

Appendix A – Public Involvement

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Regional Transportation Plan Outreach Process

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

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

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

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

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

Four primary events were scheduled to provide this opportunity:

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

Pre Forum Meeting

Purpose

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

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

Format

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

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

Schedule

TPR	Date	Location	Address	Time
Southwest	August10	Durango	CDOT Maintenance Training Room	10 a.m.

Pre Forum Information Request Letter



Date: July 11, 2006

From: Ed Hocker, URS

To: Southwest Regional Planning Commission

Re: 2035 Regional Transportation Plan Information Request

In order to facilitate all of our time at the TPR meeting on August 10, it would be helpful for you to come prepared with some information and topics of discussion. Our major focus at this point in the planning process is to identify basic information about the TPR and develop materials for use at the Regional Transportation Forum, our major point of public input. We will discuss the schedule, goals, and products in more detail at the meeting. Thank you for your participation in this important process.

- Help us identify major trends in:
 - Local/Regional Economy
 - Commuting patterns
 - Major Traffic Generators
 - Resource development
 - Transportation issues
 - System Connectivity
 - Congestion
 - Long Term Needs
 - Population growth
 - Recreation/Tourism Issues
 - Multimodal Issues

- Transportation Forum meeting date and location (late Sept to mid Oct)

- Who to invite? (names/addresses/phone numbers)
 - Elected Officials
 - Major Employers or Business Owners
 - Other Community Leaders
 - Community Planners
 - Transportation Professionals
 - Major Shippers
 - Commercial or Residential Developers
 - General Public
 - Transit Providers
 - Airport Operators
 - Cycling Interests
 - Rail Contacts or Interests
 - Environmental Groups

Pre Forum Notes

**Southwest TPR
Durango, CO
August 10, 2006**

Attendance (12)

Key Issues for Southwest Region

- Development of Coal Bed Methane (CBM)
- North-South Corridor limits – Congestion
- Roads that are not suited for multiple uses (lack of bike lanes)
- Limited Roadway alternatives – Geography challenge
- Affordable transportation for low income/elderly
- County development effects on City streets
- Safety
- Potential New Casino off SH172
- Natural Gas (Dolores County)
- Animal – Vehicle Collisions (Durango to Bayfield)
- Environmental impacts from transportation

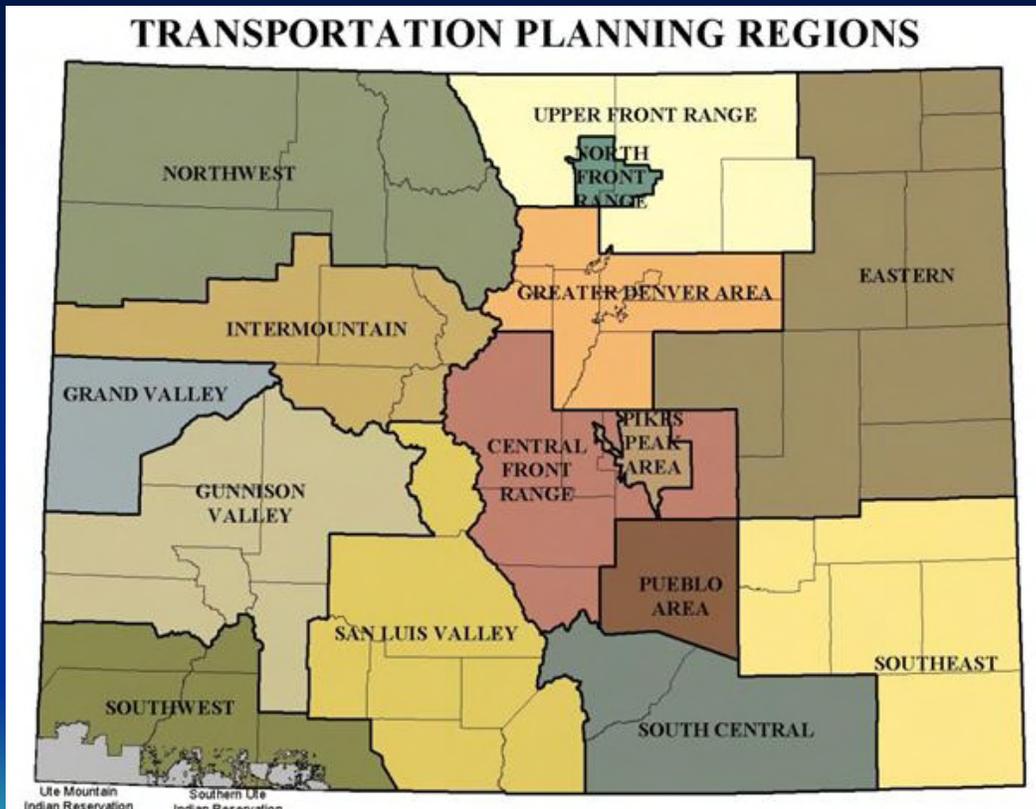
Population growth

- Health care
- 2nd homes / affordable housing
- Telecommunication
- Wildfire
- Tourism

Pre Forum Presentation

2035 Transportation Plan Update

Southwest TPR
August 10, 2006



Why Now?

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

Goals

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

Purpose

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

Schedule

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

Major Components

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

Transit Component

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

Regional Transportation Forum

- October 4
- Purpose – public input
- Concept
 - ❑ Review summarized system data
 - ❑ Review CDOT expenditures in TPR
 - ❑ Discussion - Interactive / general priorities
 - corridor / mode / safety / capacity / surface
 - ❑ Implementation Strategy

Regional Transportation Forum

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

2030 Corridor Priorities

HIGH

MEDIUM

LOW

TPR	Region 5 Intersection Improvements
US 160	Mobility
US 550	Mobility
SH 491 A	Safety
SH 140	Mobility
SH 84	Safety
SH 491 B	System Quality
SH 141	System Quality
SH 172	System Quality
SH 145	System Quality
SH 151	Safety
SH 41	Safety
SH 3	Safety
SH 184	Safety
SH 110	System Quality

2030 Constrained Plan

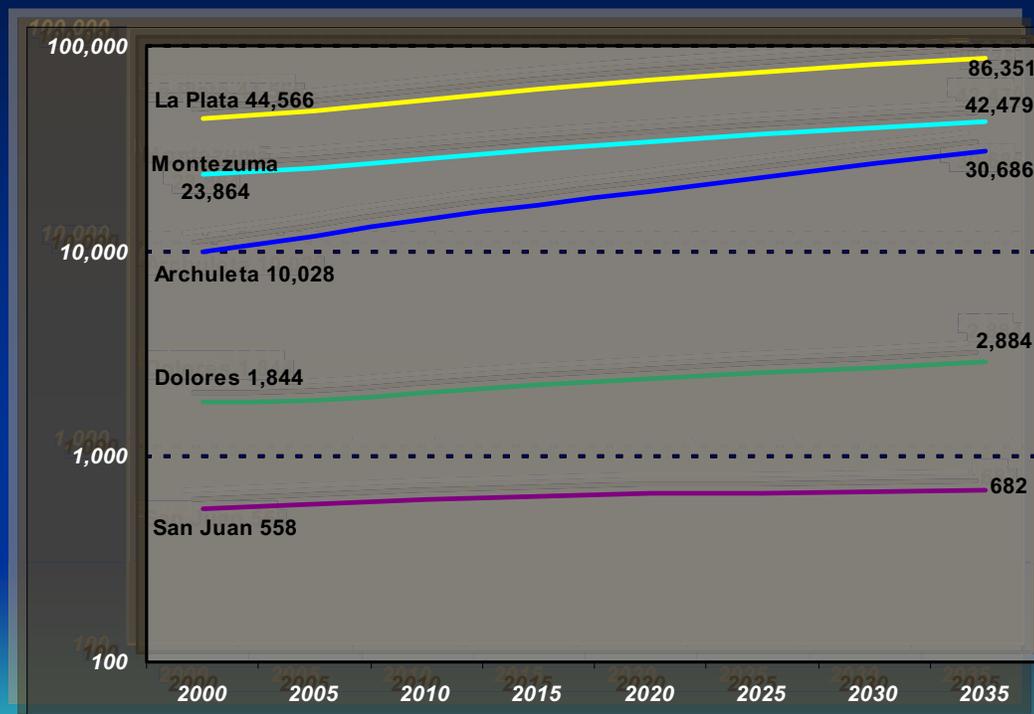
US 160	Florida R. to east of Bayfield 4-Lane - Intersection Improvements - Access	\$ 5.9 M
SH 491	Jct US 160 to south of Cortez 4-Lane – Shoulders - Auxiliary Lanes	\$ 4.3 M
US 160	Turkey Springs east & west Safety - Intersection Improvements	\$ 3.2 M
Transit	Capital / Operating (includes local funds)	\$ 86.9 M
Aviation	Facility Upgrades and Rehabilitation	\$ 28.8 M

Issues Discussion

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

15

Population Growth



16

Other Issues ?

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

Regional Transportation Forum

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

Contacts

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edward_hocker@urscorp.com
- **Caroline Ekberg, URS Deputy Lead**
719-268-7422
caroline_ekberg@urscorp.com
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719-633-2868
ATStoddard@lscs.com
- **Laurie Blanz, CDOT Region 5**
970-385-1435
Laurie.blanz@dot.state.co.us
- **Rob Vinton, CDOT / DTD**
303-512-4235
Rob.vinton@dot.state.co.us

Thank You!
See you Oct 4

Regional Transportation Forums

Purpose

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

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

The primary purposes of the meeting included:

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

Schedule

TPR	Date	Location	Address	Time
Southwest	Oct. 4, 2006	Durango	Mercy Regional Medical Center 1010 Three Springs Blvd	5m - 8m

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

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

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

Press Release

Southwest Newspaper Contacts

Durango Herald
Four Corner's Broadcasting (radio)
KSUT – Public Radio
Pine River Times
Southern Ute Drum
Pagosa Sun
Durango Telegraph
Rico Bugle
Silverton Standard
Dolores Star
Cortez Journal
Four Corner's Business Journal

Press Release

2035 Southwest

Regional Transportation Forum

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

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

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

Changes in Population/Employment

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

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

Wednesday, October 4, 2006
Mercy Regional Medical Center Conference Room
1010 Three Springs Blvd.
Durango, CO

Transportation Forum: 5:00pm-8:00pm

Any questions please contact:

Ed Hocker

Email: ed_hocker@urscorp.com

Mail: URS Corporation

9960 Federal Drive, Suite 300

Colorado Springs, CO 80921

Phone: 719.533.7858

Information Letter

August 17, 2006

Dear Stakeholder:

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

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

As part of the process, the Southwest Regional Planning Commission has scheduled a **Regional Transportation Forum on October 4, 2006 from 5pm-8pm at Mercy Regional Medical Center Conference Room located at 1010 Three Springs Blvd., Durango.** Look for more information about the Forum in the coming weeks. 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 Southwest 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
- Recreation/Tourism Industry
- 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 22, 2006 so we have sufficient time to prepare for the September Regional Transportation Forum.

Email: edward_hocker@urscorp.com

Mail: Ed Hocker

URS Corporation

9960 Federal Drive

Colorado Springs, CO 80921

Phone: 719-533-7858

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

Sincerely,

Laura Lewis

Economic Development District of Southwest Colorado

Regional Forum Invitation

2035 Southwest 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 Southwest Transportation Planning Region.

- ✓ Take an interactive poll about regional issues
- ✓ How does natural gas affect transportation?
- ✓ What are the costs of transportation?
- ✓ Are some people underserved by transportation?
- ✓ How does recreational/tourism activities affect transportation?
- ✓ What are the impacts from second home development?
- ✓ What are your priorities for transportation improvements?

Hosted by your Regional Transportation Planning Commission

When: October 4, 2006

Time: 5:00pm-8:00pm

Location: Mercy Regional Medical
Center Conference Room

Address: 1010 Three Springs Blvd
Durango, CO

Refreshments will be served.

ADA Accessible

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

Forum Presentation

2035 Regional Transportation Forum

Time for Teamwork



2030 Plan Overview

- Top Issues
 - **Regional Growth**
 - La Plata and Archuleta Counties
 - **Mobility/Congestion**
 - US 160
 - US 550
 - **Safety Improvements**
 - SH 491A
 - SH 84
 - **System Quality**
 - Region 5 intersection improvements
 - SH 140 – shoulders
 - **Public Transportation**
 - Local service improvements
 - Intercity bus
 - **Aviation**
 - Durango and Pagosa

SW Corridor Priorities 2030 Plan

CORRIDOR PRIORITIES 2030 PLAN

- Low
- Medium
- High



Over \$104 Million!

Accomplishments Major Projects 2005 - 2009

- Highway Construction
- Bridge
- Safety
- Federal Lands
- Transit / CMAQ
- Aviation
- Enhancement



Congestion 2005

VOLUME TO CAPACITY (V/C RATIO)

Year 2005 Data



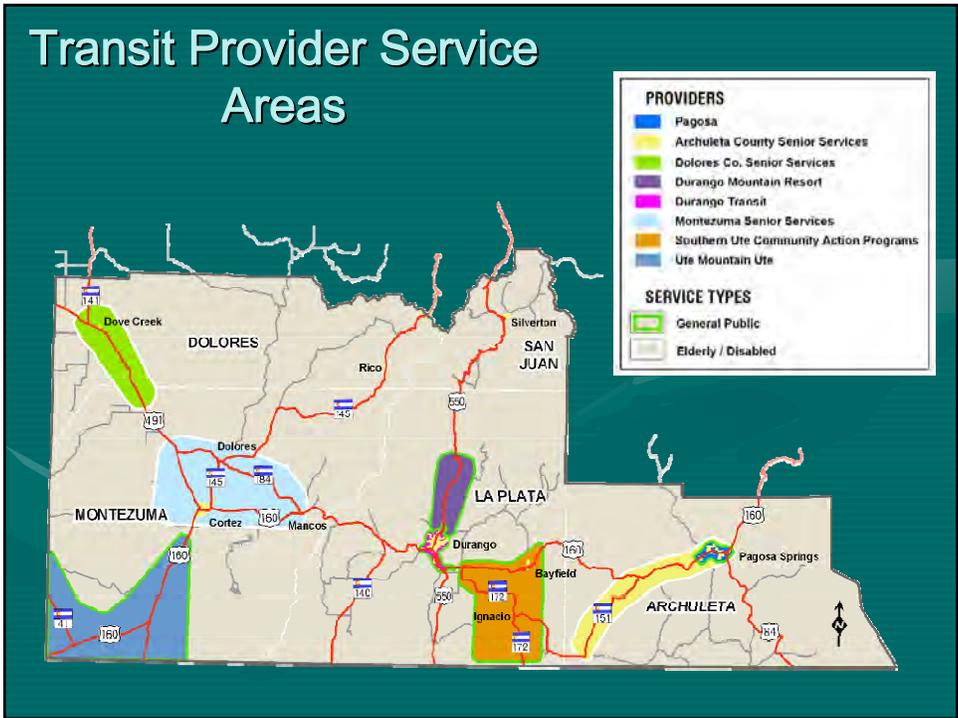
Congestion 2035

VOLUME TO CAPACITY (V/C RATIO)

Year 2035 Data

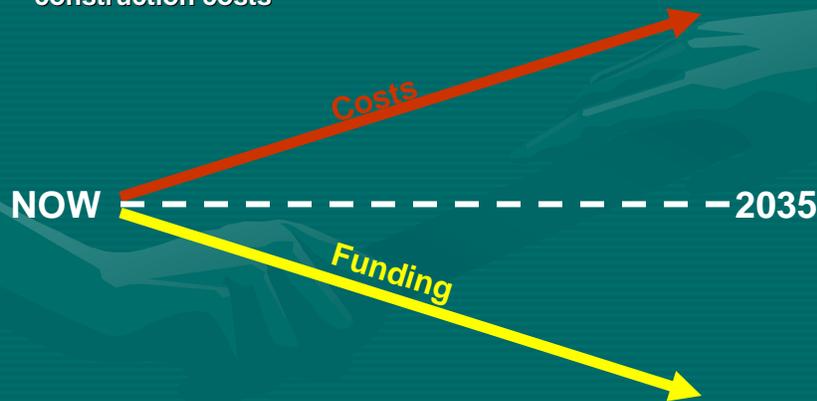


Transit Provider Service Areas



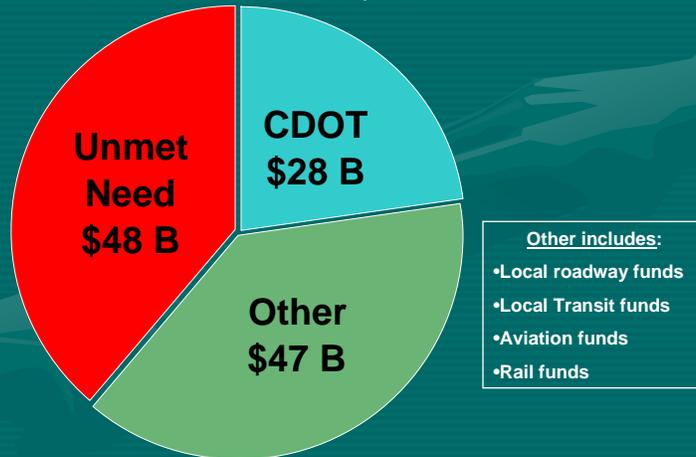
Costs Are Up / Funding is Down

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



Cost to Sustain Existing System & Services 2030 Statewide Plan

Statewide Total Need \$123 B



Allocating Limited Resources

Here is the problem: The TPR has a total need of \$2.5 B.* You have an estimated 30-year transportation budget of \$400 M for the TPR. Where are your priorities?

