



# Upper Front Range 2035 Regional Transportation Plan

## Upper Front Range



# 2035 Regional Transportation Plan

July 18, 2006  
Pre-Forum Meeting

FELSBURG HOLT & ULLEVIG

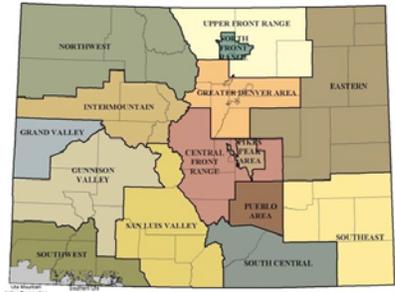
## Purpose of Today's Meeting



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

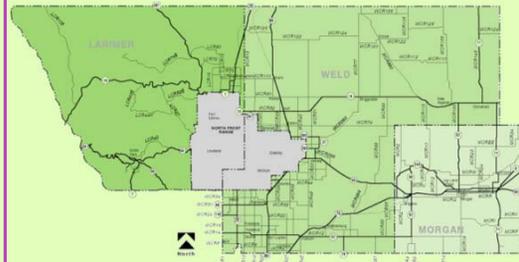
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### TRANSPORTATION PLANNING REGIONS



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## Planning Area



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## Purpose of RTP Update



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

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## Goals of RTP Update



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

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## Major Components



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

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## Schedule



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

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## UFR Mission Statement



“To provide a multi-modal transportation system that maximizes public input, fosters cooperation, and meets the transportation needs of all travelers in the Upper Front Range.”

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## UFR Goals



- To provide a multi-modal transportation system for the safe and efficient movement of persons, goods and information
- To engage the public throughout the development of the transportation plan and its implementation
- To foster cooperation and to reduce institutional barriers between all entities involved in providing transportation to the region
- To coordinate with the transportation plans of other entities within the region (including Rocky Mountain National Park) and with those of adjacent communities, Transportation Planning Regions, and states

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## UFR Goals (cont.)



- To ensure adequate maintenance of the functional integrity of the existing transportation system
- To identify existing and projected deficiencies in the transportation system, including rights-of-way, and to establish methods to improve these deficiencies
- To identify and efficiently utilize potential sources of funds for transportation projects, take advantage of flexible funding, encourage enhanced funding by communicating the needs to decision makers, and encourage public/private partnership

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## UFR Goals (cont.)



- To acknowledge the interrelationship of transportation with existing and future land uses and to integrate transportation and land use planning
- To enhance the environment through the transportation system
- To ensure that the transportation needs of tourism, agriculture, industry and economic development are met, while protecting and improving the high quality of life in the region
- To provide enhanced access to Denver International Airport and to recognize the impacts of DIA and the E-470 corridor on the region

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## Recent Changes in the Region



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

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## Regional Transportation Forum



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

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## Regional Transportation Forum (cont.)



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

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## Contact Information



Jenny Young – FHU	Project Manager (Regional Plan) 303-721-1440 jenny.young@fhueng.com
Bob Felsburg – FHU	Principal In Charge 303-721-1440 Bob.felsburg@fhueng.com
Tyler Stamey – FHU	Deputy Lead 303-721-1440 tyler.stamey@fhueng.com
Mike Felschow – LSC	Transit 719-633-2868 mfelschow@lscs.com
Ed Hocker – URS	Overall Project Manager 719-533-7857 edward_hocker@urscorp.com

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## MEETING MINUTES UPPER FRONT RANGE PRE-FORUM MEETING

July 18, 2006 at 1:00pm  
1111 H Street, Greeley, CO

(see attached sign in sheet for list of attendees)

Rob Masden, Upper Front Range (UFR) Chairman, welcomed the group and introduced the consultants for the 2035 Regional Transportation Plan (RTP) update.

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

The group reviewed the UFR Mission Statement and Goals from the 2030 RTP and proposed the modifications which are highlighted below:

- Mission Statement: "To provide a multi-modal transportation system that maximizes public input, fosters cooperation, and **best** meets the transportation needs of **all travelers** in the Upper Front Range."
- Goal: "To **ensure pursue** adequate maintenance of the functional integrity of the existing transportation system."

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

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

- Morgan County has been experiencing a steady and significant growth in residential development.
- Morgan County has a new ethanol plant which generates 100 – 150 trucks per day.
- Larimer County has experienced some travel pattern shifts, with development occurring in some areas where it was not anticipated.
- There is a potential boundary modification between the Upper Front Range and DRCOG, which will need to be incorporated in this RTP update. The boundary change will entail a portion of southwest Weld County transferring into DRCOG.
- A development (Pioneer Development) with 8,000 – 12,000 residential units plus some commercial uses is being planned near I-76 and WCR 49.
- A new 1,000 bed prison is being planned in Hudson.
- The proposed Carma development along the I-25 corridor includes 5,000 – 6,000 residential units.



# 2035 Upper Front Range Regional Transportation Forum

## *Time for Teamwork!*

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

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

**When: September 28, 2006**

**Time: 1:00pm – 4:00pm**

**Location: Weld County Training Center  
1104 H Street  
Greeley, CO**

■ Refreshments will be provided ■

Hosted by your Regional  
Transportation  
Planning Commission  
ADA Accessible

Contact: Jenny Young 303.721.1440  
[jenny.young@fhueng.com](mailto:jenny.young@fhueng.com)





August 16, 2006

Dear Sir or Madam:

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

As part of the planning process, the Upper Front Range has scheduled a Regional Transportation Forum on **Thursday, September 28, 2006 from 1:00 to 4:00pm** at the Weld County Training Center in Greeley (1104 H Street). In addition to inviting the general public, a special effort is being made to bring to the table representatives from the public and private sectors, such as yourself, who play a policy and decision making role in the region.

An important component of the Forum and the 2035 plan update process is the identification of key issues occurring in the Upper Front Range that may affect transportation priorities. It is important to note that at this phase of the update, issues and trends (and not specific projects) are of most concern. The issues and trends will be used to refine the future transportation priorities. Please take a few moments to help identify, from your professional perspective, developing issues and emerging trends that you believe are important considerations in developing a safe, efficient, and effective transportation system for the Upper Front Range TPR.

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

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

To help us prepare for the Forum, let us know what issues and trends you believe are the most important to consider in this transportation plan update. Please forward your thoughts to Felsburg Holt & Ullevig by Monday, September 18, 2006 so we have sufficient time to incorporate your input into the Regional Transportation Forum.

