In Rio Blanco County, surface conditions are a safety concern, in particular, SH 13 and SH 64.

Next Steps

In closing, Phil Anderson thanked everyone for coming and described the next steps for this planning process. Phil described the upcoming post forum meetings, the statewide forum to be held in Denver on January 16, 2007, and indicated more information on this forum would be distributed in the future.

Transbucks Maps

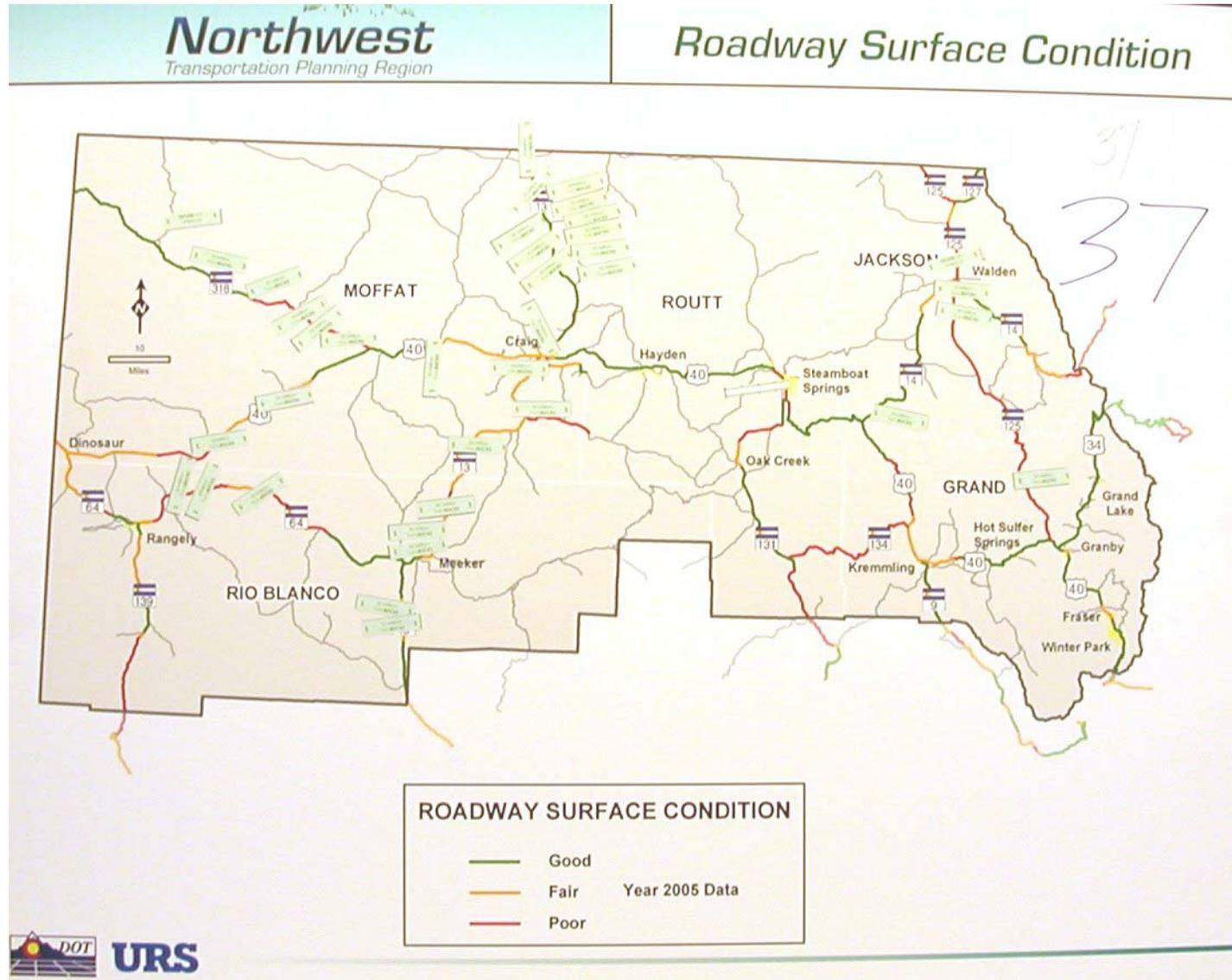
Transit Providers



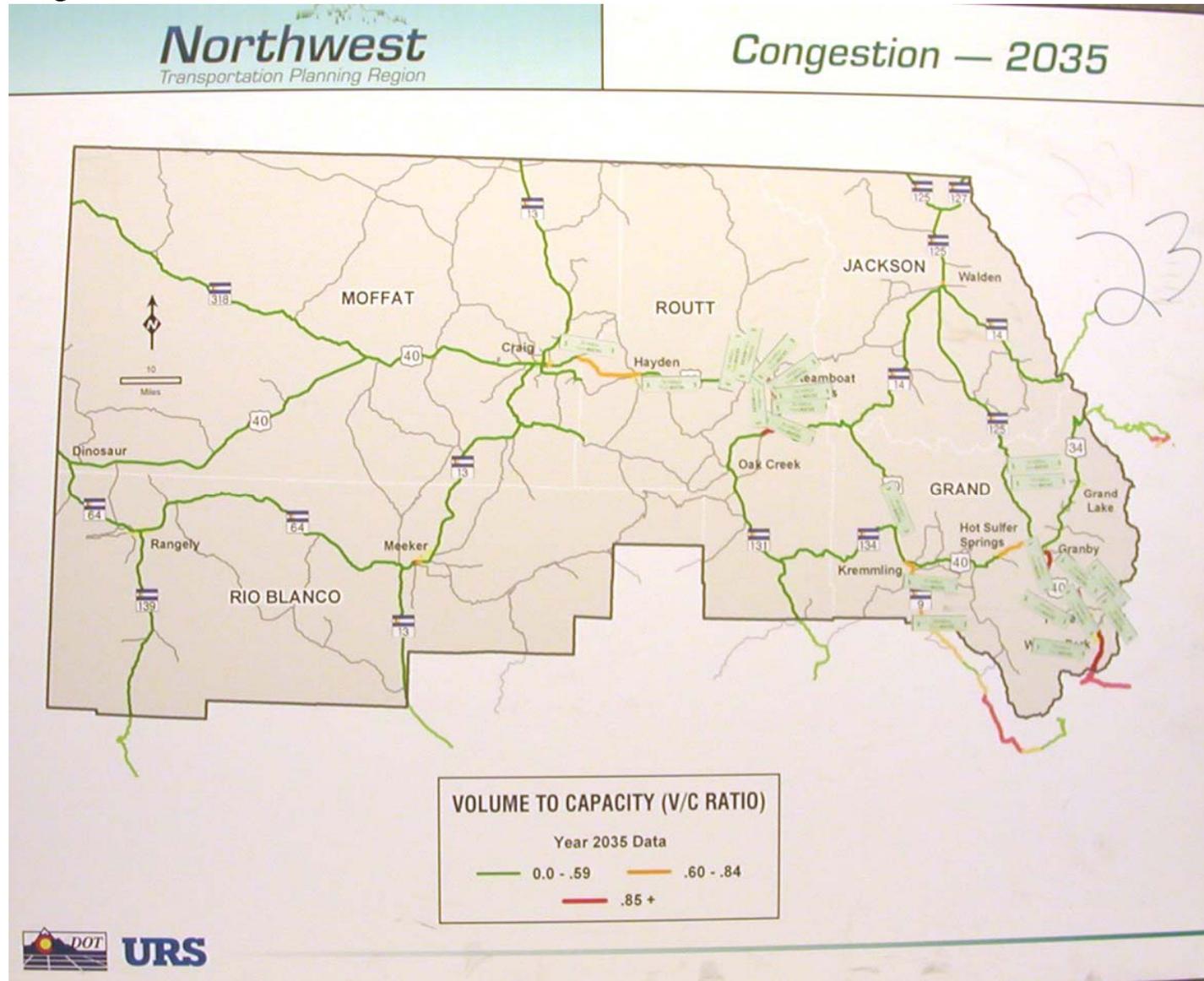
Safety



Surface Condition



Congestion



Comments

Forum Comment Cards

Two comment cards were submitted at the forum that included the following:

1. Two comments received regarding checking spelling of local jurisdictions on maps.
2. CDOT and counties need to have an ongoing dialogue about transportation improvements.
3. Town of Granby frustrated about not being able to begin a downtown enhancement project in 2007 and about lack of signal at Thompson Road and Highway 40.
4. Granby requests a more rapid planning process for the 6th Street/CR 60/Highway 40 intersection redesign.
5. Granby had a demonstration project ready to go and were recently told that the project would not go forward in 2007.
6. Granby was promised US 40 lanes would be repainted at 11 ft width this year, but they were recently painted 12 ft instead. CDOT needs to get it right the first time and work with communities.

Information Request Letter Responses

(A letter was distributed requesting information and comments that would identify issues and emerging trends in the NWTTPR. Trends may include demographic and economic changes, travel patterns, traffic generators, integration of travel modes, etc.)

Assuming growth increases in relation to energy resource development, water storage development and tourism, we need to rethink the transportation infrastructure and consider alternative modes of transportation, such as providing light rail transit and enhancing airport facilities. The Rangely area will need a four lane highway on a north/south alignment for access to oil shale fields. Highway 139 may not be necessary in the future if a new north/south route was built.

There exists an early proposal for a regional trail that would potentially follow SH 131 from Oak Creek to Toponas. The proposal was completed with COPAN and CCCD labor.

Lumber extraction trucks will degrade state highways.

Growth in the second home market will generate more vehicle traffic throughout the NWTTPR; therefore, roadway maintenance costs will rise as a consequence. General aviation airports also serve this substantially growing industry.

Commuting patterns are impacted by housing prices that do not allow for people to live near their work. Development of public mass transit will not occur until the population growth reaches critical mass; therefore, until it is provided, traffic congestion will only get worse.

Expand mass transit in the TPR using existing railroad corridors versus expanding the roadway system. Provide incentives for car-pooling. Planning for alternative modes needs to start now.

Virtually no integration between transportation modes exists in the NWTTPR. There is a need to develop passenger rail options in the TPR, as existing AMTRAK service is inadequate.

Bicycles are a mode of transportation that needs to be taken seriously. Need to plan for bicycle related issues such a safety, education about sharing the roads, providing paved shoulders, bicycle lanes, etc.

Need to establish a link between the two general aviation airports in Granby and Kremmling that is provided by a mode other than private motor vehicle.