Program Area	Needs *	Allocation
Congestion	\$ 1,632 M	\$?
Safety	\$ 569 M	\$?
Existing System Highway Reconstruction / Bridge Repair / Resurfacing	\$ 114 M	\$?
Alternative Modes	\$ 171 M	\$?
Total	\$2.5 B	\$400 M

* 2030 Preferred Plan

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

Forum Meeting Minutes

Meeting Minutes
Southwest Regional Transportation Forum
October 4, 2006 @ 5:00pm
1010 Three Springs Blvd in Durango, CO

The 2035 Southwest Regional Transportation Forum was conducted on October 4, 2006 in Durango. Thirty five people attended from the public, along with three representatives from CDOT, one representative from FHWA, and three consultants.

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

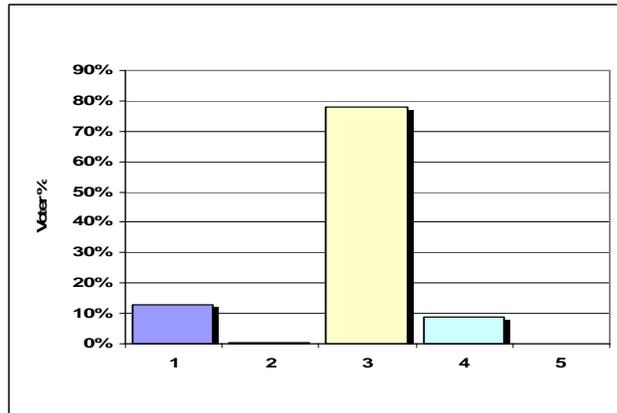
The presentation began with a welcome from Ed Hocker of URS – the consultant project manager. Mr. Hocker explained that the purpose of the meeting was to solicit information from attendees regarding their issues and concerns, along with priorities for transportation in the SWTPR. A map of the SWTPR was presented, along with a description of the TPRs throughout Colorado. Mr. Hocker explained that the update process is in response to future funding scenarios (which are expected to be substantially limited), focus on regional trends, develop a near term implementation strategy and meet federal requirements for the 2009 State Transportation Improvement Program (STIP).

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

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

In what County do you live?

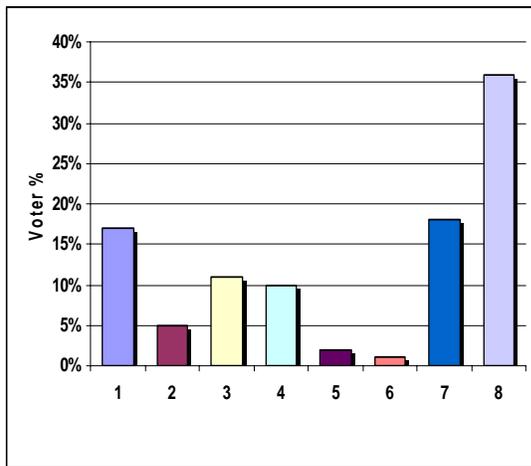
1. Archuleta
2. Dolores
3. La Plata
4. Montezuma
5. San Juan



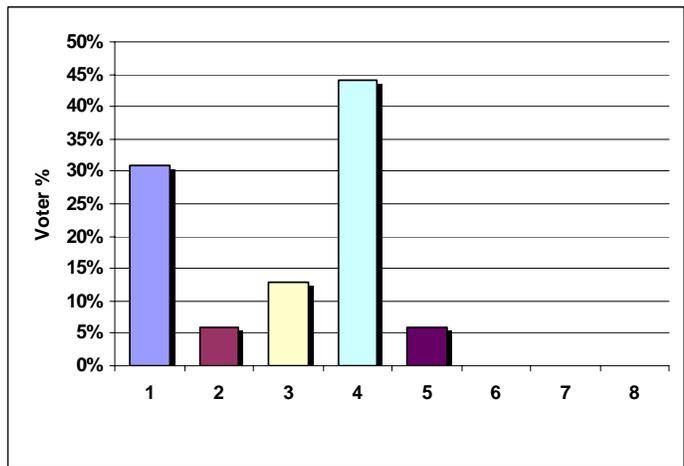
Forum Audience Results

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

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



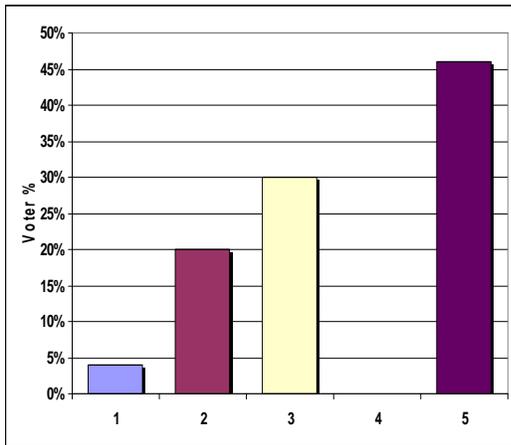
Phone Survey Results



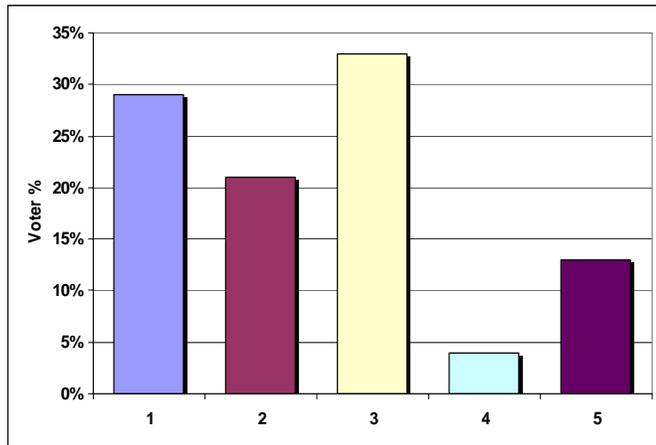
Forum Audience Results

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

- 1. Traffic congestion 4%
- 2. Public transportation 20%
- 3. Road maintenance and repair 30%
- 4. Construction delays 0%
- 5. Other 46%



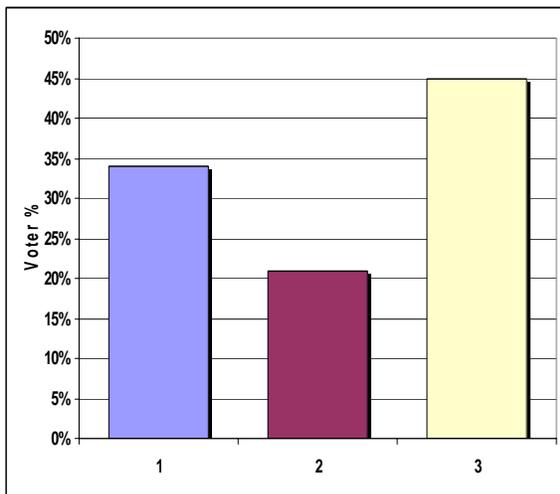
Phone Survey Results



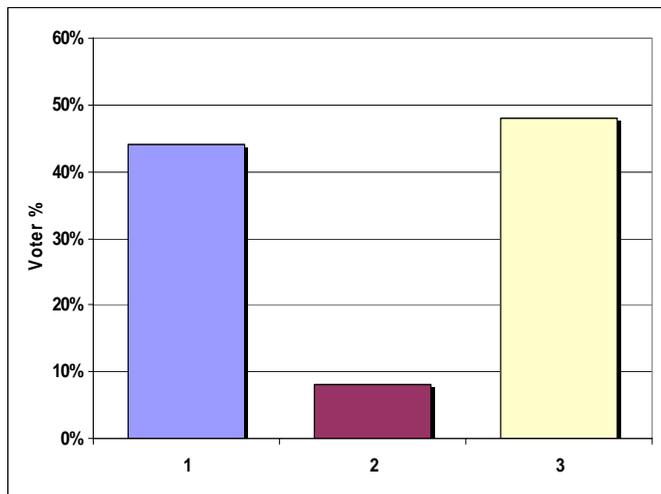
Forum Audience Results

Which of these transportation needs should get the highest priority?

- 1. Maintain and repair the transportation system 33%
- 2. Improve safety? 21%
- 3. Provide travel options that relieve congestion 44%



Phone Survey Results



Forum Audience Results

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

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

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

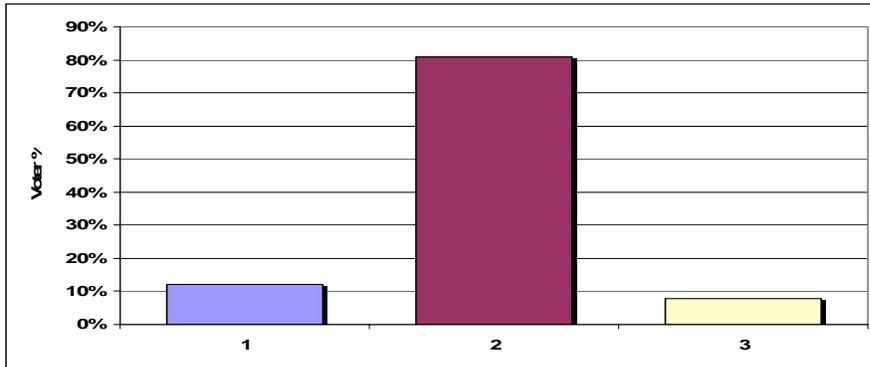
The polling of attendees about their perceptions of trends and issues within the TPR was then continued. Comments and other discussion raised during this phase of the polling process are listed under the questions associated with specific issues, followed by the polling results

The effects of growth in 2nd homes and associated real estate prices is:

1. Good for the regional economy
2. Has caused a lack of nearby affordable housing and longer commute distances
3. Has no observable effect on transportation

Audience Discussion:

- Region 9 just completed a study of 2nd home ownership in the region. The percentages of 2nd homes in Archuleta County – 60%; La Plata County 29%; Montezuma County 21%; San Juan County 83%. The study is available at [www. Scan.org](http://www.Scan.org).
- Median home prices went up 22 % last year.
- The question led to a discussion of what kind of economy is appropriate for the region. Should the economy be based on tourism, manufacturing?
- While the audience was in consensus that there should be a ‘None of the above’ answer, they did agree that this issue does have a significant effect on transportation.

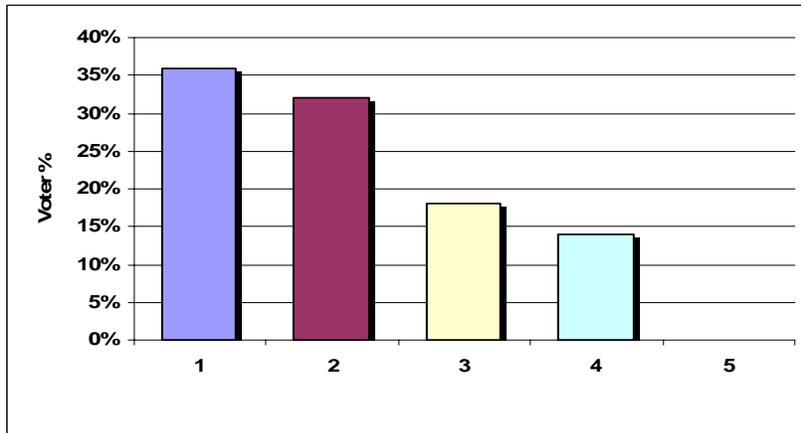


Forum Audience Results

Transportation to accommodate seasonal tourism should focus on:

1. Local arterial improvements
2. Regional highways
3. Public transportation
4. Better air service
5. The system is adequate

Audience Discussion: No comments made.



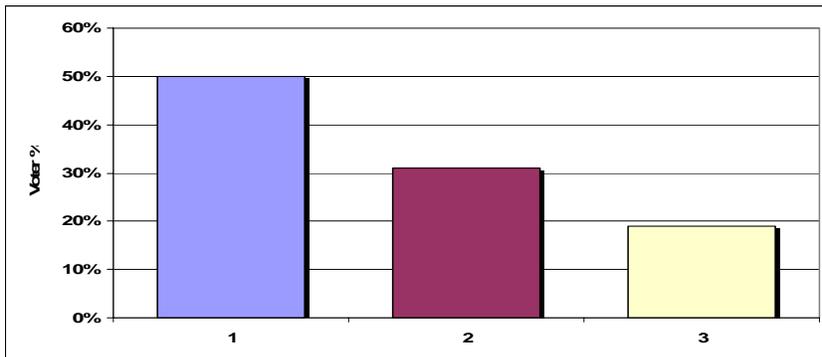
Forum Audience Results

Further improvements on US 160 between Durango and Pagosa Springs may be very expensive. Considering these costs, the highway:

1. Needs more passing lanes
2. Should be 4-lanes
3. Operates OK as is

Audience Discussion:

- Wide shoulders all the way from Durango to Bayfield would be a more viable answer.
- The section from Durango to Bayfield might be more appropriately 4-laned since this is where traffic is concentrated.
- Many bicyclists on US 160 – wider shoulders would make conditions safer; but shoulders need to be maintained for safe cycling.
- Pagosa Springs population is growing; ‘Main Street’ in Pagosa Springs is US 160 – improvements needed to accommodate growth.
- More public transportation is needed in the area.