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

Thank you in advance for helping in the development of the 2035 Upper Front Range Regional Transportation Plan Update. Please mark your calendar for the September 28<sup>th</sup> Regional Transportation Forum!

Sincerely,

**FELSBURG HOLT & ULLEVIG**

A handwritten signature in blue ink that reads "Jenny A. Young".

Jenny A. Young, PE  
Project Manager

## Upper Front Range 2035 Regional Transportation Forum



Time for Teamwork!  
September 28, 2006

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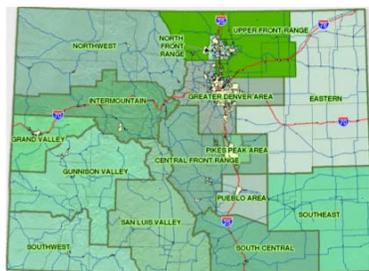
## Regional Forum Outline



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

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## Colorado Transportation Planning Regions (TPRs)



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## Upper Front Range 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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## Schedule



Pre-Forum / Data Collection	Summer 2006
Regional Transportation Forum	September 2006
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Draft Regional and Statewide Plan	May 2007
Final Regional Plan	October 2007
Final Statewide Plan	January 2008

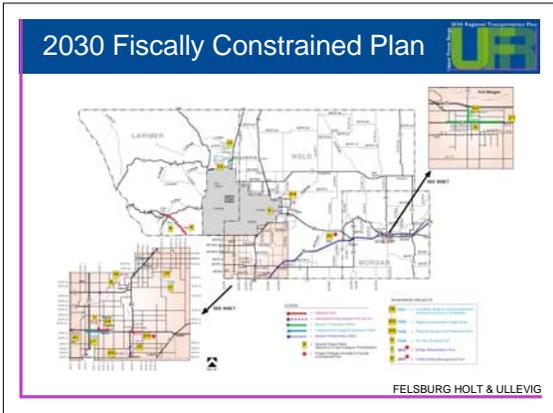
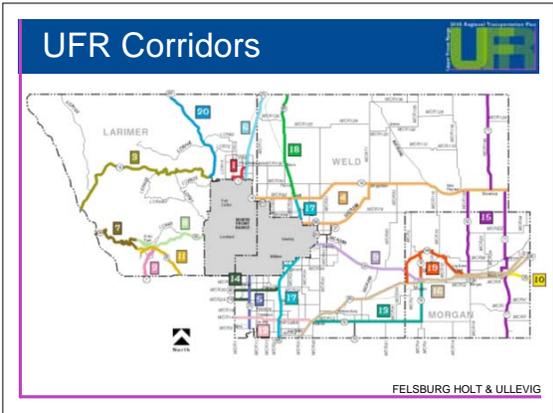
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 Revisiting the 2006  
 Statewide Telephone  
 Survey  


  
 2030 Plan Overview

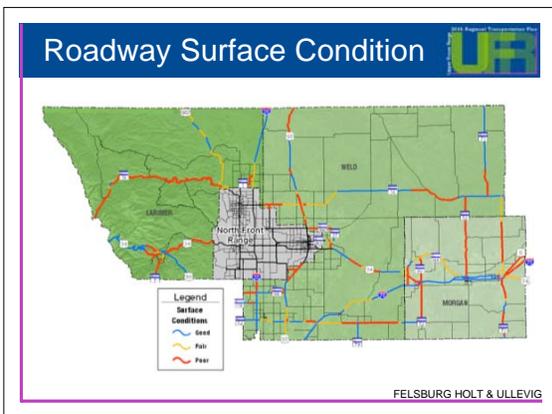
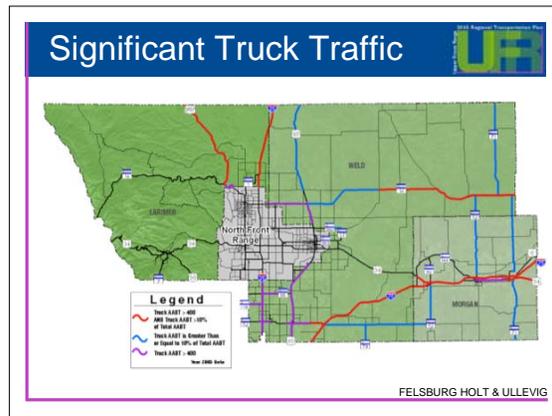
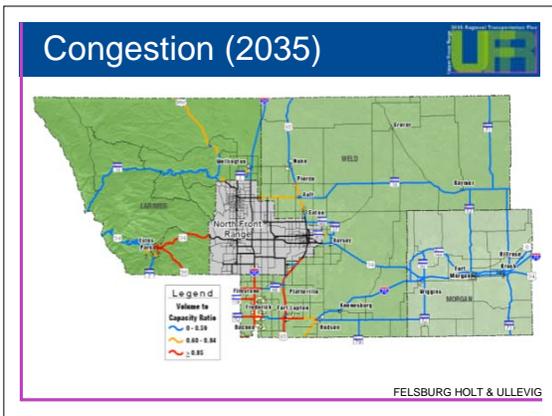
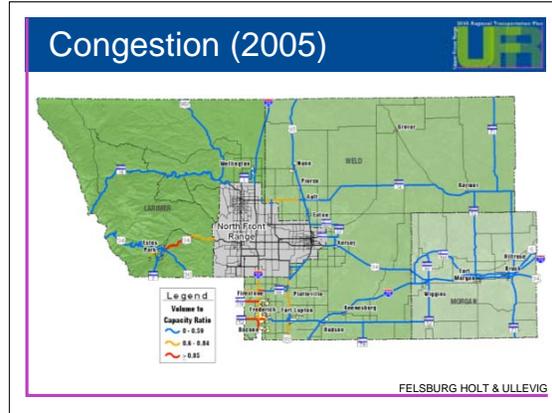
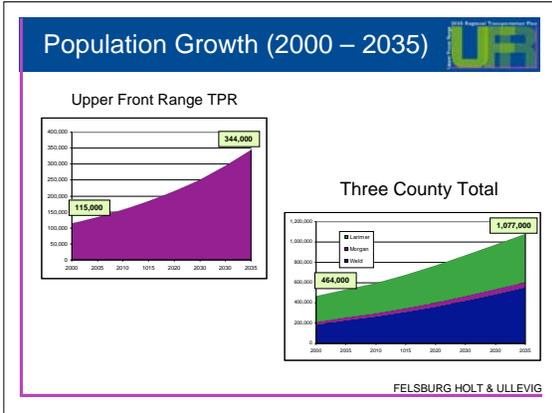
- 20 corridors with visions, goals, and strategies
- Project-based plan prioritized by project category
  - Highway
  - Bicycle/Pedestrian
  - System Preservation
  - Transportation Support Systems
- Vision plan includes four “pools”
- \$864 Million in needs
- Fiscally Constrained Plan covers only 6% of total needs