Funding needs to be more equitable in Colorado – Front Range gets majority of funds, while tourism is the largest industry and exists in the rural areas. A more rapid response to needs of the western slope is critical. Rather than being reactive to problems, CDOT needs to be proactive.

CDOT needs to be more flexible and cooperative when working with municipalities in the NWTPR, especially when requested modifications to plans are reasonable.

Opportunities for substantial growth in the location neutral businesses that can be served by general aviation airports in the NWTPR should be considered in the picture when planning for the region as they bring tremendous benefits to the area.

Very light jets may impact small towns, as they can be served by the smaller airports and should be a consideration in planning for the TPR. The most impact they may have is on second home and location neutral business markets.

Pressure developers exert on small towns to close general aviation airports is a concern, as the economic benefits from keeping airports open is ignored, and airports will not return once they are closed down.

State highways 13, 64 and 139 are threatened by potential oil shale facilities being developed. Conditions on these roadways are congested enough from the natural gas drilling industry that is active there. The potential for thousands of additional workers (for oil shale) to use these roadways would destroy the already strained facilities.

Prioritization Meeting

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
Northwest	3/22/07	Steamboat Springs, CO	Centennial Hall Crawford Room 124 10 th Street	10:00 am

Outcome

The Prioritization Meeting was held in Steamboat Springs on March 22, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre Forum Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 – Vision, Goals and Strategies to update priorities and identify additional needs.

Draft Statewide/Regional Plan Joint Outreach Meeting

The Draft 2035 Plan was released in July 2007, incorporating as appropriate all input from the public and decisions by the RPC. After a period of review, a Joint Public Outreach Meeting for Northwest TPR was held in Steamboat Springs on October 24, 2007 from 5:30 to 8:30 pm at the Howelsen Lodge. Approximately 50 people attended this meeting. The format of the meeting was an open house with boards presenting issues for the TPR and CDOT funding mechanisms. The purpose of the meeting was to solicit comments on the NWTPR 2035 Plan and the 2035 Statewide Transportation Plan. The meeting was held jointly with CDOT to also enable review of the draft Statewide Plan at that time. This approach was useful so that attendees could see the regional plan in context with other regions and the state as a whole.

Primary issues discussed at the meeting included:

- A controversial proposal for a bypass of the main part of Steamboat Springs via a new route that may cross potentially sensitive open space
- The increasingly heavy truck traffic associated with energy development and associated road condition and safety concerns; local governments have inadequate funding streams in place to mitigate the growth in traffic.
- The increasing role of public transportation in the resort areas and its ability to mitigate transportation demand

Invitations



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

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

Date: October 24, 2007
Place: Howelsen Lodge
Olympian Hall
845 Howelsen Pkwy
Steamboat Springs, CO
Time: 5:00pm - 8:00pm