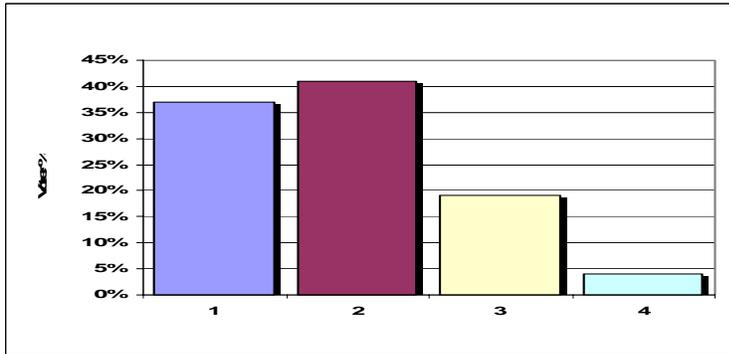
Forum Audience Results

Local public transportation (bus/van service) serves seniors and the disabled in my community well.

1. Agree
2. Somewhat agree
3. Disagree
4. Don't know

Audience Discussion:

- Local public transportation serves seniors and disabled very well, but service hours should be extended.
- There is good service in some areas, but POOR service in a lot of areas.
- There are areas in the TPR that do not get any type of service as all, we need to change that; Bayfield has no service on Fridays.



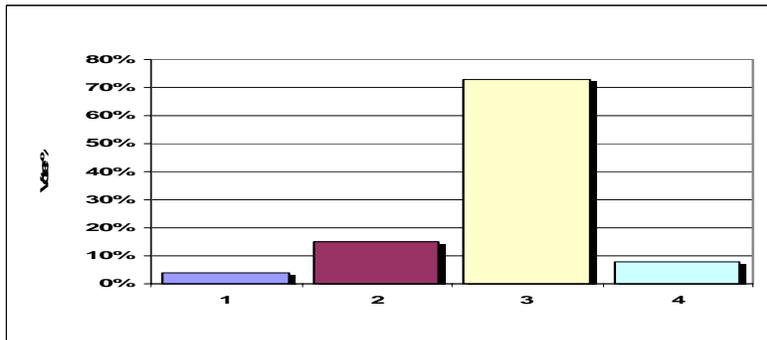
Forum Audience Results

Regional intercity bus transportation serves my community well.

1. Agree
2. Somewhat agree
3. Disagree
4. Don't know

Audience Discussion:

- Regional intercity bus transportation is non-existent.
- Need to establish critical links in intercity bus service, for instance Cortez to Pagosa Springs.



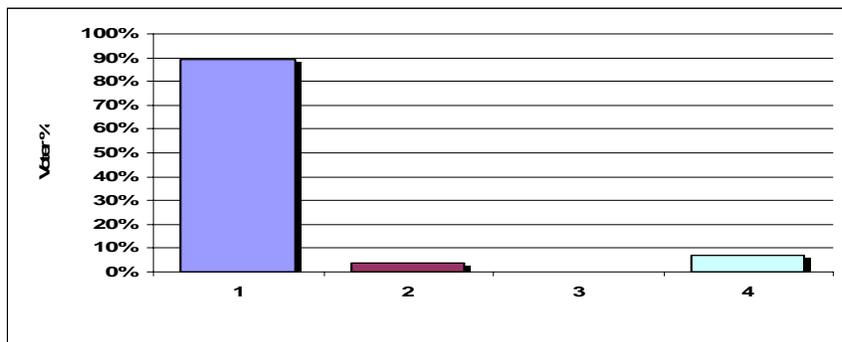
Forum Audience Results

Coal Bed Methane gas development in the region may have significant impacts on the local road and highway systems. What type, if any, improvements are needed?

- A. Impacts to roadway surfaces are severe and may cause a drain on maintenance budgets
- B. I've noticed a lot of congestion due to drilling and maintenance vehicles
- C. Added traffic impacts are low
- D. The economic benefits to the region are well worth any detrimental effects

Audience Discussion:

- A newly released EA on gas drilling in the Bayfield area was recently released; CDOT is concerned that the traffic analysis was not adequate to address congestion, maintenance, safety, and access concerns.
- Certain areas in TPR experience more congestion because of the increased CBM development; the Ignacio area has a serious problem with congestion due to all the drilling and maintenance trucks.
- While adequate access must be permitted, turning lanes may be needed to accommodate the trucks.
- CBM development especially impacts SH 172 and US 160. Higher truck traffic volumes also have safety implications.
- CBM development also has a significant impact on county roads and bridges.
- Many trucks operate with overweight permits, CDOT could increase the cost of these permits to offset costs of upkeep.
- This will result in higher traffic volumes on SH 172 and US 160, including higher truck volumes, causing safety and system quality issues.



Forum Audience Results

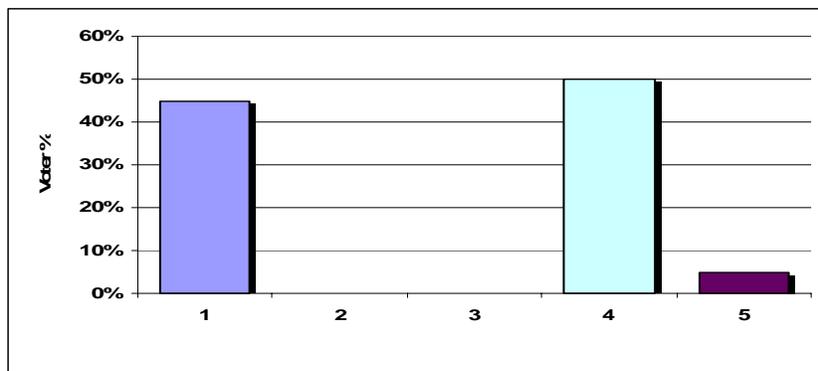
Rapid growth is occurring in La Plata County, with increased commuting into the Durango/Grand View area. How should transportation issues for this growth be addressed?

1. Capacity improvements
2. Intersection improvements
3. Better access control
4. Additional transit service
5. Maintain the current condition

Audience Discussion:

- Audience agrees that answers 1 thru 4 are equally important; we should not only address supply management, but also demand management.
- Could think of this question as – Where can CDOT get more bang for the buck?
- These transportation issues could be addressed with US 160/550 intersection/interchange improvements.

- SW Colorado is in a position to push transit/public transportation options to help reduce congestion; if public transportation would prove to be more reliable and timely (more frequent), people would change behavior and be more likely to use public transportation.
- CDOT does have the money to improve US 160 into Durango where the “4th lane” is currently being designed; construction to start in 2007.
- All these ideas are great, but we don’t have enough money to solve the problem; the real problem is how to get adequate funding for improvements.
- Would like to know how New Mexico (and other states) is getting so much funding for the many construction projects; do they have different sources than Colorado?
- Rapid increase in population in both Archuleta and La Plata Counties is having effects on the transportation system (access issues, safety, congestion) . There has been a shift in traditional thinking in the TPR regarding solutions to increasing population/traffic and congestion. Instead of automatically planning to add lanes, the TPR is looking at options such as transit-oriented development, transportation demand management strategies, and transit. In fact, forum attendees allocated **58%** of their "TransBucks" to **transit and alternatives modes**.



Forum Audience Results

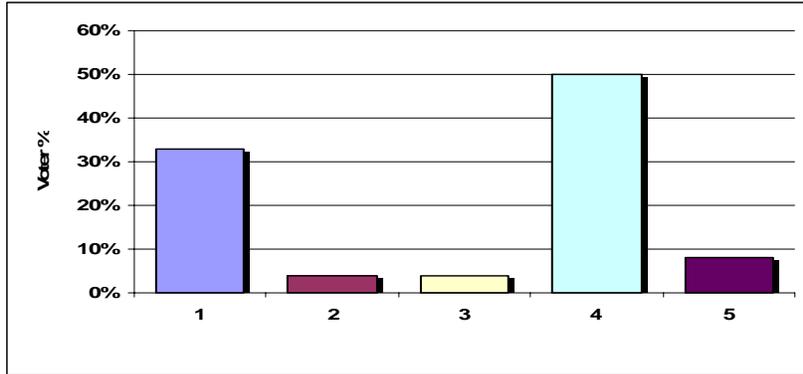
Rapid growth is occurring in Archuleta County, with increased commuting into the Pagosa Springs area. How should transportation issues for this growth be addressed?

1. Capacity improvements
2. Intersection improvements
3. Better access control
4. Additional transit service
5. Maintain the current condition

Audience Discussion:

- All the growth is occurring along the highway- this is becoming an access control issue.
- Need to look at the amount of people that actually live in Archuleta County vs. amount of tourists.
- There has been a shift in traditional thinking in the TPR regarding solutions to increasing population/traffic and congestion. Instead of automatically planning to add lanes, the

TPR is looking at options such as transit-oriented development, transportation demand management strategies, and transit. In fact, forum attendees allocated **58%** of their "TransBucks" to **transit and alternatives modes**.



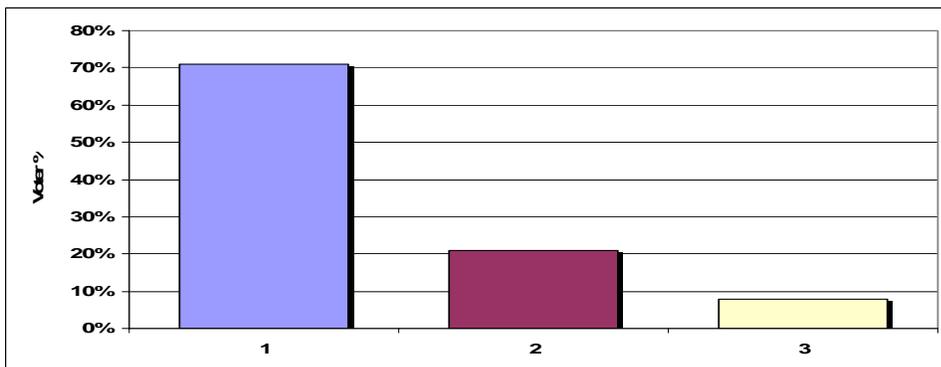
Forum Audience Results

What priority should the alternative modes of transportation (pedestrian, bicycle and transit) have in addressing transportation demand?

1. High
2. Medium
3. Low

Audience Discussion:

- Looking ahead to 2035, the cost of fuel is going to be huge; the demand for fuel is also going up, therefore total cost is going to increase.
- Alternative modes of transportation should be a top priority for the future.
- It is important to note that currently 30% of the population cannot drive due to a variety of reasons and this number is expected to increase in the future; we have an obligation to help provide transportation for all.



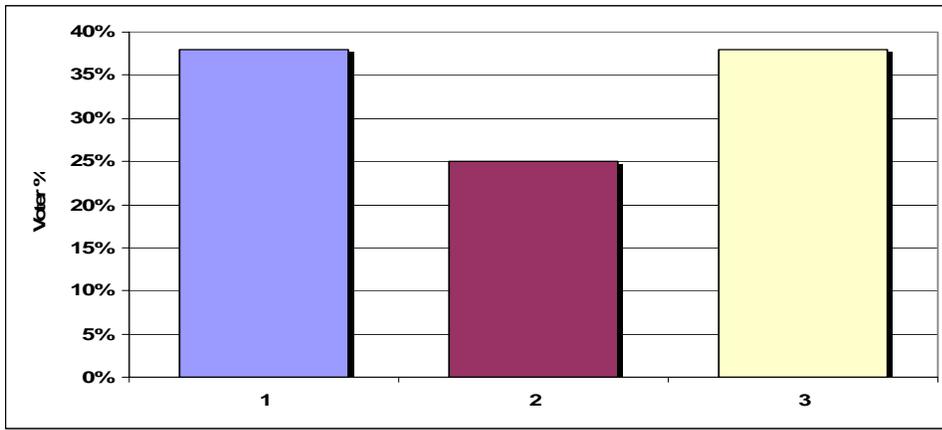
Forum Audience Results

The Southern Ute Tribe is planning a new casino on SH 172 near Ignacio. Traffic to the proposed casino may cause certain impacts to transportation. In my opinion:

1. SH 172 should be improved with minor widening, shoulders and intersections to handle the additional traffic
2. Additional travel lanes will be needed to handle the additional traffic
3. The highway is adequate as is without further improvements

Audience Discussion:

- One possible solution could be to expand and/or create additional routes to the casino area, for instance La Plata County Roads 318, 509, 516, 517, and 521.
- There are many safety issues and concerns on SH 172.
- SH 172 north of Ignacio is currently in better shape than US 160 and 550.
- The polling results show a split in opinions concerning needed improvements on SH 172.



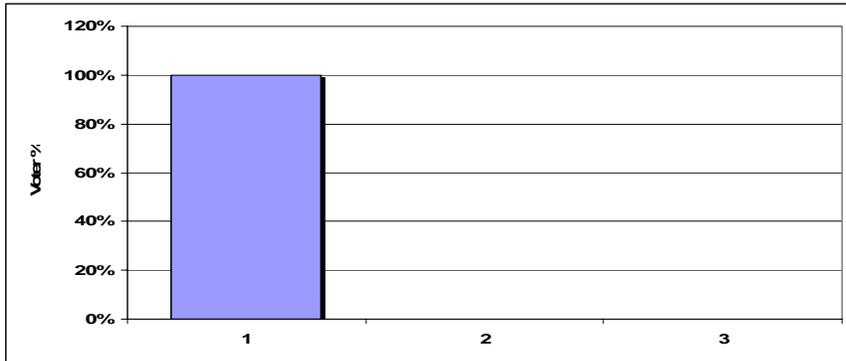
Forum Audience Results

Bicycling and walking accommodations should be a routine part of the department’s planning, design, construction, and operating activities. Do you agree with this statement?

1. Yes, I agree
2. No, I do not agree
3. Other

Audience Discussion:

- CDOT needs to continue efforts to improve relationships with local municipalities in the planning process, including for bicycle pedestrian improvements.
- Several local comprehensive and transportation plans should form a basis for discussions between CDOT and local communities concerning the relationship between local land use policies and transportation.



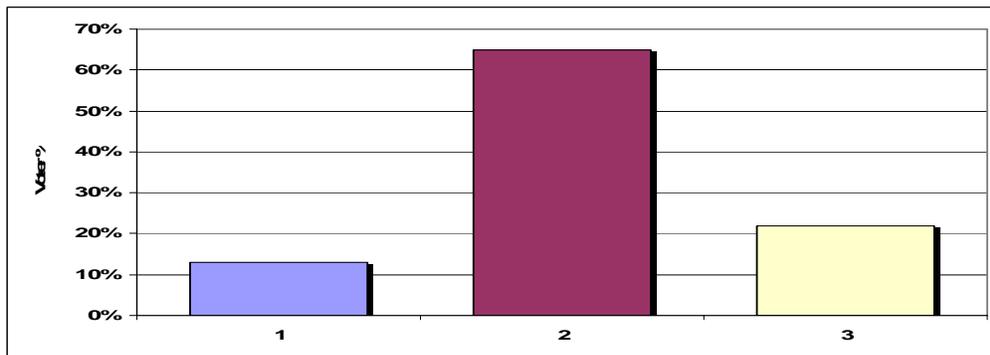
Forum Audience Results

Commercial passenger service is available at the Durango and Cortez airports. I fly from one of these airports:

1. Frequently
2. Occasionally
3. Never

Audience Discussion:

- It is more cost effective to drive to Albuquerque and catch a flight to destinations other than Denver.
- It used to be possible to fly to other Colorado destinations.