  
 System Overview





## Narrow Shoulders



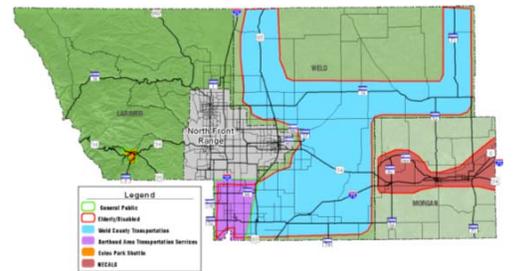
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## Bridge Condition



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## Transit Provider Service Areas



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## Trends and Issues – Updating the RTP

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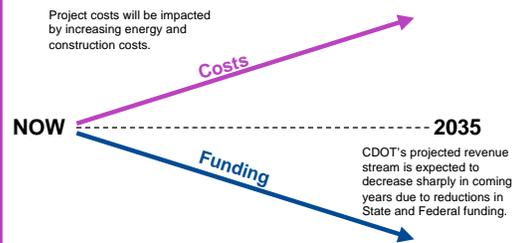
## Other Issues



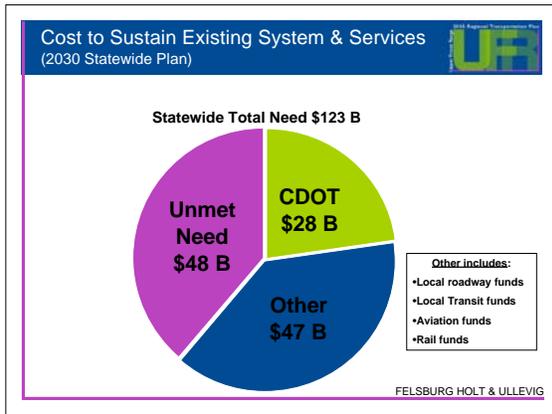
- What other issues have a significant impact on the regional transportation system?

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## Costs Are Up / Funding is Down



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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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- ### UFR Background
- 740 miles of state highway – 45% are in Poor condition
  - 5,500 miles of local roads
  - 16 bridges with Bridge Sufficiency Rating of 50 or less (on-system)
  - 4 local transit agencies providing human services transportation
  - Limited intercity bus service
  - 5 general aviation airports
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- ### UFR Background (cont.)
- Population in UFR expected to grow from 115,000 to 344,000 between 2000 and 2035
  - Jobs in Larimer, Morgan, and Weld Counties expected to increase from 252,000 to 544,000 between 2000 and 2035
  - Daily VMT in UFR will grow from 5,100,000 to 11,100,000 between 2000 and 2035
  - 4.7% of households have no vehicle available
  - 6.0% of families are below poverty level
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- ### Cost of Transportation
- Today it costs about:
    - \$2.9 M to reconstruct a mile of two-lane highway with shoulders
      - \$100 M = 34 miles (30 yrs)
    - \$900,000 to resurface a mile of highway (rehab plus overlays over 30 years)
      - \$100 M = 110 miles (30 yrs)
    - \$4 M to widen a mile of arterial from 2 to 4 lanes
      - \$100 M = 25 miles
    - \$20 M to widen a mile of freeway from 4 to 6 lanes
      - \$100 M = 5 miles
    - \$150,000 to purchase a bus plus \$100,000 annually to maintain and operate
      - \$25 M = 8 buses (30 yrs)
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### Upper Front Range Needs

\$864 Million (per 2030 Plan)  
 +  
 \$653 Million (Resurfacing)  
 +  
 \$152 Million (Transit)  
 +  
 \$14 Million (Aviation)  
**\$1.7 Billion in Total Needs**

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## Funding Sources



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

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## Allocating Limited Resources



Here is the problem: The TPR has a total need of \$1.7 Billion.  
You have an estimated 30-year transportation budget of \$600M  
for the TPR. Where are your priorities?

Program Area	Needs	Allocation
Mobility	\$353 M	?
Safety	\$211 M	?
Existing System (Highway Reconstruction / Bridge Repair / Resurfacing)	\$953 M	?
Alternative Modes	\$166 M	?
<b>Total</b>	<b>\$1.7 Billion</b>	<b>\$600 Million</b>

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## Allocation Exercise



- Allocate your \$600M to:
  - Mobility
  - Roadway Surface Maintenance
  - Safety
  - Alternative Modes
- Optional: allocate your funds to specific corridors

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## Next Steps



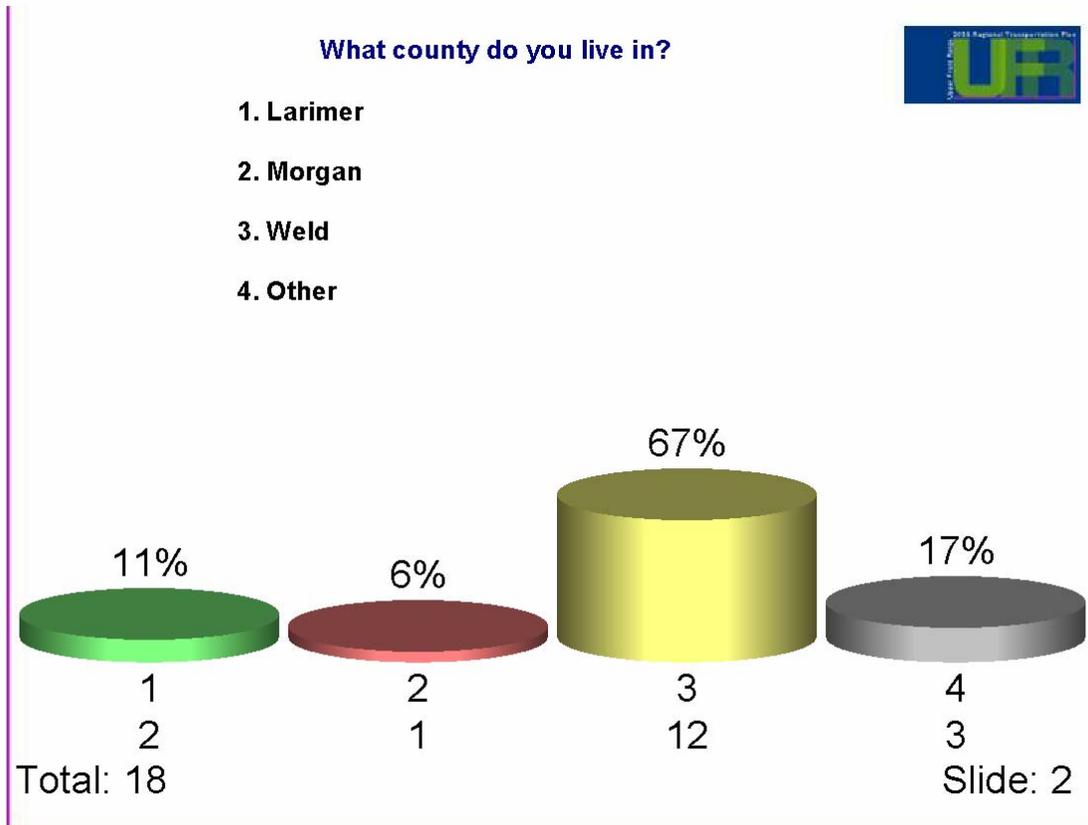
- Compile and document information from forum
- Major trends technical report
- Post-forum meeting (December or January)