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

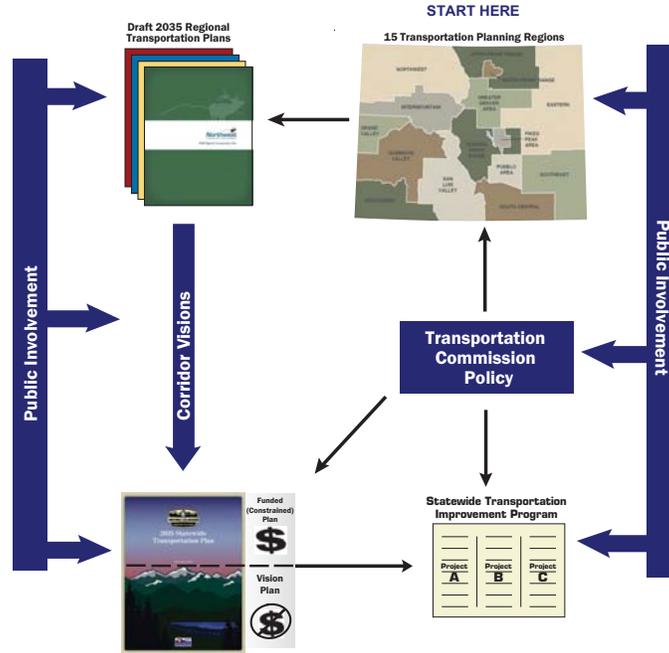
Special ADA Accommodations: Leah Ware (303) 757-9761

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

Presentation

2035 Regional and Statewide Planning Process

How Do Projects Get Funded?



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



Public Participation

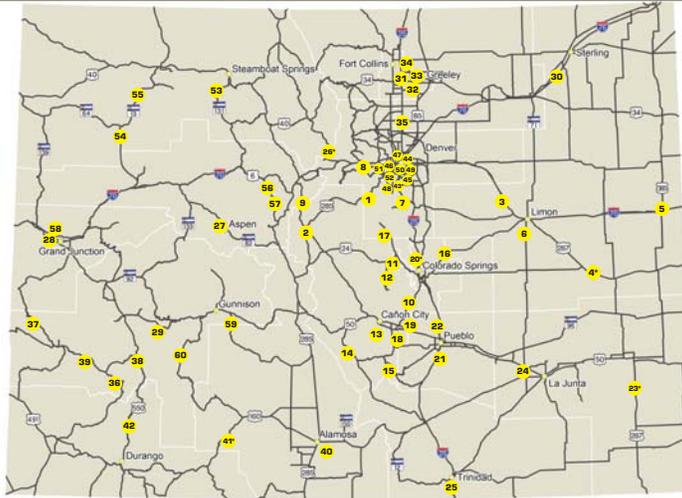
Participants	Input
<ul style="list-style-type: none"> Decision Makers: Such as Colorado Transportation Commission, State and Local Elected Officials, and Indian Tribal Governments The Public: All citizens of Colorado have an opportunity to review and comment on draft plans Stakeholders: Such as transportation 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



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 Planning Regions

* Statewide Transportation Advisory Committee (STAC) - comprised of representatives from each Transportation Planning Region to act in a liaison capacity for the Regional Planning Commissions as an advisory board to the Colorado Department of Transportation.

Recent Accomplishments

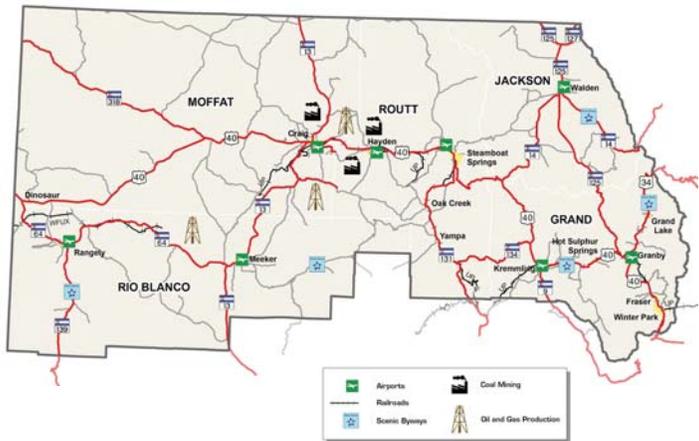


- Statewide Programs (not on map)**
- Strategic Transit Program - Senate Bill 97-1 (General Funds) for Strategic Transit-related Capital Improvements*
 - Safe Routes to School Program - Encourages Children K-8 to bike and walk to school
 - Scenic Byways - Trail of the Ancients and Colorado River Headwaters designated as National Scenic Byways
- US 265 Widening, Interchange, Drainage, Landscaping & Animal Crossing
 - SH 9 Sidewalk & Storm Drainage
 - 170 East Corridor Reconstruction
 - US 40/US 287 Portal to Plains Corridor - Bridge & Intersection*
 - US 40 & US 385 Corridors - Corridor Development and Management Plan & Asphalt Resurfacing
 - SH 21 Corridor - Bridge Replacement & Resurfacing
 - US 85 Corridor Construction Projects & Resurfacing
 - US 6 / SH 119 Corridor Improvements
 - SH 9 - New Bridge & Roundabout
 - SH 115 Paving/Climbing Lanes and Resurfacing
 - SH 24 / SH 67 Widening & Intersections
 - SH 67 Corridor Adapting Gaining Funds for ROW Investigations, Engineering & Construction Improvements
 - US 50 - Roundabout
 - SH 69 Guardrail & Median
 - SH 165 Guardrail & Median
 - US 24 Resurfacing
 - SH 67 Emergency Smile Reconstruction
 - SH 115 Widening & Paved/In/Volume Island
 - Fiber Optic Cable & SH 115 Variable Message Sign
 - CO3MX Project - I-25 Widening & Interchange/Bridge Improvements*
 - I-25 through Pueblo - Draft EB
 - I-25 North Pueblo Safety & Mobility Improvements
 - US 287 Portal to Plains Corridor Improvements*
 - US 50 Corridor Tier-1 EB Study
 - I-25 Reconstruction
 - US 40 Barnhead Pass Corridor Reconstruction*
 - SH 62 Mancos Creek Bridge Replacement
 - Riverside Parkway Aesthetic & Safety Improvements
 - US 50 Widening, Straightened Curves, Guardrails, & Safety Improvements
 - I-76 Corridor Reconstruction & Safety
 - 1450M Landscaping Program
 - US 34 Business Route EA
 - Park V. Risk Facilities Improvements
 - STEPUP Environmental Project for Transportation
 - I-25 North Corridor Improvements - Widening, Bridge Interchange
 - SH 145 Kayatone Hill Climbing Lane
 - SH 141 Unwin Curve Safety Improvements
 - SH 62 at Arniele Street (DR 6) Intersection Improvements
 - SH 145 Norwood Hill Driv Wall Repair
 - US 160 Alamosa / One-Way Plans
 - US 160 Wolf Creek Pass Widening*
 - US 550 Rockfall Mitigation Projects
 - I-25 Transportation Operational Project (TROP) - Widening & Light Rail*
 - FairTrade Transit Expansion
 - I-25 / US 88 / I-270 Interchange - Construction of Four Phases
 - I-25 Broadway Bridge Reconstruction
 - I-25 Express Lanes
 - C-470 Extension & Two New Interchange Ramps
 - I-70 Viaduct Interim Repairs
 - I-25 Valley Highway Final NEMA Clearance for I-25/Genta Rd Bridge Reconstruction & US 6/Federal and Bryant Interchange Modifications
 - I-70/SH 68 Interchange Improvements
 - Wadsworth Blvd (SH 121)/Grandview Ave Grade Separation Project
 - SH 101 Tampa River South Corridor Reconstruction
 - SH 13 Safety
 - SH 13 Bridge Replacement
 - US 24 Red Cliff Arch
 - US 24 Tennessee Pass Safety
 - I-70 Interchange Reconstruction & Roundabout
 - SH 114 Rock Scaling
 - SH 149 Hanson Creek Bridge