Forum Audience Results

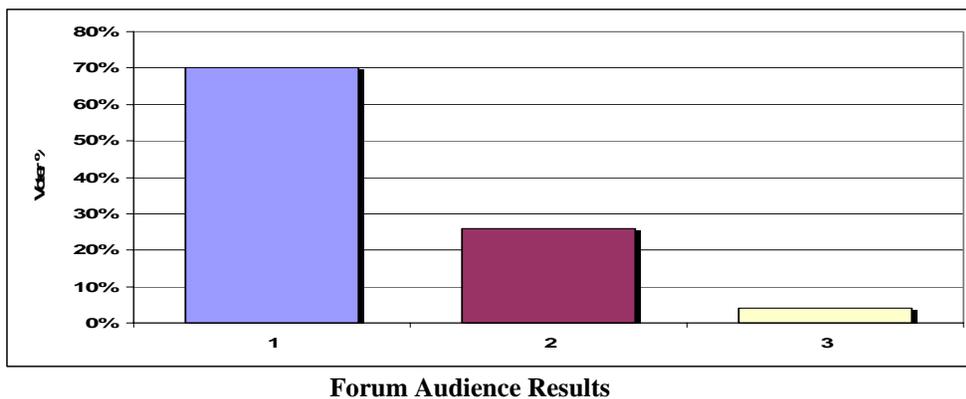
There are a significant number of animal-vehicle collisions along US 160 between Bayfield and Pagosa Springs. How important do you feel like this safety issue is along this route?

1. Very important
2. Moderate
3. Not so important

Audience Discussion:

- SH 172 has many animal-vehicle collisions.

- The stretch between Bayfield and Durango on US 160 has the highest rates of collisions in the state.
- The segment between Aspen Springs into Pagosa Springs also has a high rate of animal-vehicle collisions.
- Data of number of animal/vehicle collisions was provided by the Southern Rockies Ecosystem Project in a recent report; using accident statistics from the Colorado State Patrol. (Note: if you hit an animal, you are to call State Patrol and report the incident) Finding solutions is a very high priority for the TPR.
- Possible solution would be to design high fences with underpasses or direct animal crossing areas to existing underpasses.
- Emphasize that the number of animal/vehicle collisions on US 160 in the SWTPR is among the highest in the state, and finding solutions to this problem is a very high priority for the TPR

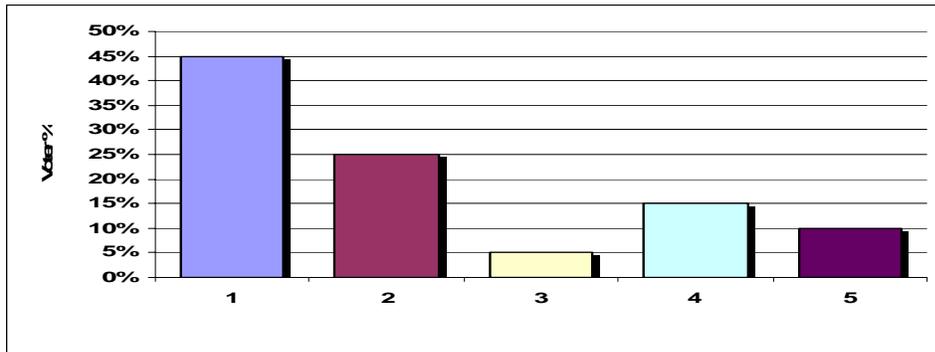


The most important transportation / environmental issue is:

1. Air quality
2. Noise
3. CBM development impacts to water quality
4. Degradation of important view sheds
5. Animal / vehicle collisions

Audience Discussion:

- Global warming and our dependence on fossil fuels is the most important environmental issue.
- Many of the voters wanted and would have voted for an ALL OF THE ABOVE answer.
- Environmental impacts from transportation, especially air quality.



Forum Audience Results

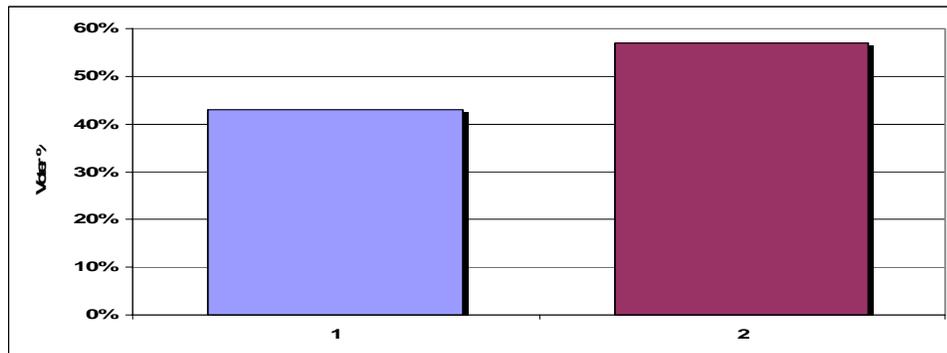
Do you agree that these high priorities from the 2030 Plan should be carried forward?

- | | |
|---------------------------------------|------------------------------------|
| 1. Region 5 Intersection improvements | Mobility / Safety / System Quality |
| 2. US 160 | Mobility |
| 3. US 550 | Mobility |
| 4. SH 491 | Safety |
| 5. SH 140 | Mobility |
| 6. SH 84 | Safety |

1. Yes
2. No – be prepared to discuss

Audience Discussion

- Audience noted that this question was too vague for them to feel like they could answer.
- Priorities should be re-examined in context with current needs.
- There was a comment and some agreement during the forum that the 2030 Plan priorities have changed and should not be advanced to the 2035 Plan. CDOT should work closely with the communities in the TPR to develop an integrated plan. Section 6001 of SAFETEA-LU encourages collaboration between CDOT and local agencies regarding conservation and land use plans.
- Maintaining the existing highways is also a high priority in the SWTPR.



Forum Audience Results

Other issues that the audience thought were important:

- The link between land use and transportation needs a much stronger emphasis - local agencies need to: 1) evaluate the impacts to the transportation system before approving developments; and 2) require developers to pay for transportation improvements needed as a result of their developments.
- Would like to see more Value Engineering - Engineering standards could change for certain areas – for example the width of standard shoulders could be decreased in certain places to help in the reduction of cost for specific projects.
- Link between land use and transportation. The link between land use and transportation needs a much stronger emphasis - local agencies need to: 1) evaluate the impacts to the transportation system before approving developments; and 2) require developers to pay for transportation improvements needed as a result of their developments.
- A major issue for the region is accommodating the anticipated growth; the area's growth will create both peak demands during tourist seasons and long-term pressure on the transportation network.
- General feeling among the audience that transit along with bicycling improvements has an important role to play in accommodating long-term growth.
- It was repeatedly noted that the reliance on trucks to deliver goods to and from the region will be a particular stress on the regional transportation system.
- It was suggested that the pricing of overweight permits be examined by CDOT to ensure that trucks were paying their way to access the area.
- Developing alternative fuels
- Tourism from surrounding states (New Mexico / Texas)
- Long distance commuting
- Need education and outreach to communities on transportation issues/effects
- More affordable housing
- More interconnecting transit service within communities and more public transportation regionally
- State highway is also a Main Street in Bayfield and Durango (congestion, safety issues)
- The TPR has limited roadway alternatives due to mountainous terrain.

- Maintaining the exiting highway is also a high priority in the SE TPR.
- How we move our people/goods? The status quo is not acceptable
- How do we strengthen our revenue stream?
- Fuel prices

Transportation Funding

An overview of the 2030 Statewide Plan was presented, along with the associated funding shortfalls. Needs identified for the TPR were estimated in the 2030 plan to be about \$2.5 billion. It was estimated that approximately \$400 million might be available to address those needs. Updated funding projections for 2035 will be available by the end of the year, but are expected to be less than expected in the previous plan.

In order to get a better idea of the audience’s preferences for future expenditures, an allocation exercise was conducted in which attendees were provided \$400 million in “TransBucks” to distribute among their priorities as represented on five maps displayed throughout the room. Available options included: Safety, Alternative Modes of Transportation (Shoulders, Airports, Railroads), Roadway Surface Condition, Transit Provider Service Areas, Congestion.

Allocation Exercise Results - (\$400 M total available in \$50 M denominations)

Surface Condition – 10%

Transit – 34%

Alternative Modes – 24%

Safety – 12%

Congestion – 20%

The audience heavily favored transit and other alternative mode solutions (total 57%) as contrasted with traditional highway capacity solutions. There was a sense that the transportation problem cannot be solved solely by building bigger and better highways, because of funding, environmental, and quality of life issues. Alternative transportation should become a bigger part of the solution.

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

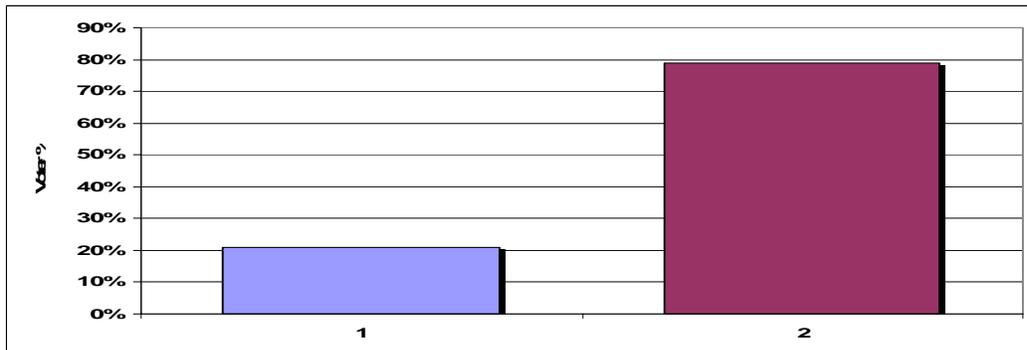
What do you want to do about the funding gap?

1. Prioritize transportation improvements with existing revenues
2. Pursue additional funds – be prepared to discuss

Audience Discussion:

- The audience feels like we/they need to prioritize better, because there will never be enough money to get everything.
- Learn to live within our means.

- Transit is the way of the future.
- Need to start looking at alternative ways of travel.
- There is always going to be the demand to move goods and services into the area (trucking issues).
- Need to allocate resources better.
- Audience felt if the region did a combination of all of the above, along with finding new ways to pursue additional monies and prioritize better, the region could have a better handle on resolving transportation issues.
- CDOT and local communities need to have better communication.
- If counties and cities don't spend their transportation money wisely, then all the burden falls on CDOT, which is having a hard time keeping up; need better communication between CDOT, counties and cities.
- Reform and increase taxes; don't give tax credits.
- CDOT needs to learn from other states' failures and successes.
- Everything (groceries, lumber, goods) comes into the area via truck, especially to Durango which is the primary regional center; there seems to be more truck traffic than the presented data indicates.



Forum Audience Results

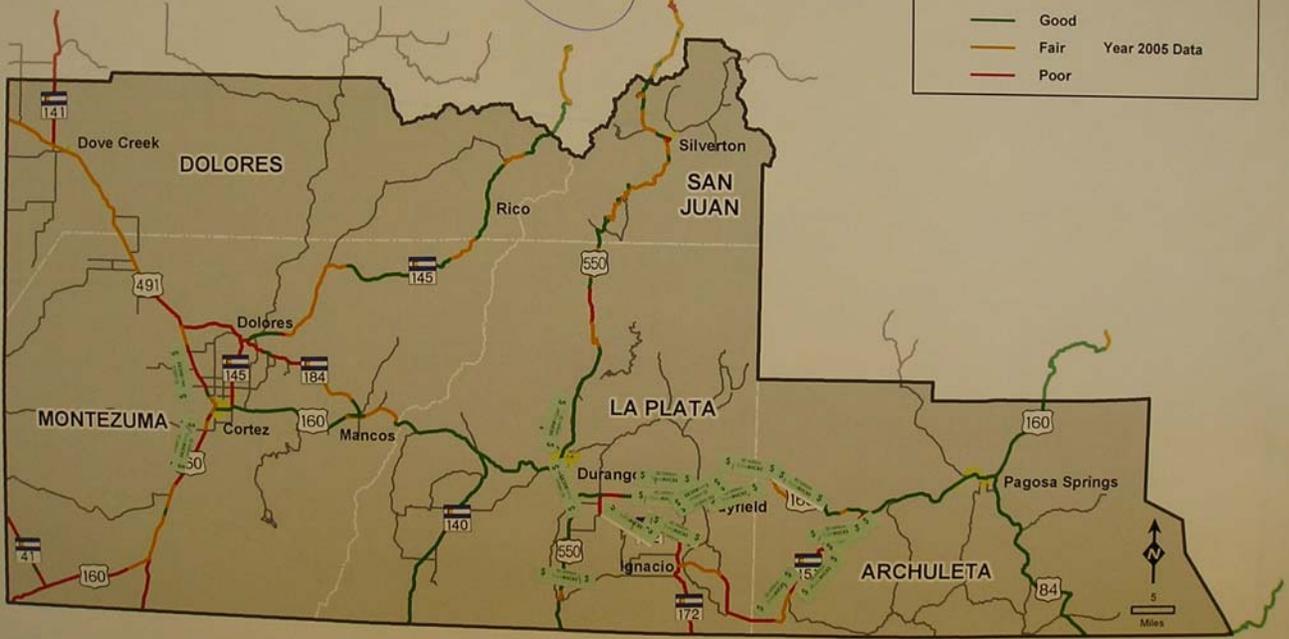
Transbucks Maps

Roadway Surface Condition

18

ROADWAY SURFACE CONDITION

- Good
- Fair Year 2005 Data
- Poor



Safety

21

ACCIDENTS PER MILE

Averages for Years 1999 - 2003

- < 5.0
- 5.01 - 15.0
- > 15.0



43



Prioritization Meetings

Purpose

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

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

Schedule

TPR	Date	Location	Address	Time
Southwest	March 15 th , 2007	Durango	La Plata County Fairgrounds	9:00 a.m.-11:00 a.m.

Outcome

The Prioritization Meeting was held in Durango on March 15, 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, the draft plan was presented at a public meeting in Durango on November 8, 2007. The meeting was held jointly with CDOT to also review 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. Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC in January 2008.

Key issues identified at this meeting included:

- Bicycle and pedestrian transportation is an economically and environmentally desirable part of the transportation picture. Constructing and maintaining (sweeping) highway shoulders is one way to provide this option.
- Given this region's location in the Four Corners Area, and the exchange of traffic among the states for employment, tourism, and other commerce, a greater effort should be made to plan jointly with surrounding states.
- The accelerating development along US 160 west of Pagosa Springs presents a significant challenge in terms of intersection design, safety, and access control.

Invitation



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

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

Date: November 8, 2007
Place: CDOT Maintenance Training Room
20581 US 160 West
Durango, CO
Time: 5:30pm - 8:00pm
(6:30pm presentation)

FOR MORE INFORMATION:

Web: <http://www.dot.state.co.us/StateWidePlanning/Plans&Studies/2035Plan.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 Transportation Plan Joint Outreach Meeting

Southwest TPR & Colorado Department of Transportation

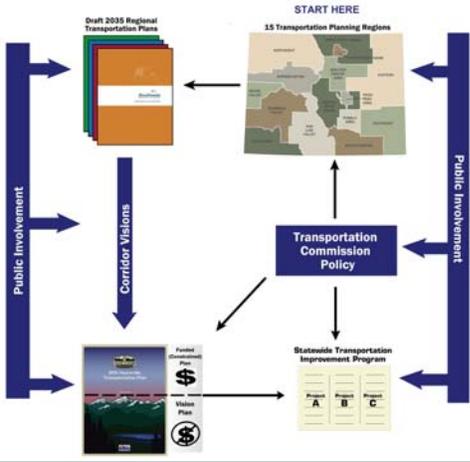
1






Planning Process

How Do Projects Get Funded?