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## MEETING MINUTES UPPER FRONT RANGE REGIONAL TRANSPORTATION FORUM

September 28, 2006 at 1:00pm  
1104 H Street, Greeley, CO

There were approximately 27 attendees (see attached sign in sheet). The distribution of attendees among the three counties in the Upper Front Range TRP was as follows:



Rob Masden, Upper Front Range TPR Chairman, welcomed the group and introduced the consultants for the 2035 Regional Transportation Plan (RTP) update.

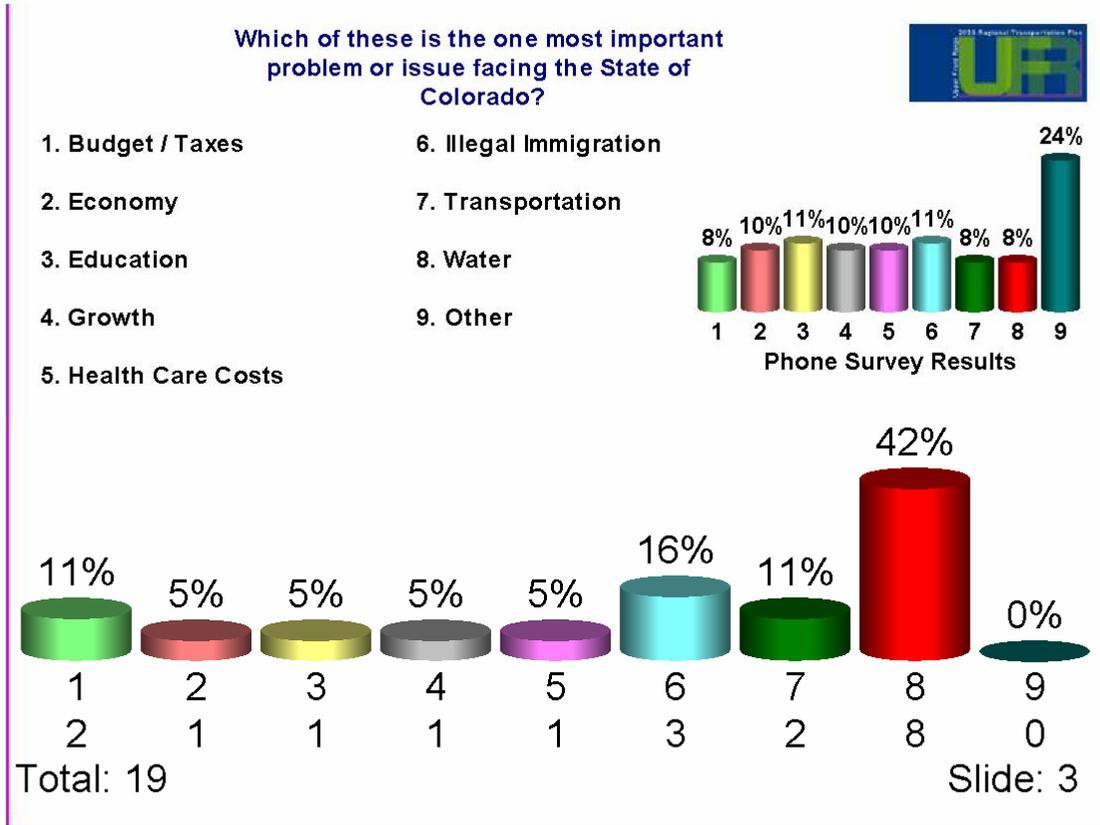
Aaron Willis, CDOT DTD, provided an overview of the regional and statewide transportation planning process and described why we are updating the plans at this time.

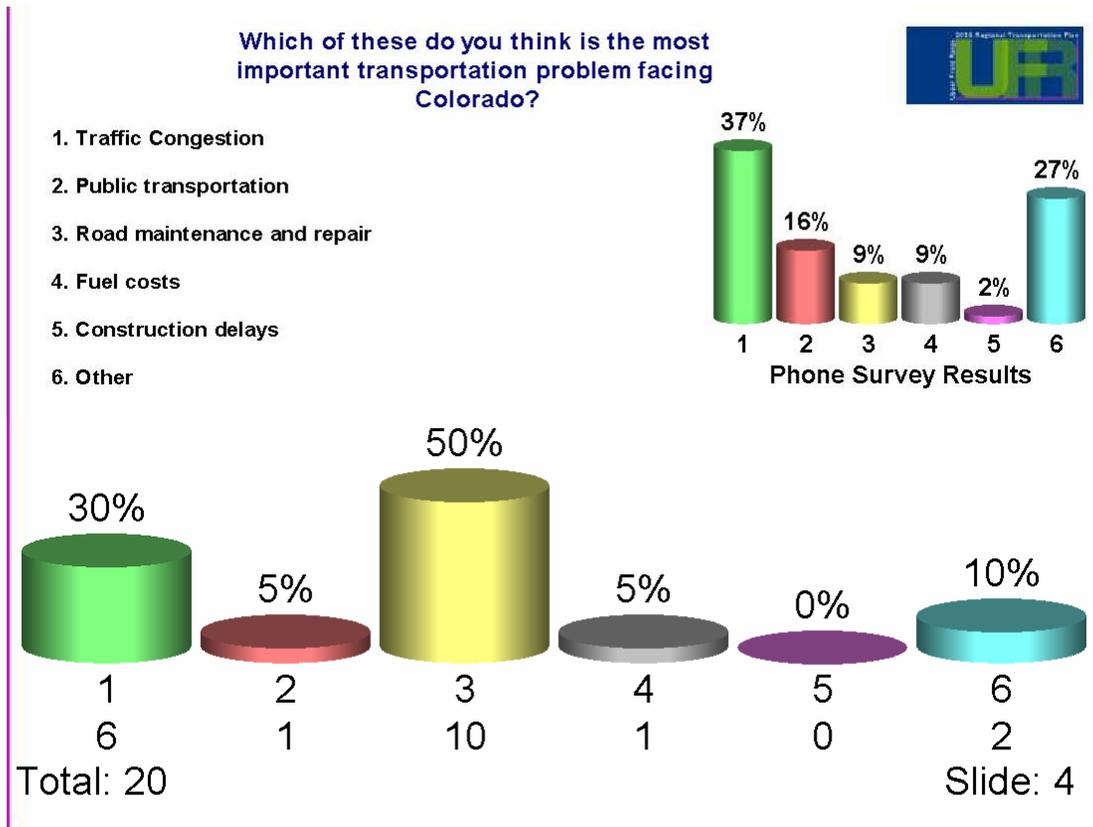
Jenny Young, Felsburg Holt & Ullevig, conducted the remainder of the meeting, which included:

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

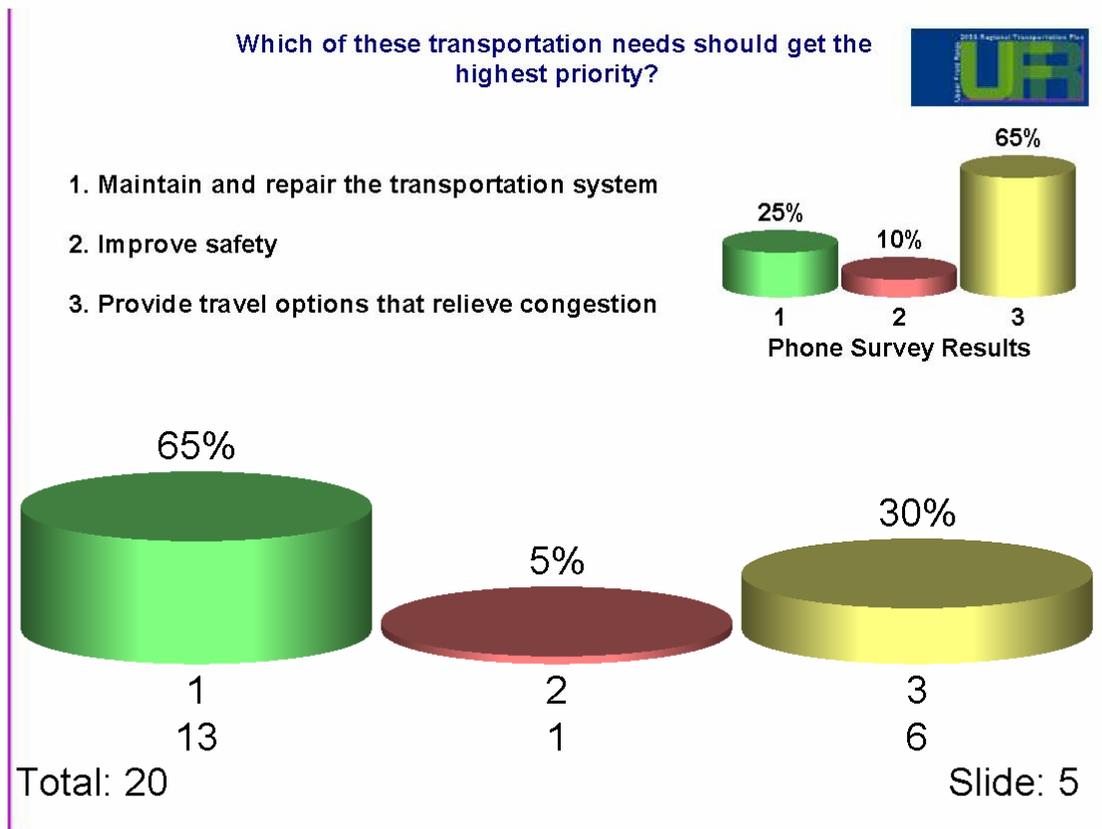
The forum included three sets of polling questions that the audience was asked to vote on. The purpose of the questions was to poll the group and to generate discussion; no decisions have been made as a result of the polling. The following pages provide a list of the questions and the polling results, along with a summary of the discussion generated by each question.

The first three questions were from CDOT's 2006 Statewide Survey on Transportation Issues in Colorado. The results shown in the upper right hand corner are the phone survey results from respondents in the Upper Front Range, and the results shown on the bottom are from the regional transportation forum.