*1 Indicates Strategic Projects Program

Key Issues & Emerging Trends

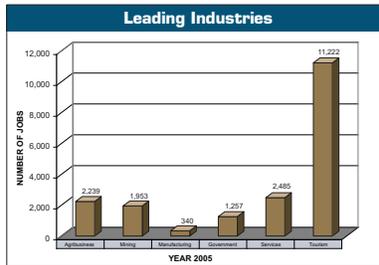
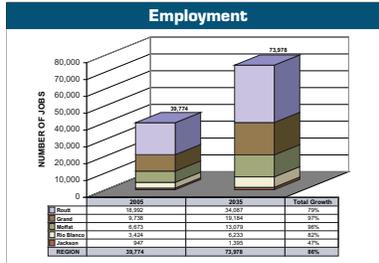
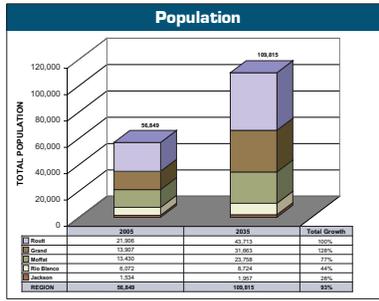
ENERGY DEVELOPMENT & POPULATION/EMPLOYMENT GROWTH BOOMING



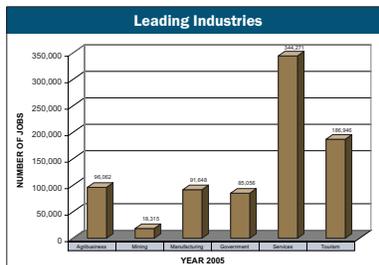
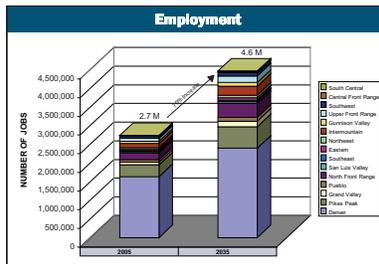
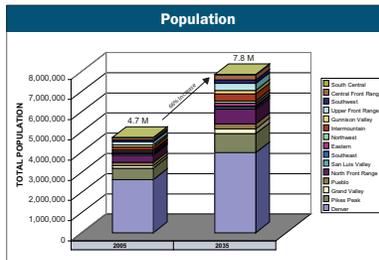
Growth	Energy Industry	System Preservation
<ul style="list-style-type: none"> Population and employment growth Traffic volume growth affects: <ul style="list-style-type: none"> Safety Congestion Maintenance Longer commutes to employment and service centers Recreational travel/tourism Growing interest in bus service Construction truck traffic 	<ul style="list-style-type: none"> Emerging energy extraction industry (trucks) impacts on roadways <ul style="list-style-type: none"> Safety Roadway conditions 	<ul style="list-style-type: none"> Bridges in poor condition must be maintained/replaced Accelerated wear and tear on roads due to heavy trucks Road closures due to natural disasters Wider shoulders, passing and climbing lanes on mountain roads
		<p>SH 12 Rio Blanco Brip</p>

Regional Socioeconomics

POPULATION AND EMPLOYMENT NEARLY DOUBLE BY 2035



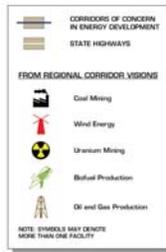
Statewide Socioeconomics



Economic Drivers

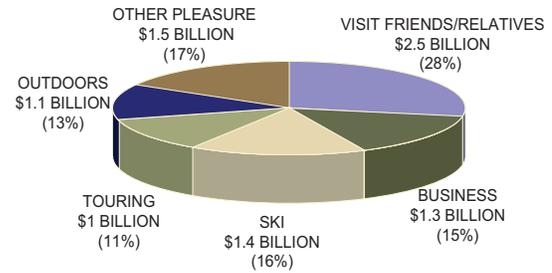
ENERGY AND TOURISM HELP SUPPORT COLORADO'S ECONOMY

ENERGY DEVELOPMENT



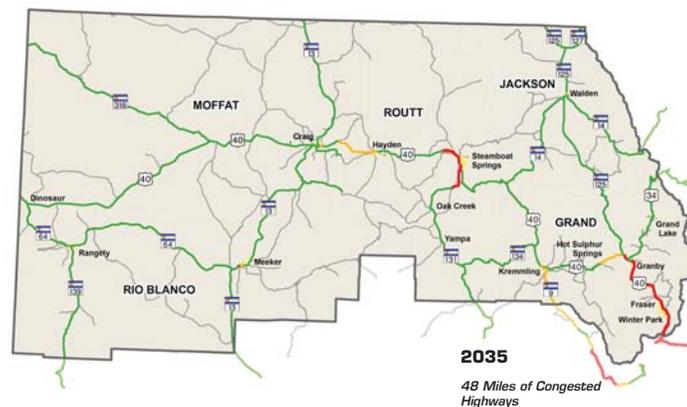
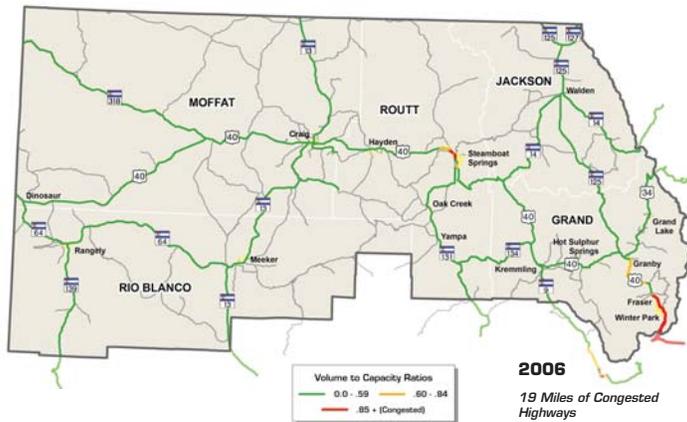
TOURISM