The flowchart illustrates the process of funding projects. It starts with '15 Transportation Planning Regions' (labeled 'START HERE') which leads to 'Draft 2035 Regional Transportation Plans'. This step involves 'Public Involvement' and 'Corridor Visions'. The draft plans then lead to 'Transportation Commission Policy', which also involves 'Public Involvement'. From the policy, the process moves to 'Statewide Transportation Improvement Program' (Projects A, B, C). This step involves 'Public Involvement' and 'Funded Transportation Plan Vision Plan' (represented by a dollar sign icon).

2




2035 Transportation Plan

2035 Plan Components

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

3




2035 Transportation 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 change priorities as needed ● Stakeholders: Such as Transportation Providers, private sector interests, advocacy groups and the public interested in transportation 	<ul style="list-style-type: none"> ● Provided input to the Transportation Commission Policy, Revenue Projections, and Resource Allocation ● Considered during the development of both Regional and Statewide Transportation Plans

4




2035 Transportation Plan

Public Participation



February 2007 Joint Transportation Commission/STAC Workshop



March 2007 Statewide Environmental Forum

Outreach Activities

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

5




2035 Transportation Plan

Schedule

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

6

MOVING COLORADO Vision for the Future 2035 Southwest Transportation Plan

Southwest Transportation Planning Region

2035 Transportation Plan

Recent Accomplishments

7

MOVING COLORADO Vision for the Future 2035 Southwest Transportation Plan

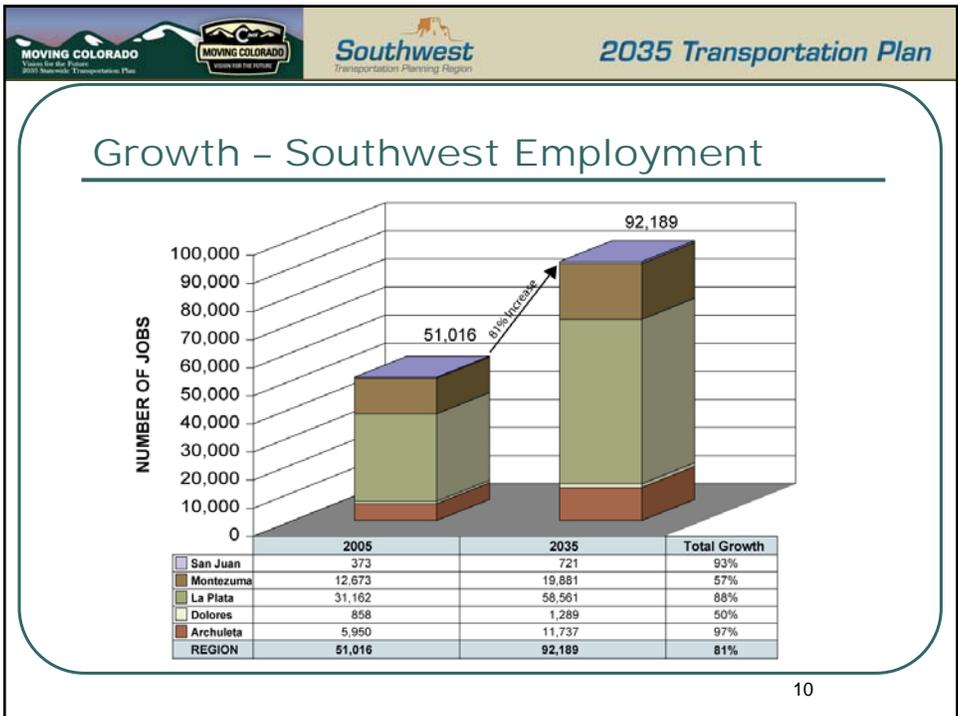
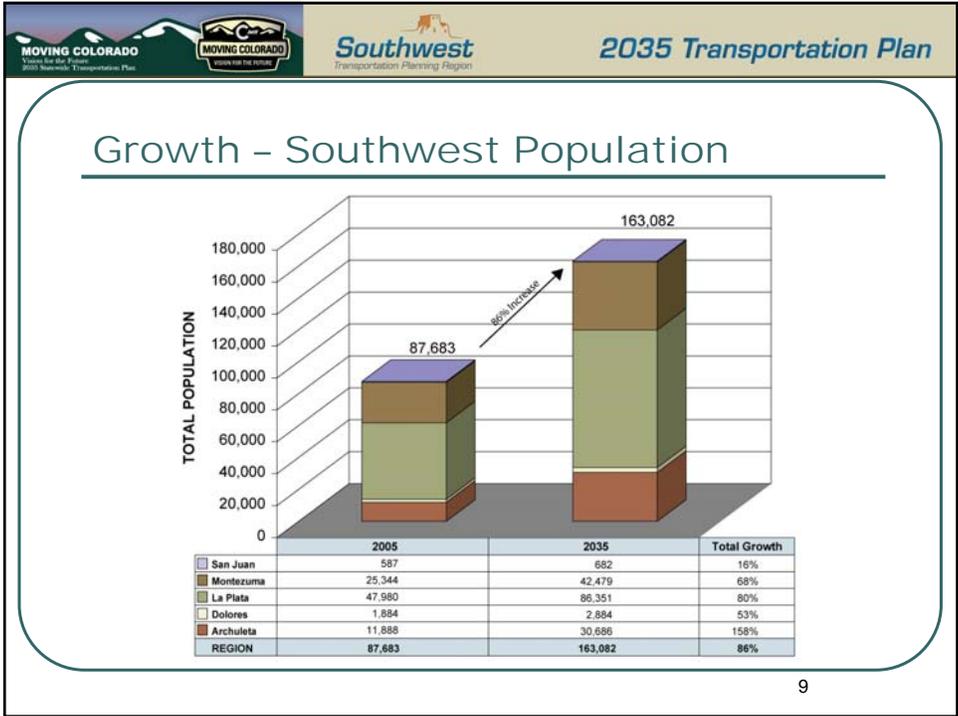
Southwest Transportation Planning Region

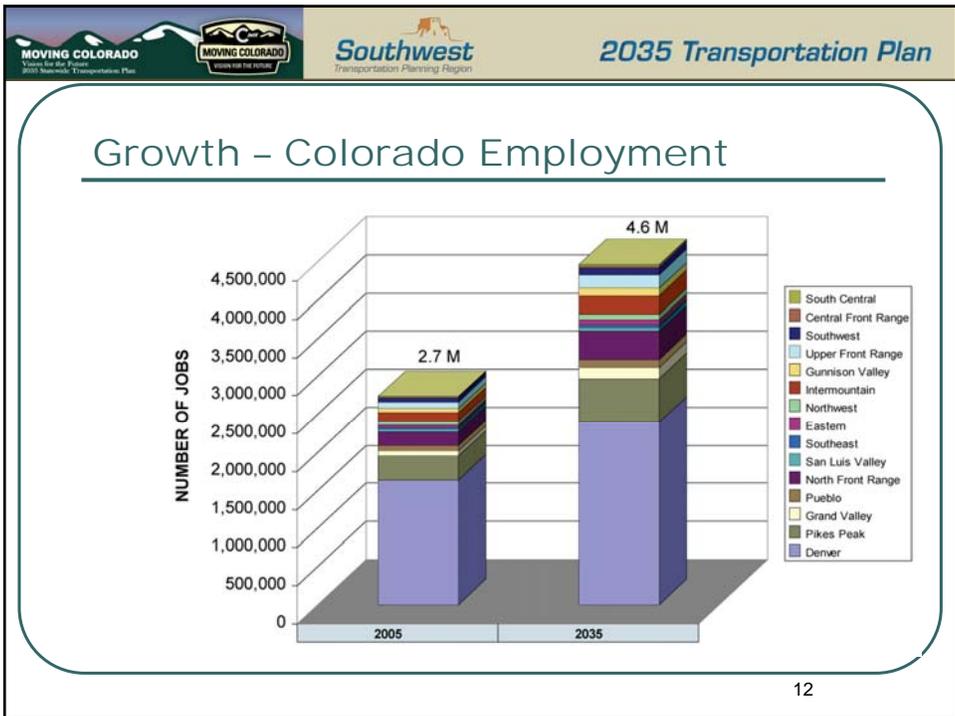
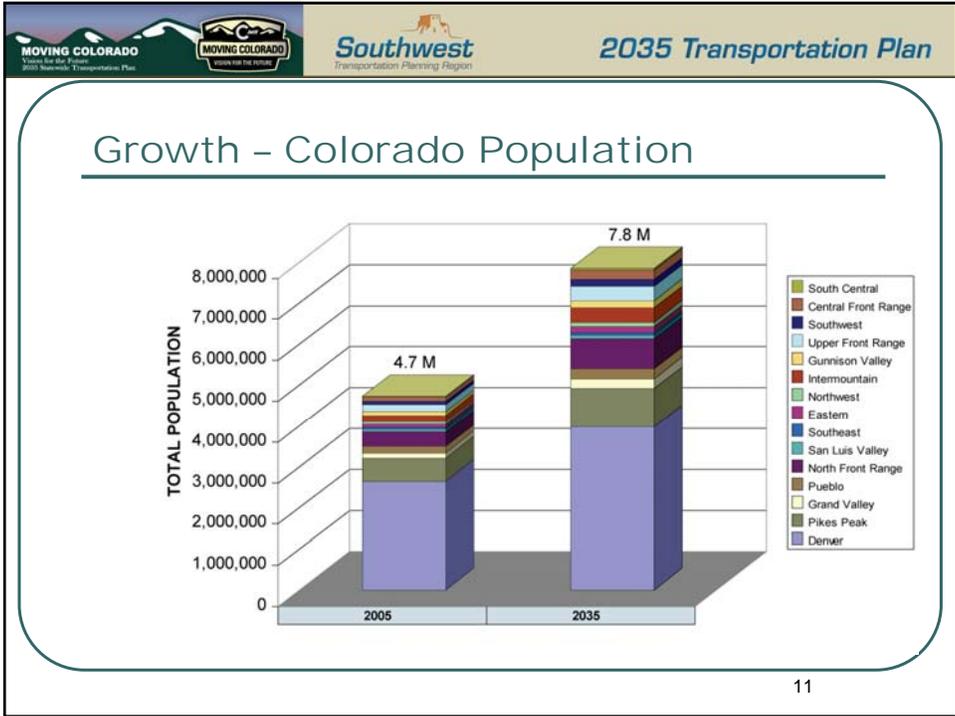
2035 Transportation Plan

Key Issues & Emerging Trends

- CONGESTED CORRIDORS
- CORRIDORS WITH HIGH TRUCK TRAFFIC VOLUMES CAUSING POOR ROADWAY SURFACE CONDITION
- WILDLIFE CROSSINGS
- PUBLIC TRANSIT CONCERN
- GROWTH SECOND HOMES
- COAL BED METHANE (CBM) GAS DEVELOPMENT

8

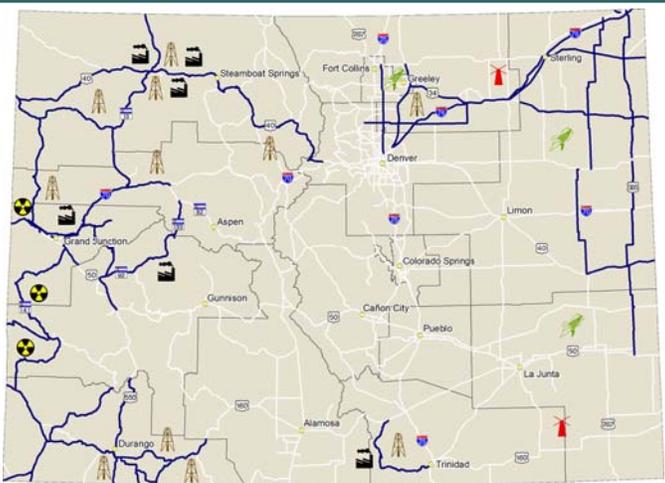









Economic Drivers - Energy Development



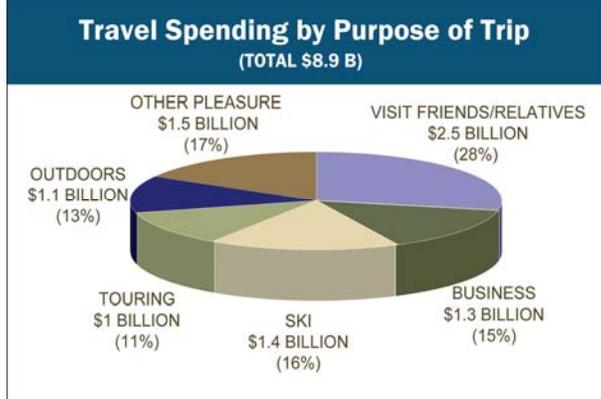
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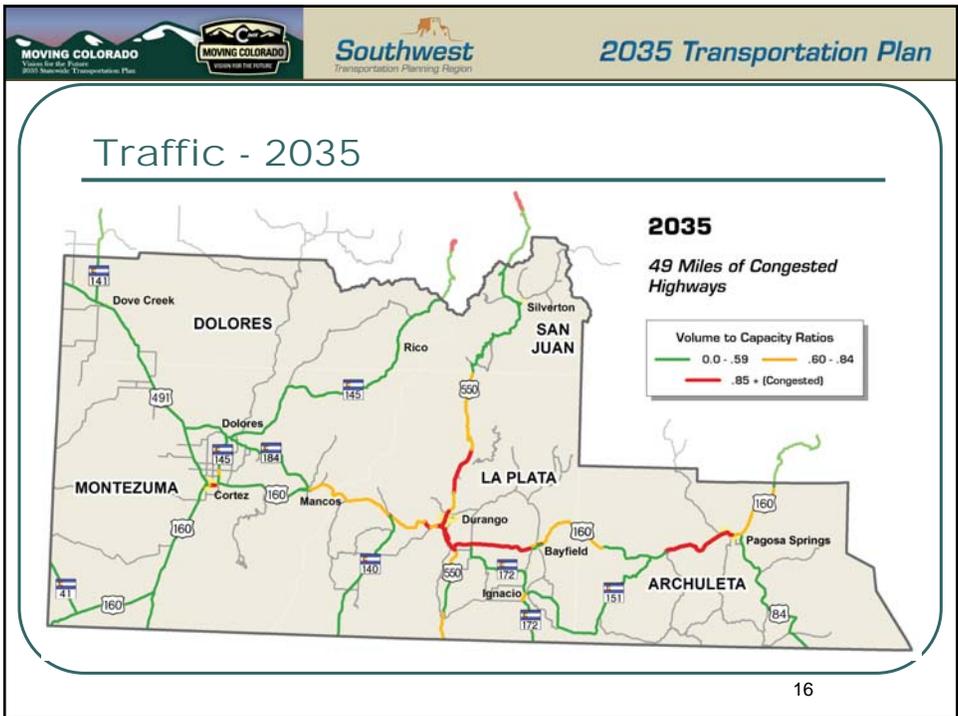
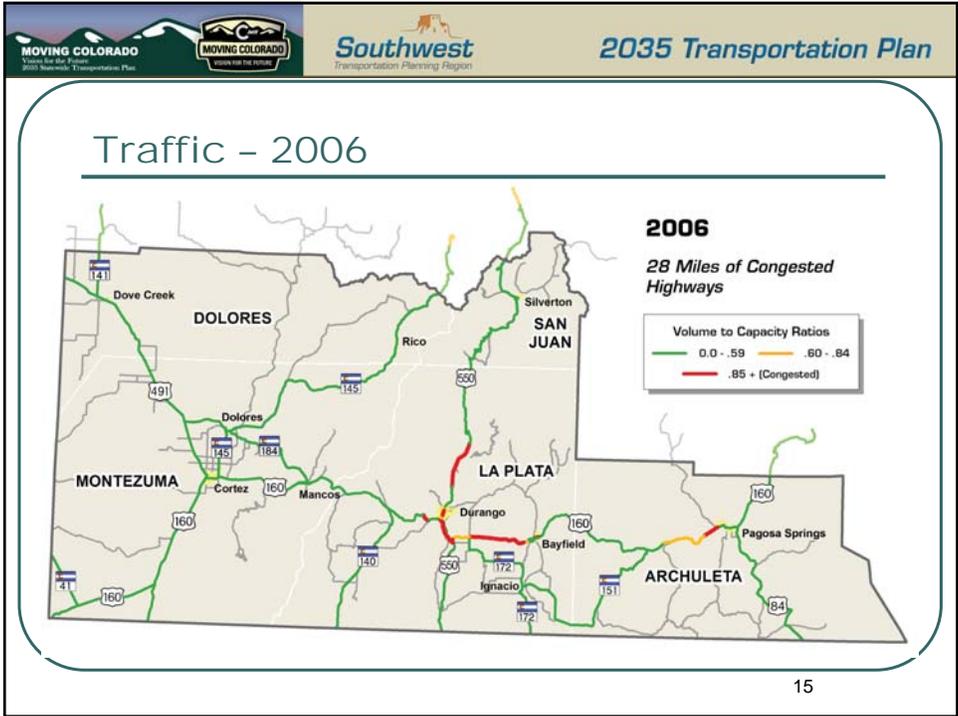