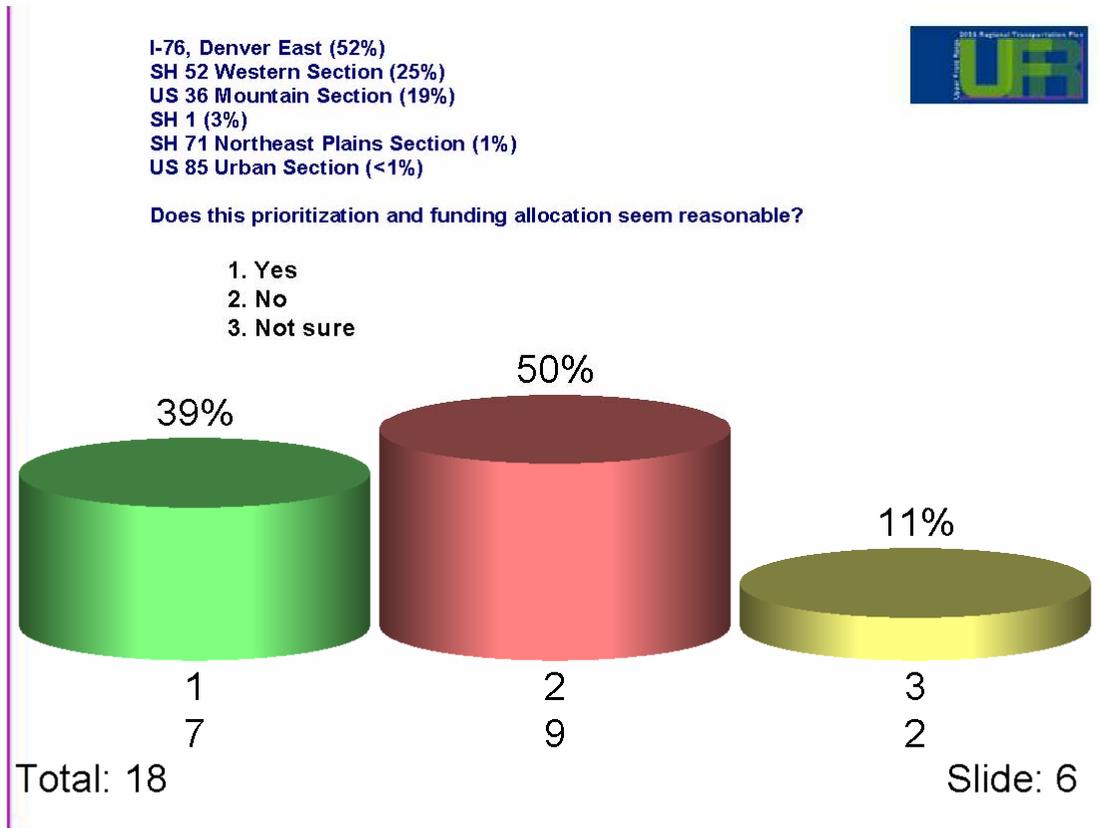


- The forum results varied greatly from the phone survey results. The likely reason for this variation is that the forum participants tend to be more involved in transportation issues and decisions and have a better understanding of the maintenance needs to sustain the transportation system.



- Again, the forum participants placed more emphasis on maintaining the system than the phone survey respondents.

In the 2030 Plan, approximately \$39.3M was allocated to specific corridors (excluding regional projects and pools). The money was allocated to the following corridors:



- Although there happened to be important projects on these corridors, they are not necessarily the highest priority corridors in the region. SH 1 and SH 71, in particular, seem out of place in a list of the highest priority corridors.
- The US 85 corridor (both the southern and northern sections) should be a high priority for safety projects such as median cable guard rails.
- We should be looking at where the congestion is going to be in the future to determine what the highest priority corridors are.

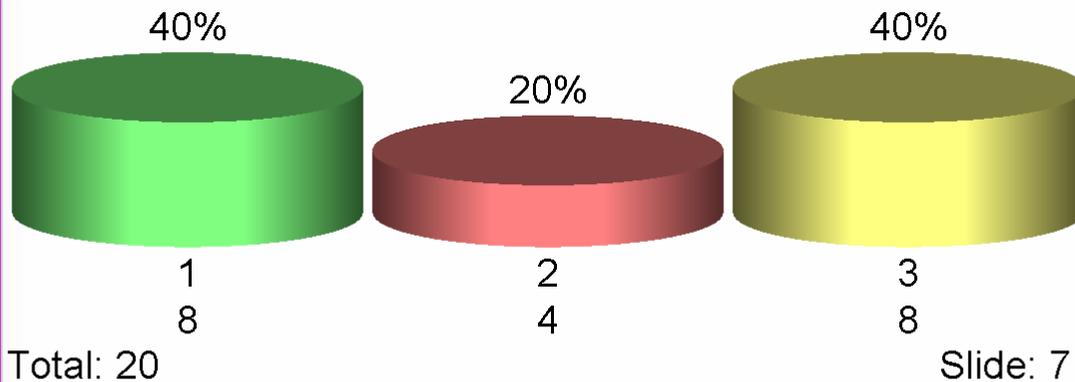


In the previous plan, the UFR did not allocate Regional Priorities Program (RPP) dollars to the I-25 corridor because it has been identified as a Strategic Corridor and therefore is eligible for State Strategic Investment Program dollars. Do you agree with this?

1. Yes, funding for improvements to I-25 should be strictly through the "7th Pot"

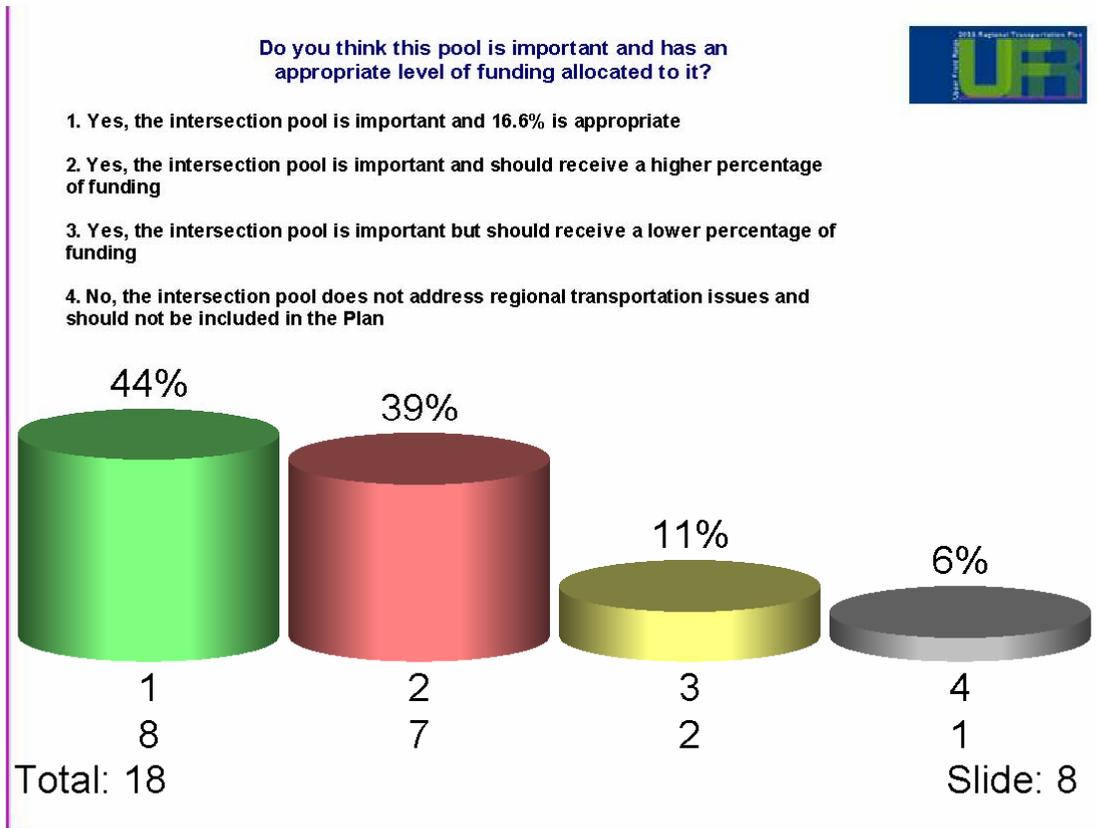
2. No, the UFR should supplement the "7th Pot" funding for I-25 with RPP dollars