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



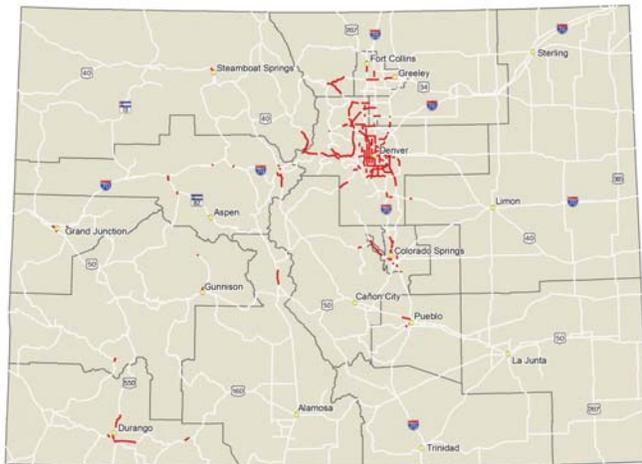
Traffic

CONGESTED HIGHWAY MILES INCREASE 150% BY 2035

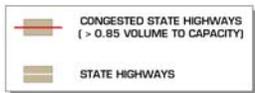


Statewide Congestion

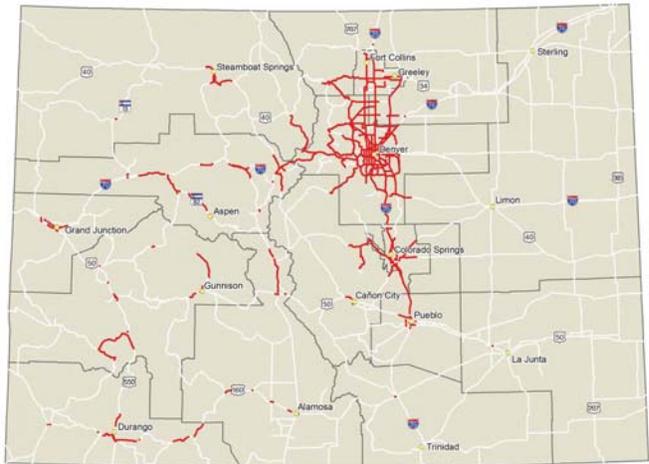
MILES OF CONGESTION INCREASES 300% BY 2035



2006



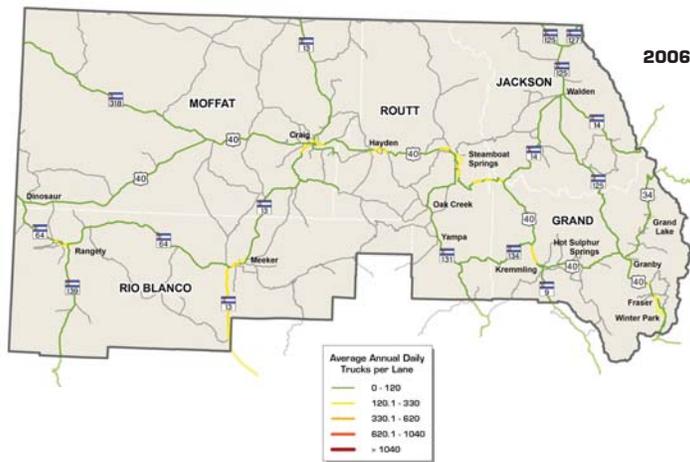
VEHICLE MILES TRAVELED ON STATE HIGHWAYS
 GROWING FASTER THAN POPULATION AND STATE
 HIGHWAY LANE MILES



2035

Truck Traffic

EXPANDS THROUGHOUT REGION BY 2035



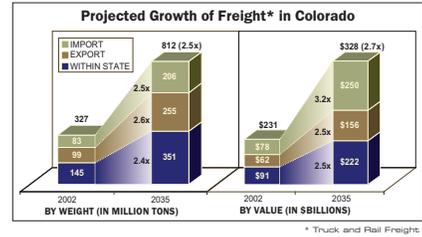
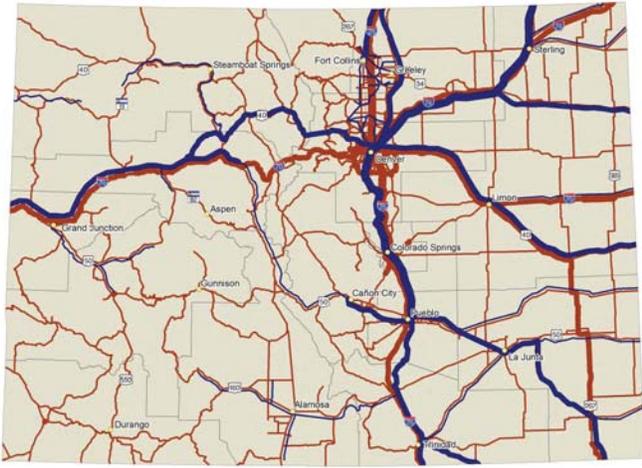
2006



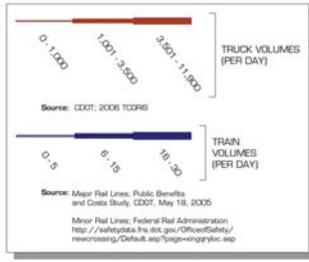
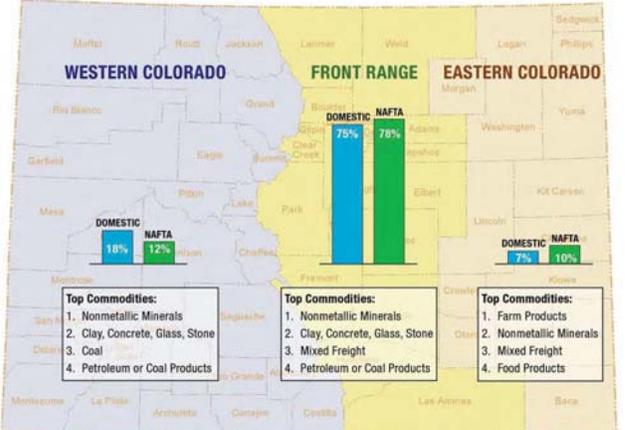
2035