Economic Drivers - Tourism

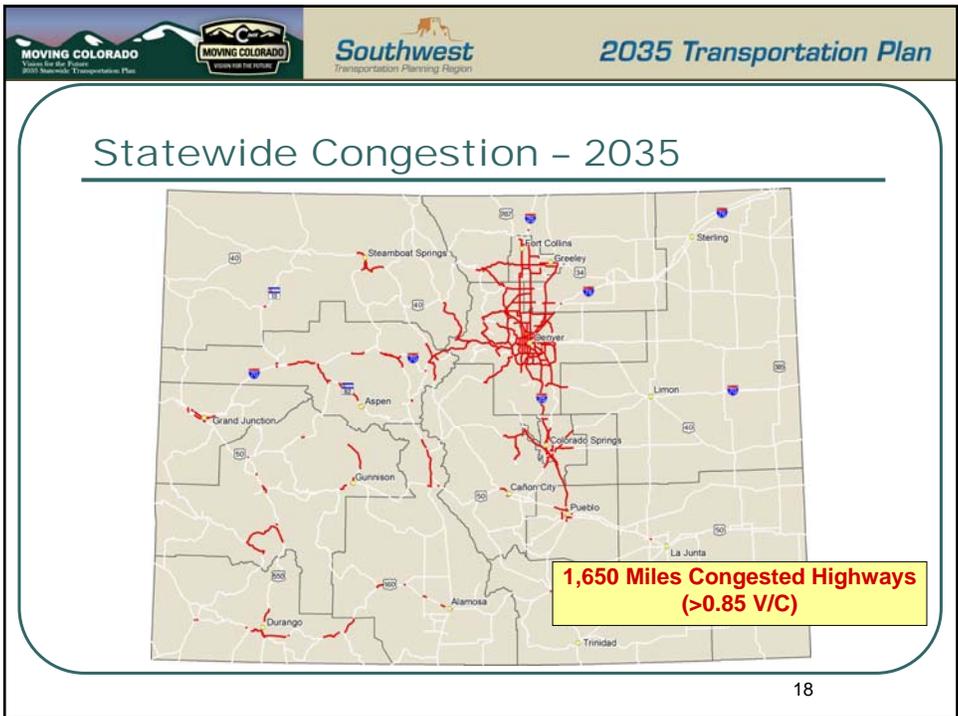
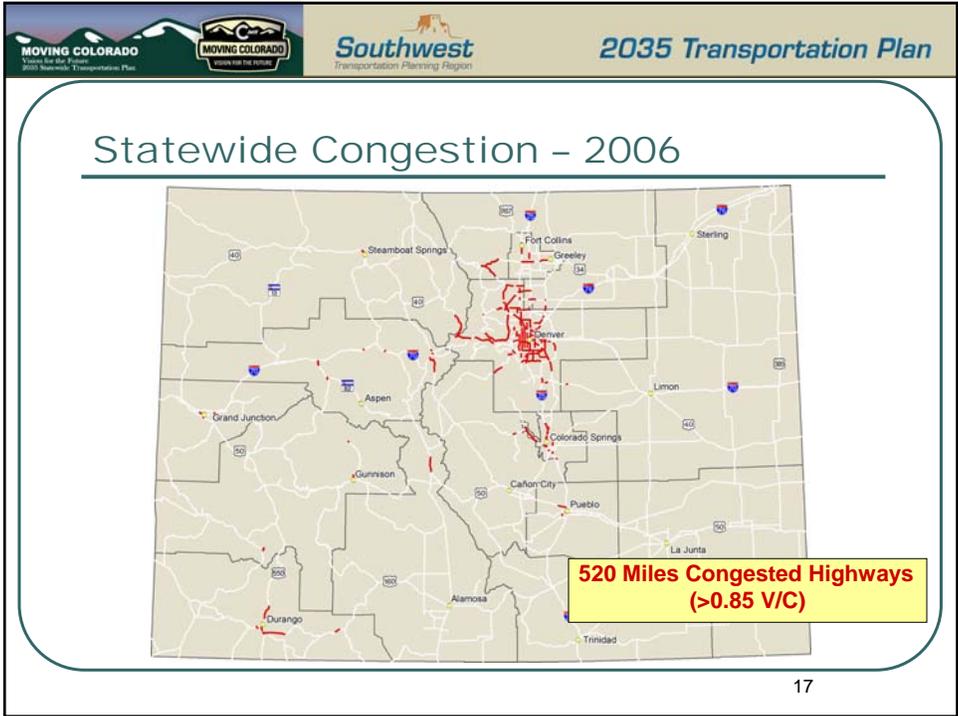
Travel Spending by Purpose of Trip
(TOTAL \$8.9 B)

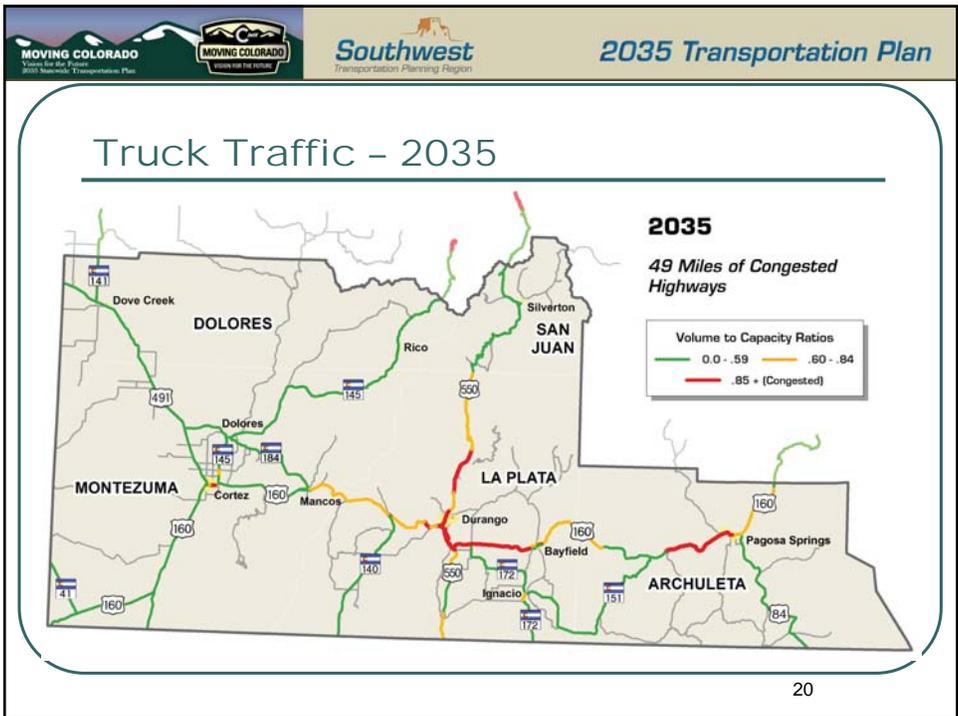
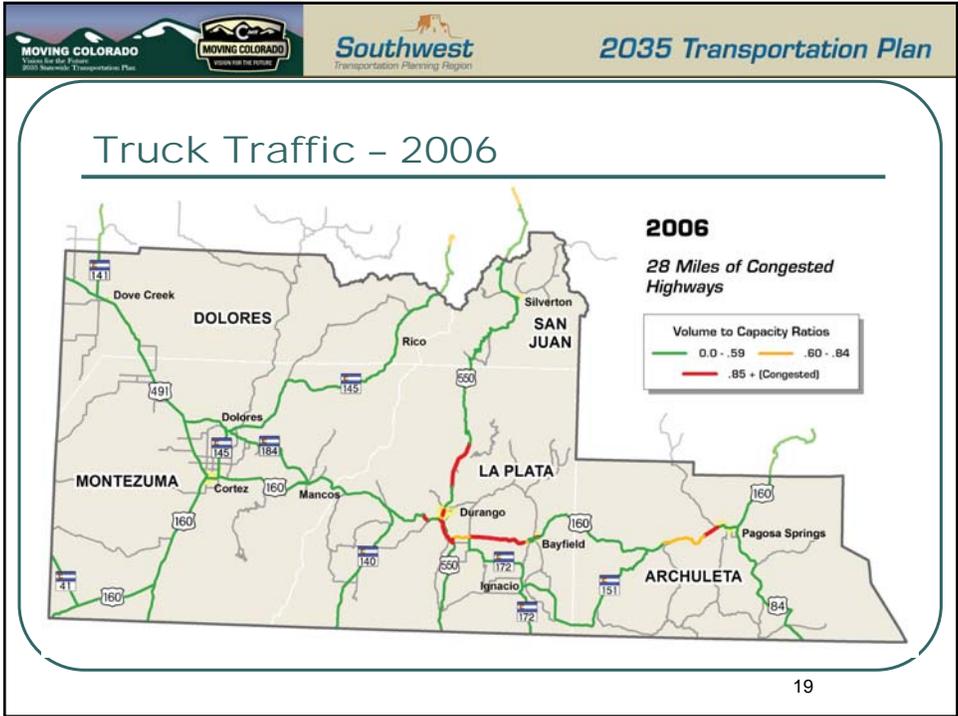


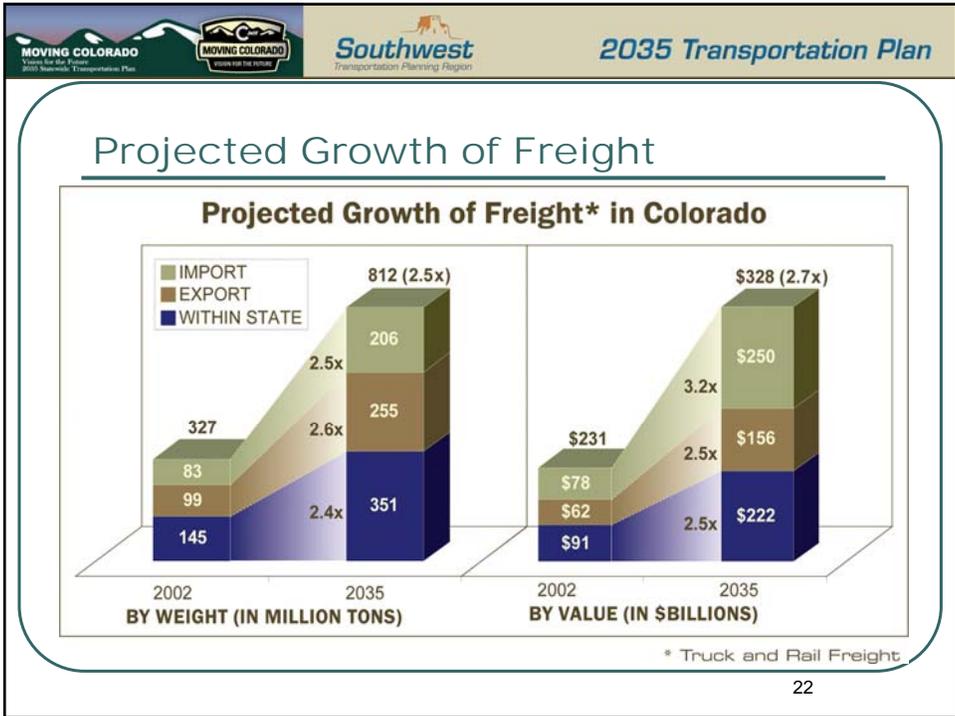
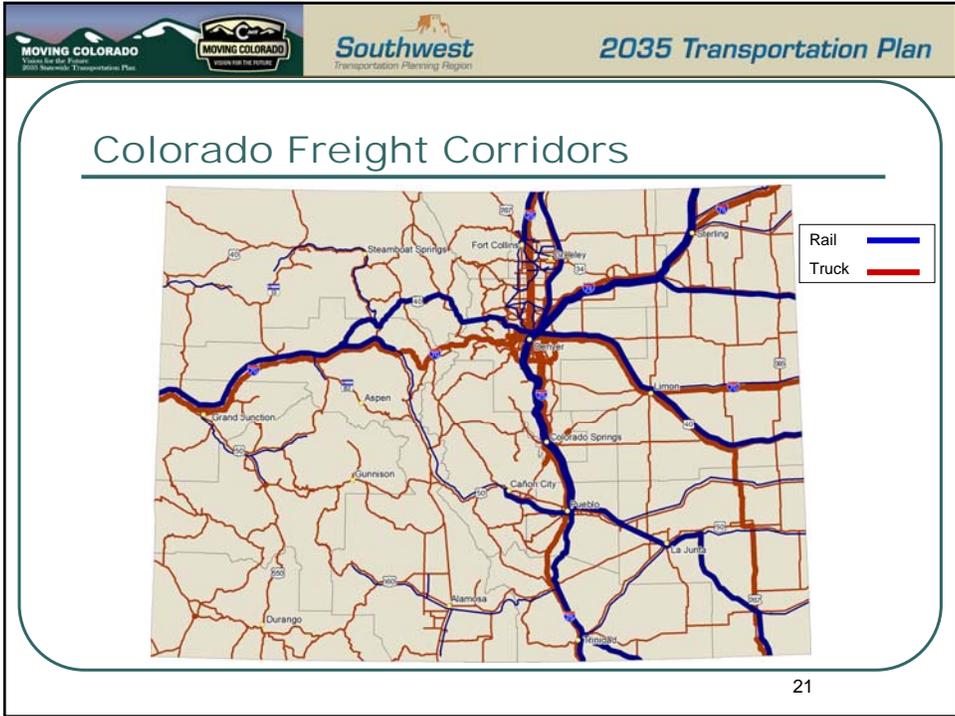
Purpose of Trip	Spending (Billion)	Percentage
Visit Friends/Relatives	\$2.5	28%
Business	\$1.3	15%
Ski	\$1.4	16%
Other Pleasure	\$1.5	17%
Touring	\$1.0	11%
Outdoors	\$1.1	13%