3. Not sure



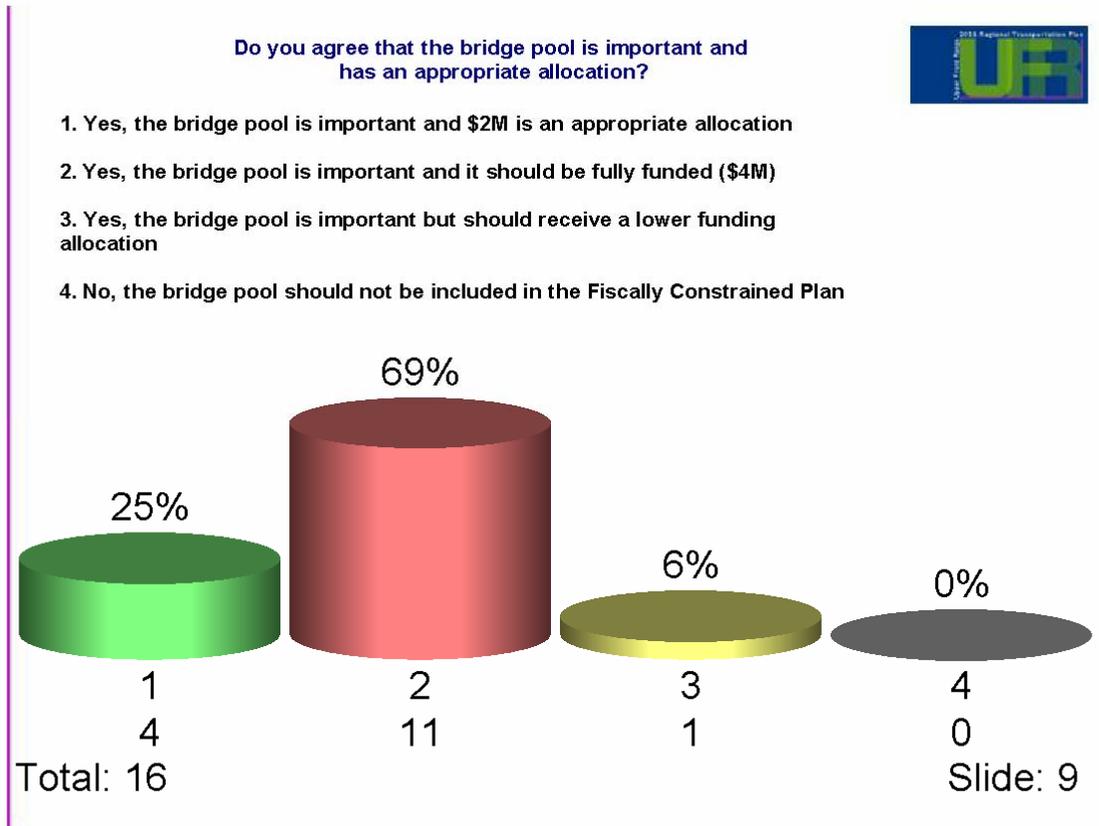
- The wording on this question should be modified to read, "Yes, the funding for improvements to I-25 should be strictly through the "7<sup>th</sup> Pot" **or other state funding sources.**" There will likely not be sufficient 7<sup>th</sup> Pot money.
- There is not enough money in the Upper Front Range to help I-25; therefore, the funding should be used to address more regional (as opposed to statewide) transportation needs.
- Supplementing I-25 with RPP dollars may be a way to leverage CDOT dollars.
- It may make sense to allocate RPP dollars to specific interchange improvements along I-25.

An intersection pool was established in the 2030 plan with a funding allocation of 16.6% of RPP and Congestion Relief funds. Do you think this pool is important and has an appropriate level of funding allocated to it?



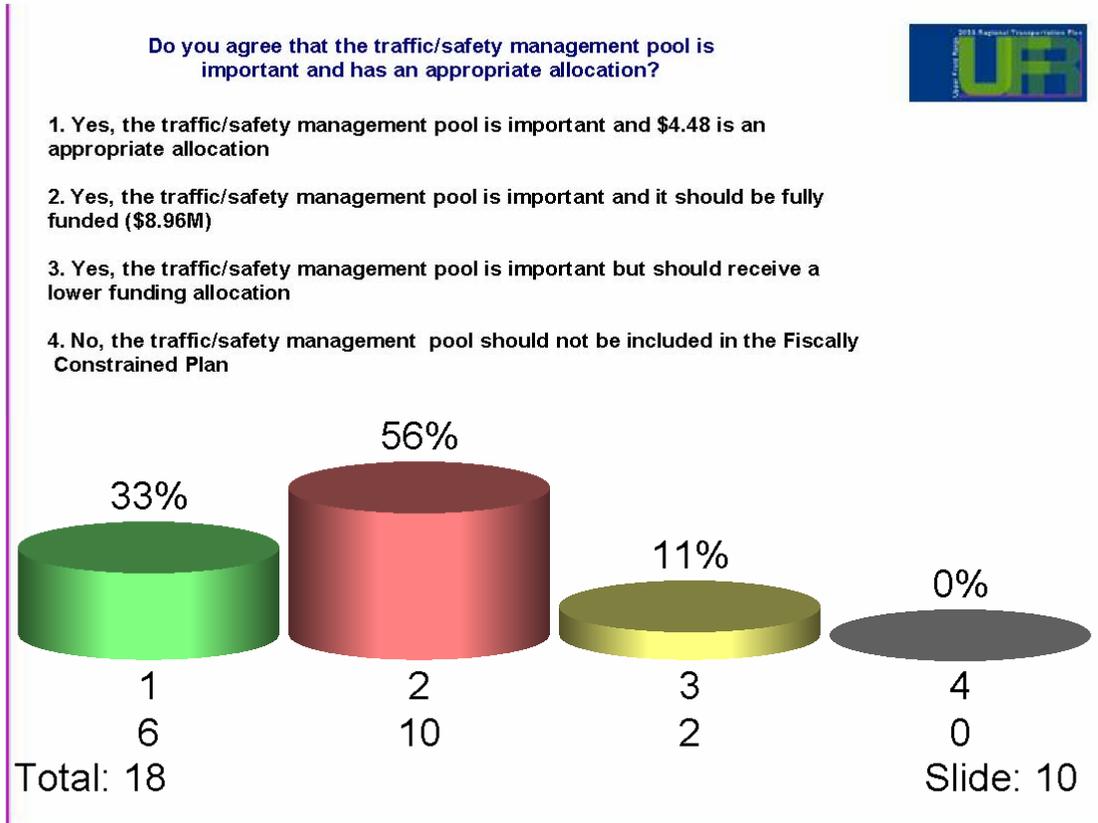
- 17 out of 18 respondents support the intersection improvement pool. More importantly, 15 out of 18 respondents believe this pool should be funded at least at its current level.