Colorado Freight Corridors

FREIGHT DOUBLES IN WEIGHT AND VALUE BY 2035



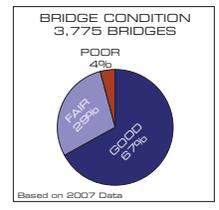
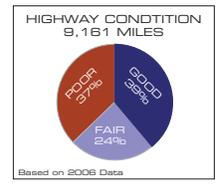
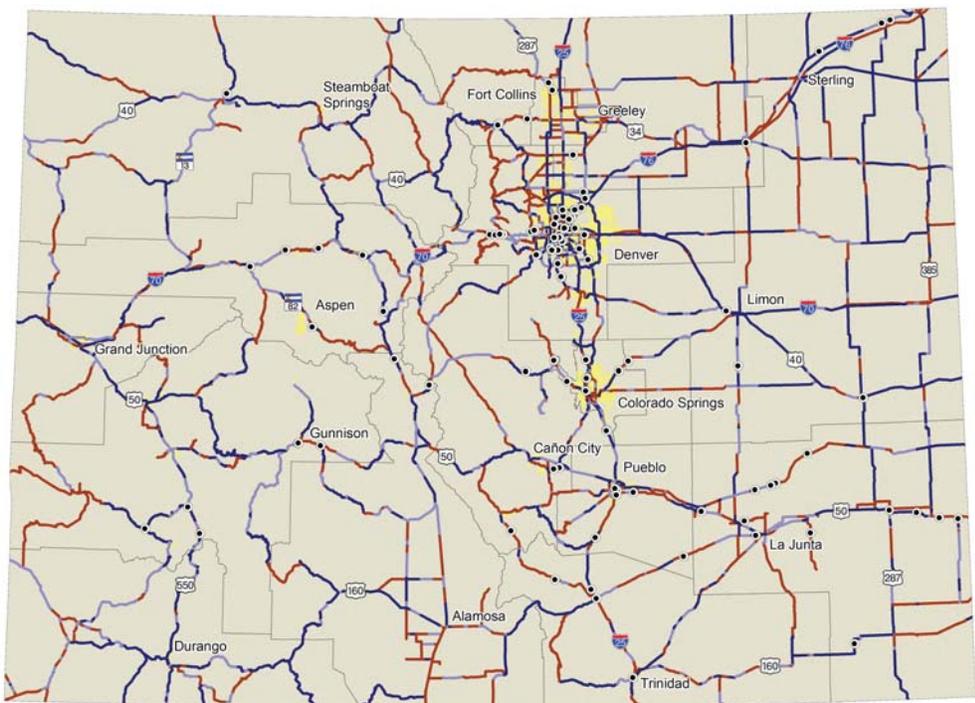
Regional Freight Characteristics: Percentage of Total Freight by Weight



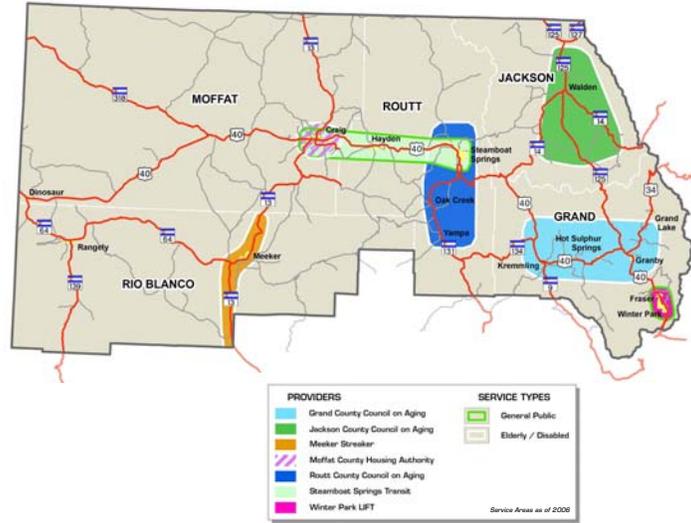
Source: 2004 TRANSEARCH Database, Global Insights
 * Domestic: Freight originates, terminates, or is intermodal to Colorado
 * NAFTA (North American Free Trade Agreement): Freight originates or terminates in Mexico or Canada and originates or terminates in Colorado
 * Does not include Pass-Through Freight

Service Conditions

HIGHWAY AND BRIDGE

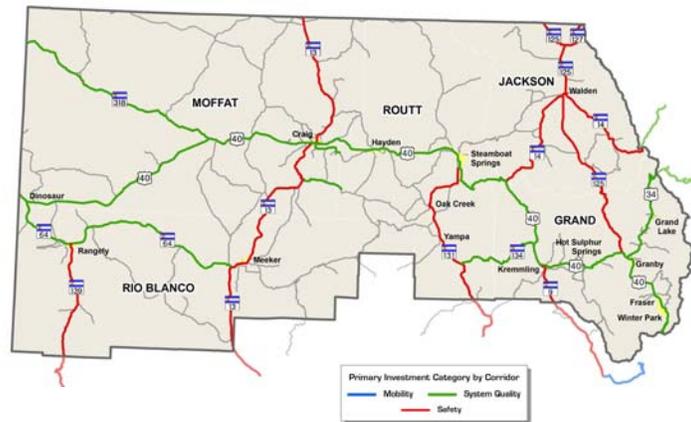


Transit



Provider	Type Service	Fleet (2006)	Annual Ridership (2006)	Annual Budget (2006)
Grand County Council on Aging	Demand-Response	Three vans	13,205	\$56,300
Jackson County Council on Aging	Modified Fixed-Route Demand-Response	One van (11-passenger)	Not Available	\$13,500
Meeker Streeker/Pioneers Hospital	Route Deviation Demand-Response	Two vans	2,950	\$34,250
Moffat County Housing Authority	Demand-Response	One small bus (13-passenger)	11,800	\$52,000
Routt County Council on Aging	Demand-Response	Three vans	10,788	\$47,000
Steamboat Springs Transit	Fixed-Route (local and regional service) Paratransit	20 buses 3 vans	960,315	\$2,109,518
Winter Park LIFT	Fixed Route	43 buses 1 van	1,000,020	\$951,100