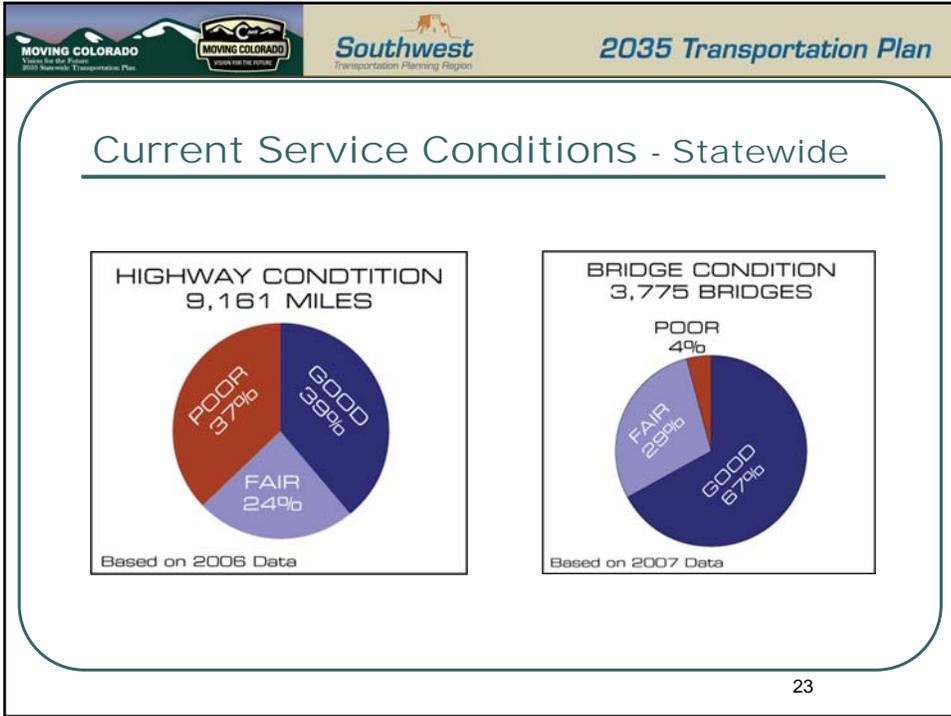
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MOVING COLORADO Vision for the Future 2007 Southwest Transportation Plan

Southwest Transportation Planning Region

2035 Transportation Plan

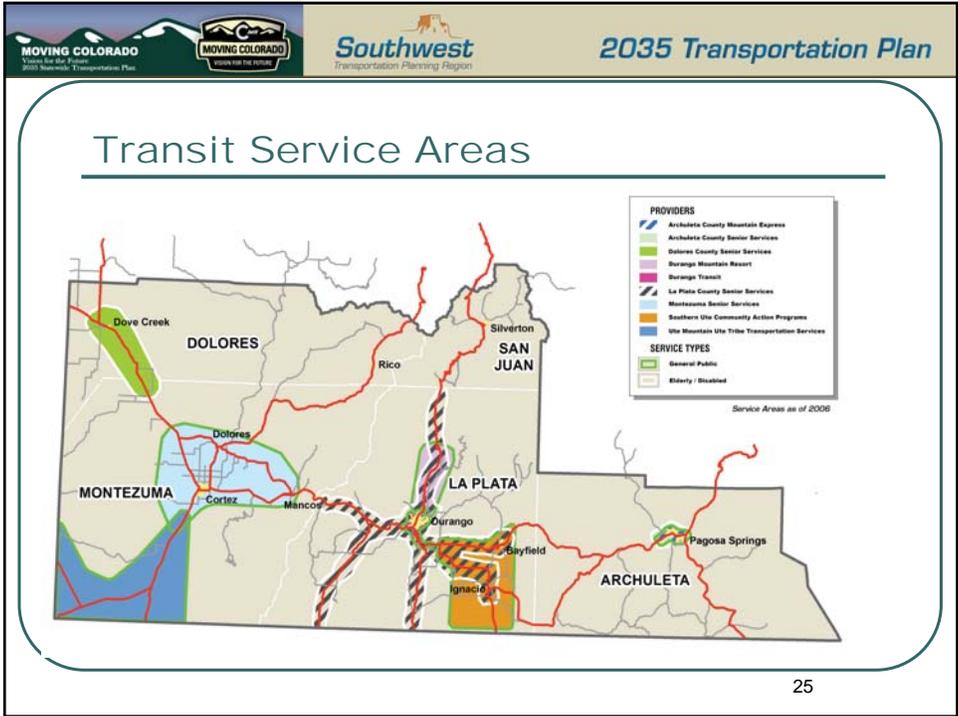
Transit Service Providers

Provider	Type Service	Fleet (2006)	Annual Ridership (2006)	Annual Budget (2006)
Archuleta County Mountain Express	Fixed Route	3 body-on-chassis vehicles	13,883	\$232,935
Archuleta County Senior Services	Demand-Response	1 body-on-chassis vehicle	6,570	\$37,224
Dolores County Senior Services	Demand-Response	1 body-on-chassis, 2 vans	3,022	\$16,930
Durango Mountain Resort				
Durango Transit	Fixed Route Paratransit Route Deviation	14 vehicles	296,269	\$1,196,232
La Plata County Senior Services	Demand-Response (door-to-door)	14-passenger vehicle, 2 minivans	2,454	\$90,922
Montezuma Senior Services	Paratransit (door-to-door)	3 body-on-chassis vehicles, 4 vans	6,754	\$97,060
Southern Ute Community Action Programs	Fixed Route Demand-Response Flex Route Demand-Response (curb-to-curb)	3 body-on-chassis, 1 van	10,014	\$125,837
Ute Mountain Ute Tribe Transportation Services	Fixed Route	NA	NA	NA

NA=Not Available

Fixed Route - Service provided along a designated route on set schedule
Flex Route - Provided along route with set schedule; vehicles may deviate from the route to pick up or drop off passengers who are not able to get to or from a bus stop
Paratransit - Any form of transit other than fixed route service
Demand-Response - A paratransit service in response to specific request; typically curb-to-curb

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Vision Plan - What We Need

Corridor	Description	Total Cost* 2008 Dollars (\$000)			2035	
		Highway	Transit	Aviation	Primary Investment Category	TPR Priority
TPR	Region 5 Intersection Improvements	see Constrained Plan			M/S/SQ	High
TPR	Region 5 Shoulder Improvements	see Constrained Plan			System Quality	High
TPR	Region 5 Engineering Studies & Environmental Compliance	see Constrained Plan			System Quality	High
TPR	Community Based Transit		\$108,032		Mobility	High
SH 3	US 160 to 8th Street in Durango	\$26,600			Safety	Low
SH 41	Utah State Line to US 160	\$28,063			Safety	Low
SH 84	New Mexico State Line to Pagosa Springs	\$107,605			Safety	Medium
SH 110	US 550 to on/off ramp in Silverton	\$4,788			System Quality	Low
SH 140	New Mexico State Line to Hesperus	\$43,091			Mobility	Medium
SH 141	West of Dove Creek to Montrose/Mesa Co. Line	\$21,347			System Quality	Medium
SH 145	East of Cortez to Dolores/San Miguel Co. Line	\$92,768			System Quality	Low
SH 151	US 160 to Ignacio	\$22,359			Safety	Medium
US 160	NM State Line to Archuleta/Mineral County Line	\$983,510		\$76,926	Mobility	High
SH 172	NM State Line to US 160	\$6,717		\$101,508	Safety	High
SH 184	Mancos to US 491	\$71,820			System Quality	Low
	NM State Line to North of US 160 intersection in Cortez	\$279,480			Safety	High
US 491 B	Cortez to Utah State Line	\$159,068		\$430	System Quality	Medium
US 550	NM State Line to San Juan/Duray Co. Line	\$514,180			Mobility	High
	Sub-Total	\$2,361,396	\$108,032	\$178,864		
	TOTAL		\$2,648,292			

*Vision costs include Constrained Costs

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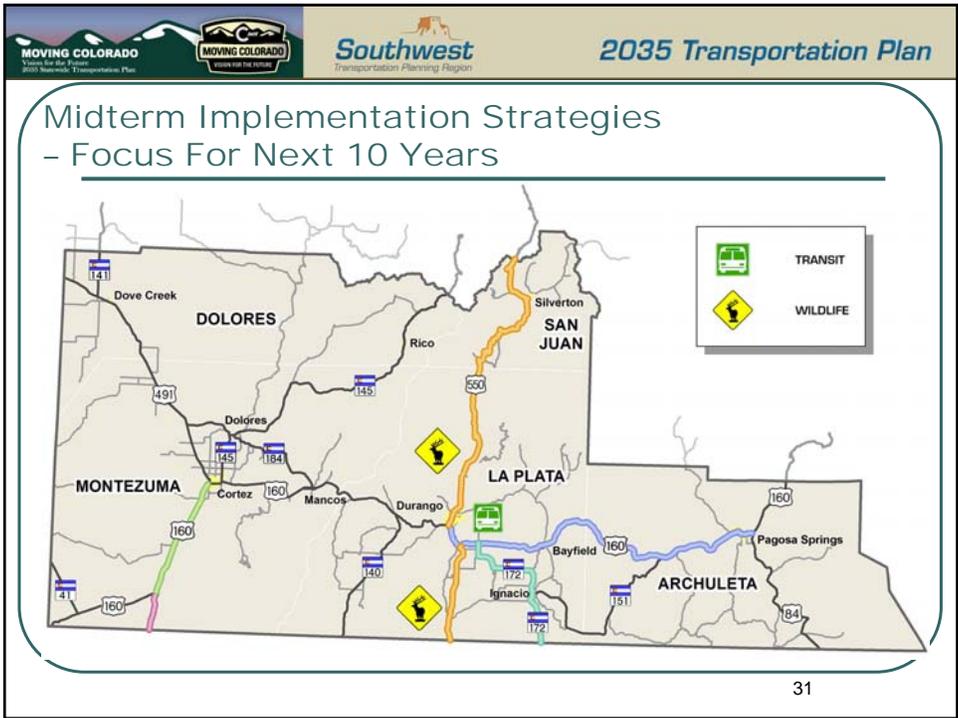


Primary Investment Category by Corridor

- Mobility (Blue)
- System Quality (Green)
- Safety (Red)

Constrained Plan - What We Can Afford

Corridor	Description	Primary Investment Category	Regional Priorities Program %	2035 Constrained Total (\$000)			
				Highway	Transit	Aviation	
TPR	Region 5 Intersection Improvements	M/S/SQ	30%	\$7,535			
TPR	Region 5 Shoulder Improvements	System Quality	10%	\$2,512			
TPR	Region 5 Engineering Studies & Environmental Compliance	System Quality	5%	\$1,256			
US 160	NM State Line to Archuleta/Mineral County Line	Mobility	38%	\$9,544			
SH 172	NM State Line to US 160	Safety	5%	\$1,256			
US 491 A	NM State Line to North of US 160 intersection in Cortez	Safety	3%	\$753			
US 550	NM State Line to San Juan/Duray County Line	Mobility	9%	\$2,260			
TPR	Community Based Transit	Mobility	T	-	\$94,904		
TPR	Five airports	System Quality				\$81,500	
SUBTOTAL				100%	\$25,116	\$94,904	\$81,500
TOTAL					\$201,520		



MOVING COLORADO Vision for the Future 2020 Southwest Transportation Plan

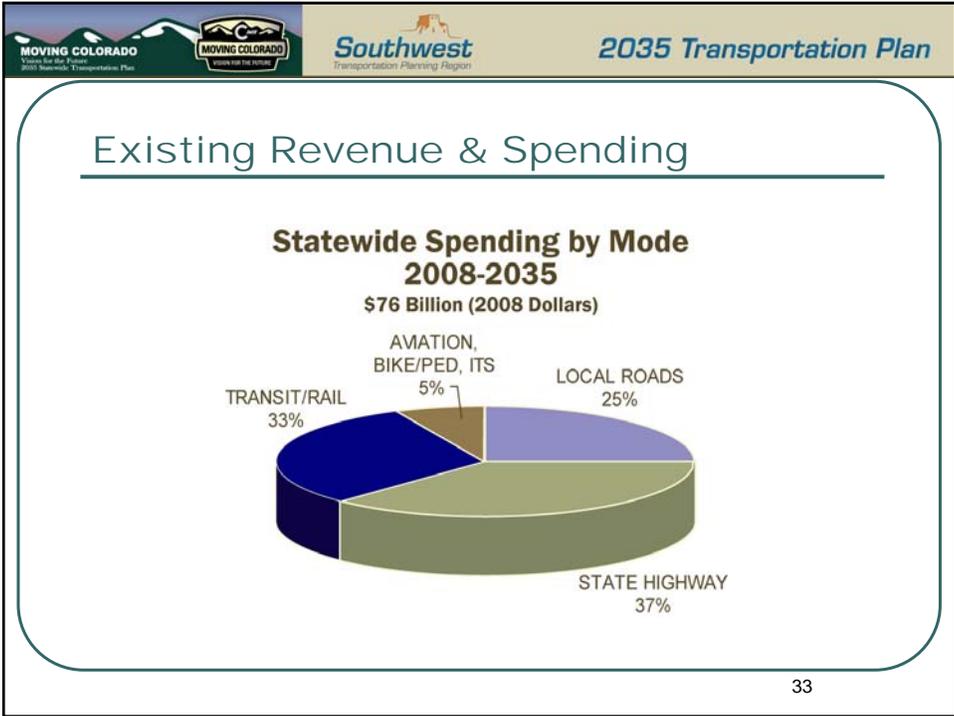
Southwest Transportation Planning Region

2035 Transportation Plan

Midterm Implementation Strategies

Corridor	Major Issues	Potential Strategies for Implementation
Intersections/Shoulder Improvement Pools	<ul style="list-style-type: none"> • Congestion • Safety 	Regionwide: <ul style="list-style-type: none"> • Intersection improvements • Shoulder improvements
US 160 at CR 222/223	<ul style="list-style-type: none"> • Population growth • Commuting traffic • Safety 	<ul style="list-style-type: none"> • Intersection improvements • Shoulder improvements
US 160 west of Pagosa Springs	<ul style="list-style-type: none"> • Trucks • Safety • Population growth • Commuting • Weather incidents 	<ul style="list-style-type: none"> • Intersection improvements
US 550 New Mexico State Line north (fencing and wildlife underpasses)	<ul style="list-style-type: none"> • Increasing and unacceptable levels of vehicle crashes, including, but not limited to, wildlife collisions, rockfall, and run-off-the-road crashes 	<ul style="list-style-type: none"> • Widening/capacity improvements
US 491	<ul style="list-style-type: none"> • Safety 	<ul style="list-style-type: none"> • Passing lanes
SH 172	<ul style="list-style-type: none"> • Deterioration of highway infrastructure • Safety 	<ul style="list-style-type: none"> • Resurfacing • Auxiliary lanes
Modal choice	<ul style="list-style-type: none"> • Congestion • Quality of life 	<ul style="list-style-type: none"> • Durango Transit Center • Bike path - US 160 East of Durango