Vision Plan
WHAT WE NEED

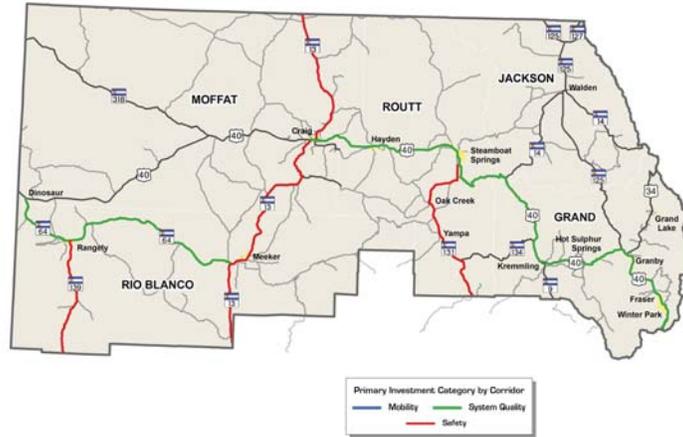


Corridor	Description	Total Cost 2008 Dollars (\$000)			2035	
		Highway	Transit	Aviation	Primary Investment Category	Priority
TPR Pool	Region 3 Shoulder Improvements	see Constrained Plan			System Quality	High
TPR Pool	Region 3 Engineering Studies & Environmental Compliance	see Constrained Plan			System Quality	High
TPR Pool	Community Based Transit		\$237,815		Mobility	High
SH 13	Rifle North to Wyoming Border	\$86,945	\$605	\$29,378	Safety	High
US 40 E	West of Craig East to Empire/I-70	\$340,477	\$59,592	\$159,434	System Quality	High
US 40 W	Utah Border to West of Craig	*	-	-	System Quality	High
SH 64	Dinosaur to Meeker	\$20,948	\$605	\$36,268	System Quality	High
SH 139	Loma North to Rangely	\$27,930	-	-	Safety	High
SH 9	I-70 North to Kremmling	\$30,723	-	-	Safety	High
SH 131	Wolcott North to Steamboat Springs/US 40	\$90,736	\$1,180	-	Safety	High
SH 14	US 40 to County Line	\$60,848	\$663	-	Safety	Medium
US 34	North of Granby to Estes Park	*	-	-	System Quality	Medium
SH 125	North of Granby to the Wyoming Border	-	\$663	\$6,402	Safety	Medium
SH 127	Northeast of Walden to the Wyoming Border	-	-	-	Safety	Medium
SH 134	Gore Pass, US 40 to SH 131	\$20,948	-	-	System Quality	Medium
SH 317 A	Hamilton to Pagoda	*	-	-	System Quality	Medium
SH 318	Utah Border to the Junction with US 40	\$119,700	-	-	System Quality	Medium
SH 394	Craig to CR 30	*	-	-	System Quality	Medium
		Sub-Total	\$779,255	\$301,123	\$231,482	
		TOTAL	\$1,311,860			

*Vision cost undetermined

Constrained Plan

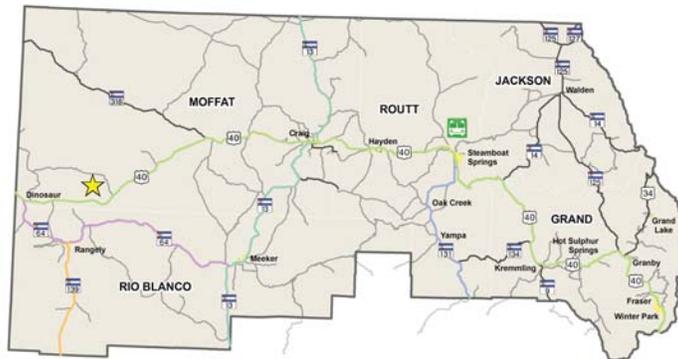
WHAT WE CAN AFFORD



Corridor	Description	Primary Investment Category	Region RPP%	2035 Constrained Total (\$000)				
				Highway	Transit	Aviation	Total	
TPR Pool	Region 3 Shoulder Improvements	System Quality	10%	\$2,348			\$2,348	
TPR Pool	Region 3 Engineering Studies and Environmental Compliance	System Quality	5%	\$1,174			\$1,174	
TPR Pool	Community Based Transit				\$172,003		\$172,003	
SH 13	Rifle North to Wyoming Border	Safety	25%	\$5,869			\$6,338	
US 40 E	West of Craig East to Empire/I-70	System Quality	12%	\$2,817		\$84,500	\$86,378	
SH 64	Dinosaur to Meeker	System Quality	8%	\$1,878		\$11,500	\$13,378	
SH 125	North of Granby to Wyoming Border	Safety				\$1,250	\$1,250	
SH 139	Loma North to Rangely	Safety	1%	\$235			\$235	
SH 131	Wolcott North to Steamboat Springs/US 40	Safety	39%	\$9,155		\$11,500	\$21,124	
TOTAL				100%	\$23,475	\$172,003	\$108,750	\$304,228

Midterm Implementation Strategies

ENERGY DEVELOPMENT, GROWTH, & TOURISM DRIVE MIDTERM NEEDS



Corridor	Major Issues	Selected Strategies
★ Regional Hotspot	Regional energy development affects all corridors in western area	<ul style="list-style-type: none"> Strategies to address regional hotspots identified at the individual corridor level, below
🚆 Transit	<ul style="list-style-type: none"> Resort and recreation activities Commuting Visitor intraregional transportation 	<ul style="list-style-type: none"> Enhanced local/regional/interregional transit
SH 13 Rifle North to Wyoming Border	<ul style="list-style-type: none"> Increased heavy truck traffic due to energy extraction activities Increased passenger traffic Highway needs adequate passing lanes and shoulders 	<ul style="list-style-type: none"> Add auxiliary lanes (passing, turn, accel/decel) Construct shoulders Construct intersection improvements Expand transit service
US 40 West of Craig East to Empire/I-70	<ul style="list-style-type: none"> Traffic congestion in local communities Increased heavy truck traffic due to energy extraction activities Increased passenger traffic High demand for seasonal transportation 	<ul style="list-style-type: none"> Construct intersection improvements Expand transit service Construct shoulders Add auxiliary lanes (passing, turn, accel/decel) Implement land use planning and access management
SH 64 Dinosaur to Meeker	<ul style="list-style-type: none"> Increased heavy truck traffic due energy extraction activities Increased passenger and freight traffic Highway needs adequate passing lanes and shoulders 	<ul style="list-style-type: none"> Add auxiliary lanes (passing, turn, accel/decel) Construct shoulders Construct intersection improvements
SH 131 Wolcott North to Steamboat Springs	<ul style="list-style-type: none"> Increase in heavy truck traffic due energy extraction activities Substantial increase in freight traffic High demand for seasonal transportation 	<ul style="list-style-type: none"> Expand transit service Construct shoulders Add auxiliary lanes (passing, turn, accel/decel) Implement land use planning and access management
SH 139 Loma North to Rangely	<ul style="list-style-type: none"> Increase in heavy truck traffic due energy extraction activities Substantial increase in freight traffic Highway does not have adequate passing lanes or shoulders 	<ul style="list-style-type: none"> Add auxiliary lanes (passing, turn, accel/decel) Construct shoulders Construct intersection improvements

Corridor Visions & Environmental Coordination

RESPONDING TO KEY ISSUES & EMERGING TRENDS



- Top 10 Corridor Vision Strategies from Regional Transportation Plans***
- Construct auxiliary lanes (passing, turn, accel/decel)
 - Add/improve shoulders
 - Construct intersection/interchange improvements
 - Add surface treatments/overlays
 - Provide and expand transit bus and rail services
 - Improve geometrics
 - Provide bicycle/pedestrian facilities
 - Add general purpose lanes
 - Improve traffic hotspots
 - Consolidate or limit access and develop access management plans

*Strategies for Pikes Peak Area Council of Governments, Pueblo Area Council of Governments, and Denver Regional Council of Governments drawn from the 2030 Regional Transportation Plans

CDOT's Environmental Stewardship Ethic

"CDOT will support and enhance efforts to protect the environment and quality of life for all of Colorado's citizens in the pursuit of providing the best transportation systems and services possible."

- Issues and Activities**
- Environmental Stewardship Activities**
- Shortgrass Plains Initiative mitigates impacts in Eastern Colorado and preserves 50,000 acres of shortgrass habitat.
 - Linking Colorado's Landscape Program identifies significant wildlife crossing areas throughout Colorado.
- Equity**
- CDOT ensures minority and low-income communities do not suffer a disproportionate share of environmental consequences from transportation-related activities.
 - CDOT monitors system performance on state highways to ensure transportation services and facilities are provided equitably in all communities.
- Global Warming**
- Need to increase use of transit, alternative modes and alternative fuels that use less energy and are less reliant on fossil fuels to decrease Colorado's contribution to global warming.
 - Need to partner with businesses and consumers to pursue policies that reduce related carbon emissions.

Performance of the Statewide System

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

Estimated 2035 State Highway System Performance Outcomes

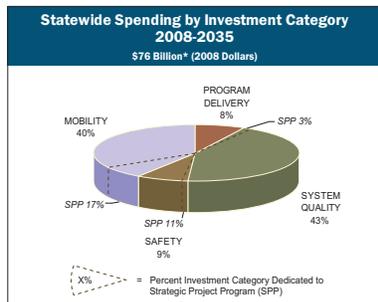
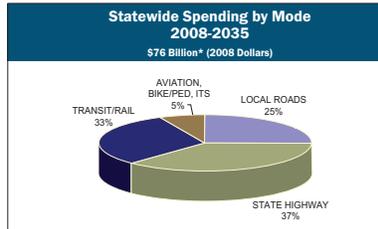
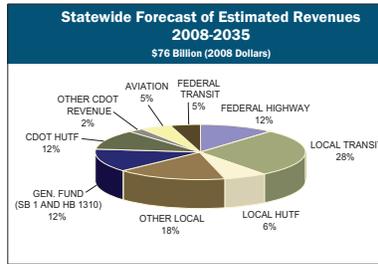
INVESTMENT SCENARIO	Forecast Revenue	Cost to Sustain Current Performance	Cost to Accomplish Vision
TOTAL INVESTMENT* (2008 Dollars in Billions)			\$123B
CDOT Highway Funds Only	\$28B	\$64B	
PERFORMANCE MEASURE			
Congestion** (Average minutes of daily delay per traveler in congested corridors)	70	22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

**Congestion is one component of the mobility investment category

Estimated 2035 Local Roadway, Transit / Rail and Aviation System Performance Outcomes

INVESTMENT SCENARIO	Forecast Revenue	Cost to Sustain Current Performance	Cost to Accomplish Vision
TOTAL INVESTMENT* (2008 Dollars in Billions)	\$48B	\$75B	>\$104B
Aviation General State of the System		\$48B	Improved \$48B
Transit / Rail Percent of Demand Met	\$48B	\$28B	Improved \$98B
Local Roadway General State of the System	\$28B	\$43B	Improved \$43B+

Statewide Existing Revenue and Spending



*MPO dollars based on 2030 plans

What Will the Future Be?

CDOT is working to stretch available dollars to maintain the transportation system. Revenues are not keeping pace with projected growth, rising costs, and an aging infrastructure. While transportation investment comes with a hefty price tag, the cost of not investing is even higher.

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

Estimated 2035 Funding Gap by Investment Scenario

INVESTMENT SCENARIO	Forecast Revenue (Funded Plan)	Cost to Sustain Current Performance	Cost to Accomplish Vision
TOTAL INVESTMENT (2008 Dollars in Billions)	\$76B	\$139B	\$227B
Unfunded Gap		\$63B	\$151B
Forecast Revenue	\$76B	\$76B	\$76B

Estimated 2035 Funding Gap By Mode

Mode	Forecast v. Sustain			Forecast v. Vision	
	Forecast	Sustain	Gap	Forecast	Vision
Aviation	\$4	\$4	NA	\$4	\$2
Local Roadway	\$19	\$3	\$24	\$19	>\$19
State Highway	\$29	\$4	\$33	\$29	>\$29
Transit/Rail	\$25	\$20	\$5	\$25	\$30
State Transportation System (Total)	\$76	\$139	\$63	\$76	>\$227

Midterm Implementation Strategy - Overview

- Need to make tough choices to stretch dollars by refocusing investments for only the most critical purposes, significant corridors, lowering performance standards, or combination of the three.
- Consider measures that refocus funding in programs such as maintenance, bridge and surface treatment.
- Need to develop improved tools to aid the Transportation Commission in analyzing and making the best trade-offs when establishing funding priorities. These trade-offs could include establishing priority roadways based on criteria such as roadway usage, truck traffic, system connectivity or lifeline routes to communities.

What the Investment Level Will Buy in 2035



Forecast Revenue Projections

Current revenue projections of \$76 billion from 2008 to 2035 are not enough to maintain the transportation system's current quality and performance levels.

- Average daily driver delay on congested corridors will increase from 22 minutes to nearly 70 minutes in 2035.
- Roadway surfaces in the state highway system with a good/fair rating condition will fall from 60% to 25% in 2035.
- Of the State's 3,775 bridges, currently 94% are rated good/fair, that is expected to decrease to 60% in 2035.
- System maintenance will fall from today's grade of "B" to a failing grade of "F" in 2035. Examples of maintenance include: mowing within the right-of-way and minor roadway repair such as potholes, ruts, etc.
- The statewide fatal crash rate will improve to 1.24 fatal crashes per 100 million vehicle miles traveled in 2035.
- Less than half of the estimated demand for public transit will be met in 2035.



Revenues to Sustain Current Conditions

In order to sustain the transportation system at the current performance levels, an estimated \$139 billion (\$63 billion beyond currently forecasted revenues) is needed through 2035.

- Average daily driver delay on congested corridors will remain at 22 minutes.
- Roadway surfaces of the state highway system with a good/fair condition rating will remain at 60%.
- The number of state-owned bridges in good/fair condition will remain at 94%.
- System maintenance will be sustained at a "B" grade.
- The statewide fatal crash rate will improve to 1.00 fatal crashes per 100 million vehicle miles traveled in 2035.
- Service levels for aviation, transit and local roads would be sustained at current performance levels.



Revenues to Implement Corridor Visions

Accomplishing the corridor visions would require a total of \$227 billion, nearly three times the currently forecasted revenues.

- Even with the significant growth in population, average daily driver delay on congested corridors will remain at 22 minutes.
- Roadway surfaces on the state highway system with a good/fair rating condition will improve to 75%.
- The number of state-owned bridges in good/fair condition will improve to 100%.
- System maintenance will be sustained at a "B" grade.
- The statewide fatal crash rate will improve to 1.00 fatal crashes per 100 million vehicle miles traveled in 2035.
- Significant improvements will be achieved for transit, rail, aviation, and local roadways.
- Regional priorities in vision plans such as adding shoulders, improving intersections, and widening roads, could move forward.

Public Comments

Written comments were received suggesting specific road maintenance, speed limit, and traffic operation changes.

Speed limits are reevaluated when a change recommended by the Region Traffic and Safety Engineer, and this request must go through local officials. Appropriate CDOT personnel will be notified of the traffic signal issue for investigation and the rumble strip concern for consideration during the next resurfacing design phase.

Comments received at that meeting have been incorporated, as appropriate, in the final plan prior to its adoption by the RPC in January 2008.