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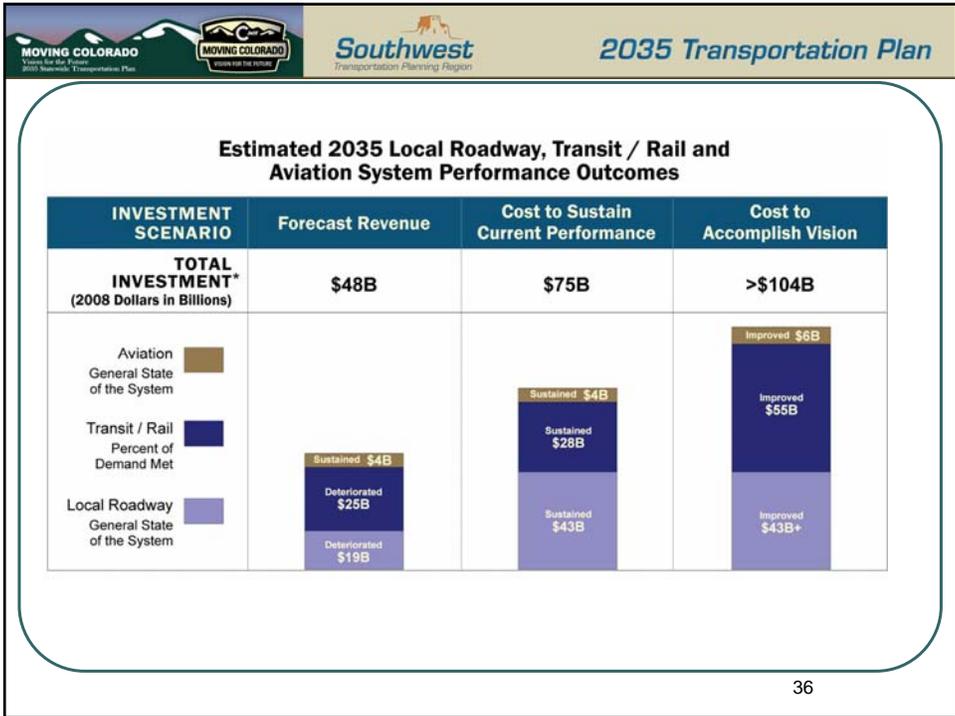
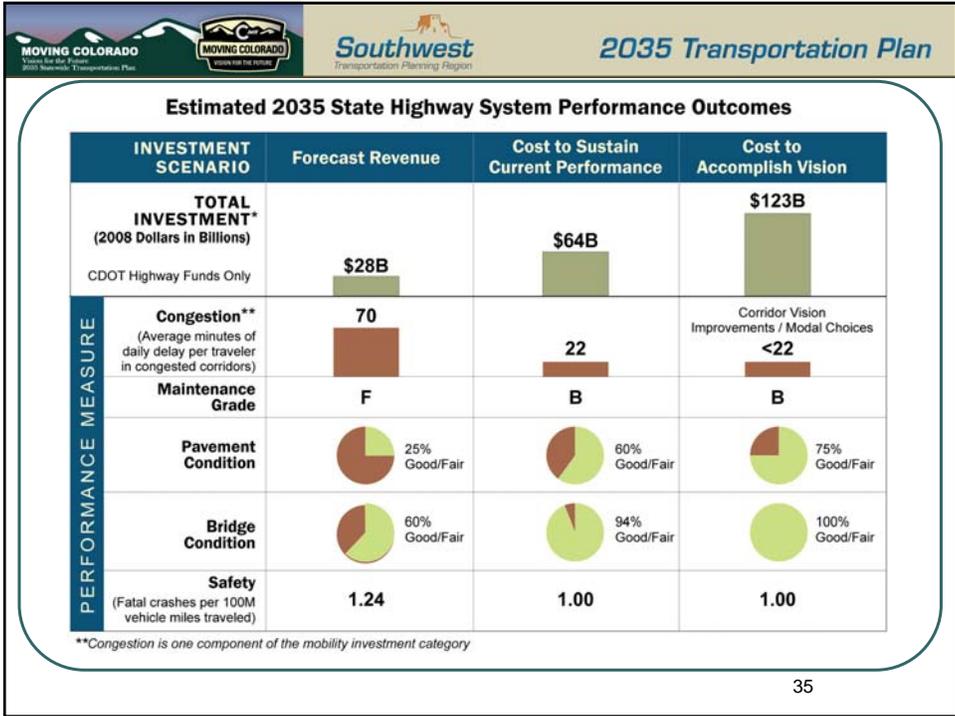

2035 Transportation Plan

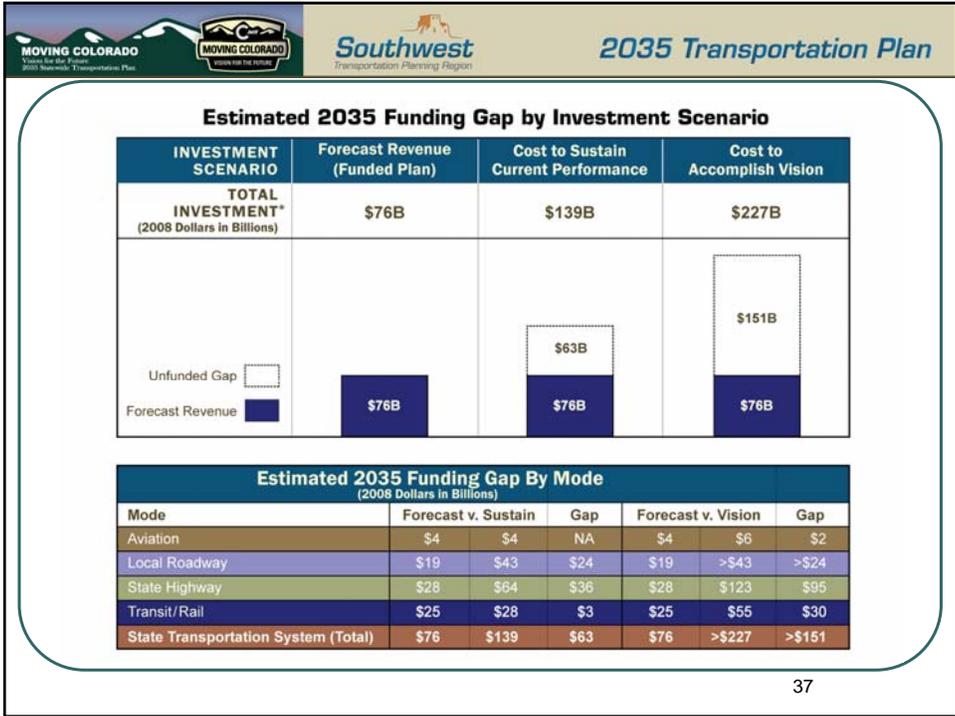
Statewide System Performance

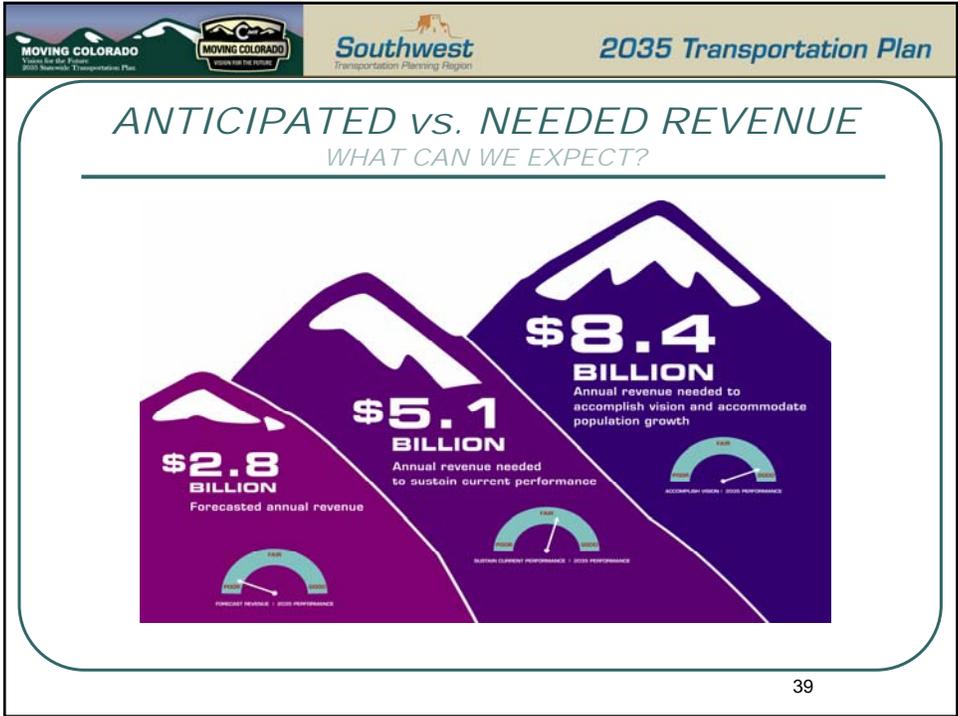
Total Plan Costs 2008-2035

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

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VISIONARY CHANGE

AS POPULATION GROWS, SO DO TRANSPORTATION DEMANDS







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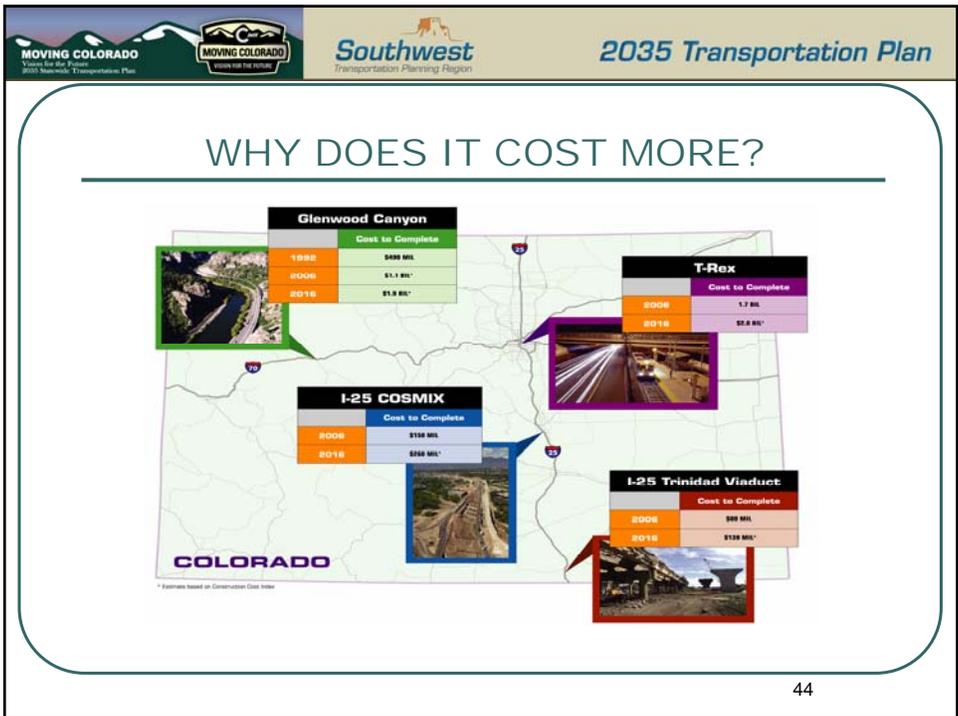
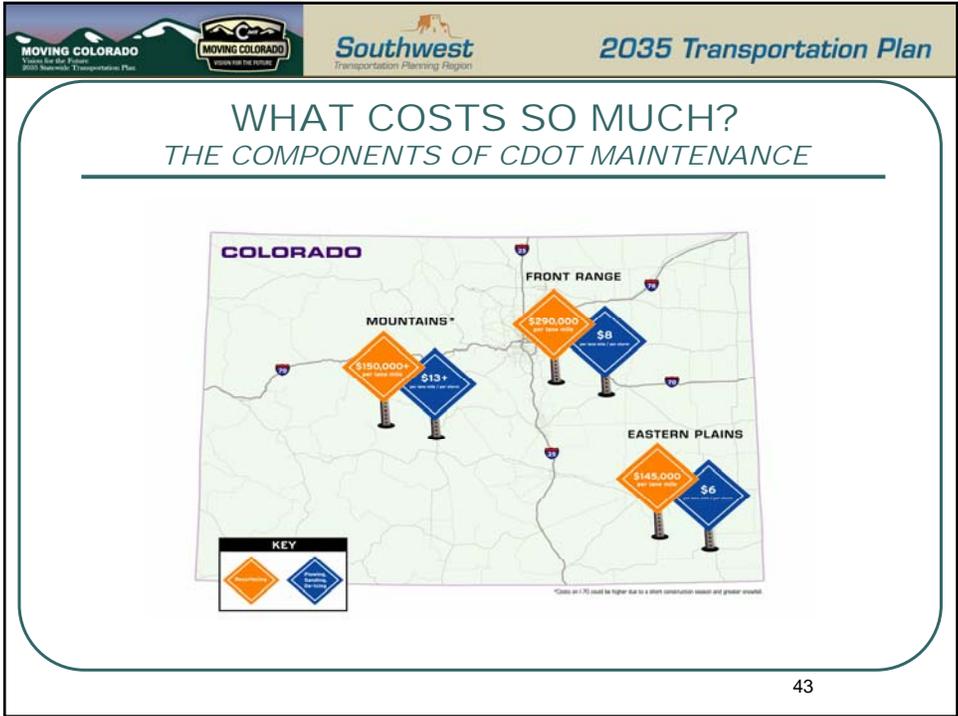





TOUGH CHOICES



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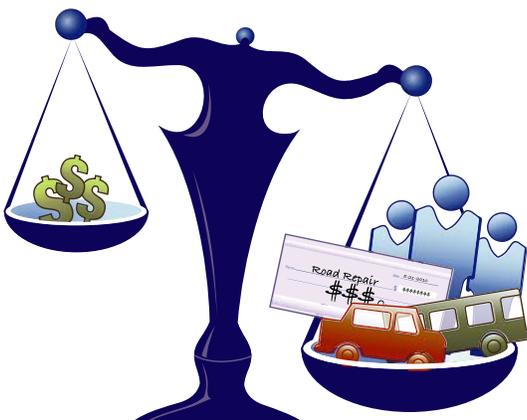
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Southwest Transportation Planning Region

2035 Transportation Plan

MOVING COLORADO FORWARD



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2035 Transportation Plan

Questions and Discussion

- Comment forms on table
 - Regional Plan by Dec 3
 - Statewide Plan by Jan 4
- 2035 Plan on Interactive CD
- RPC to Adopt Regional Plan in January
- Email: 2035TransportationPlan@urscorp.com
- Statewide & Regional Plan online:
<http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp>

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Public Comments

Written Comments and Responses

A comment was submitted that identified the need for commuter loops servicing the major labor pool areas and encouraged the inclusion of safe passenger boarding areas with all new road and road reconstruction projects.

The Southwest RTP addresses the identified needs.

A comment form was submitted with editorial corrections and suggested rewording of corridor goals and strategies pertaining to wildlife mitigation measures.

Editorial corrections were made and language relating to wildlife strategies was edited to avoid excluding possible alternatives.