The 2030 Plan includes three other pools which were partially or fully funded in the Fiscally Constrained Plan and placed at the top of the prioritized list of projects. A \$4M Bridge Rehabilitation Pool was established to supplement CDOT's on-system bridge funding. Half of the \$4M was included in the Fiscally Constrained Plan. Do you agree that the bridge pool is important and has an appropriate allocation?



- 100% of respondents support the bridge pool. A high percentage believe it should be fully funded.

An \$8.96M Traffic/Safety Management Pool was established to supplement CDOT's safety funding. Half of the \$8.96M was included in the Fiscally Constrained Plan. Do you agree that this pool is important and has an appropriate allocation?



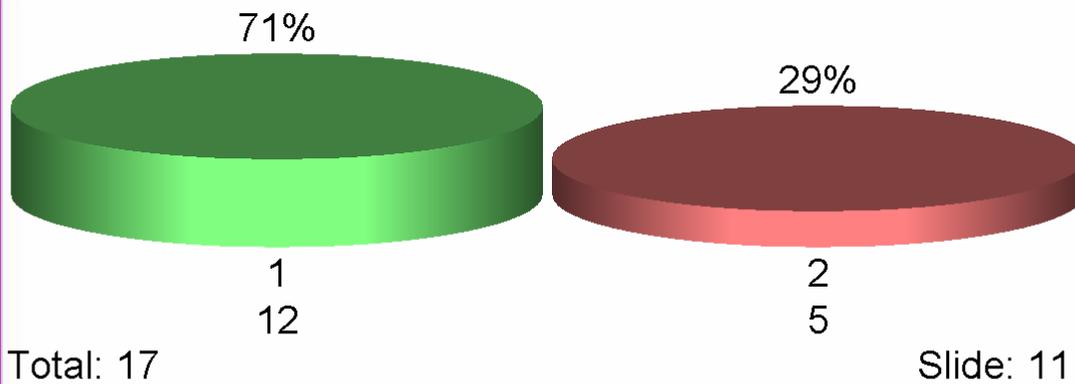
- 100% of respondents support the Traffic/Safety Management Pool. Most (16 out of 18) believe it should be funded at either its current level or at a higher level.



**The Six-year Scoping Pool was fully funded at \$210,000. Do you agree that the UFR should allocate money "off the top" to this pool?**

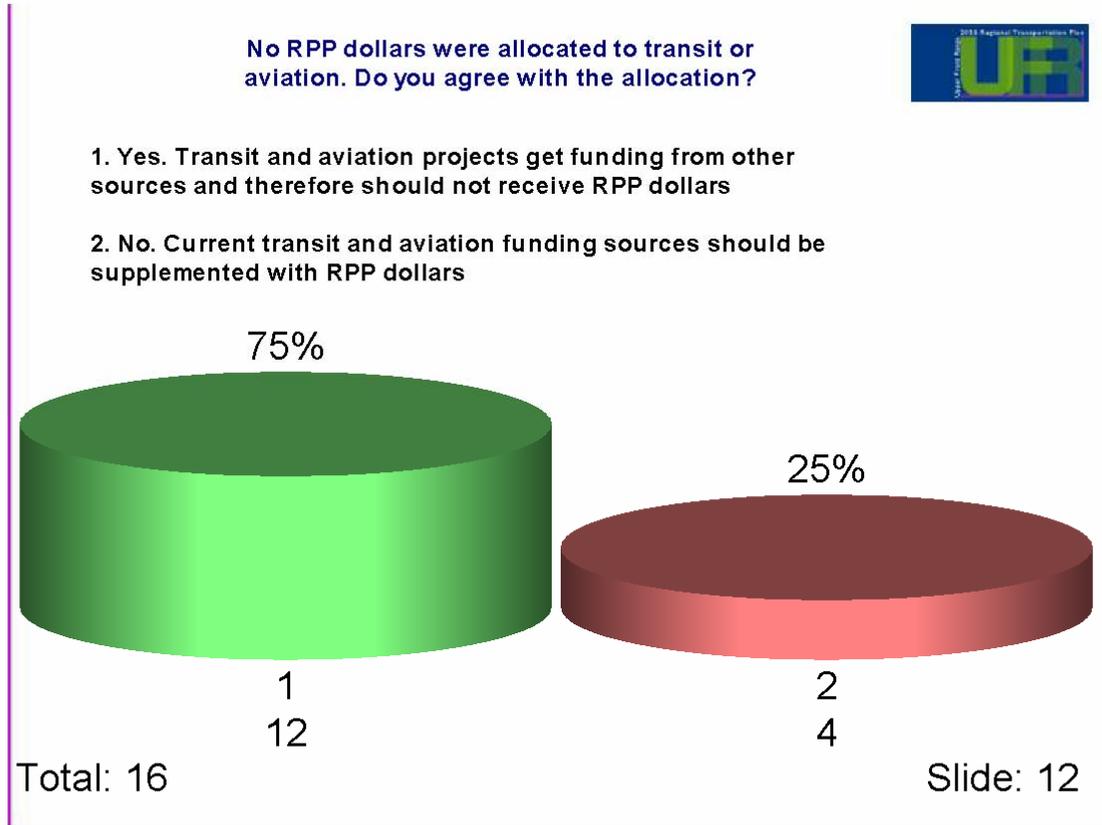
**1. Yes, the scoping pool is important and should be fully funded**

**2. No, the scoping pool should not be included in the Fiscally Constrained Plan**



- While generally supported, some participants thought that CDOT should be able to perform this work without a separate pool of funds.

In the 2030 Plan, Regional Priorities Program (RPP) dollars were allocated to Highway, Bicycle/Pedestrian, System Preservation, and Transportation Support System projects. No Regional Priorities Program (RPP) dollars were allocated to transit or aviation. Do you agree with the allocation?

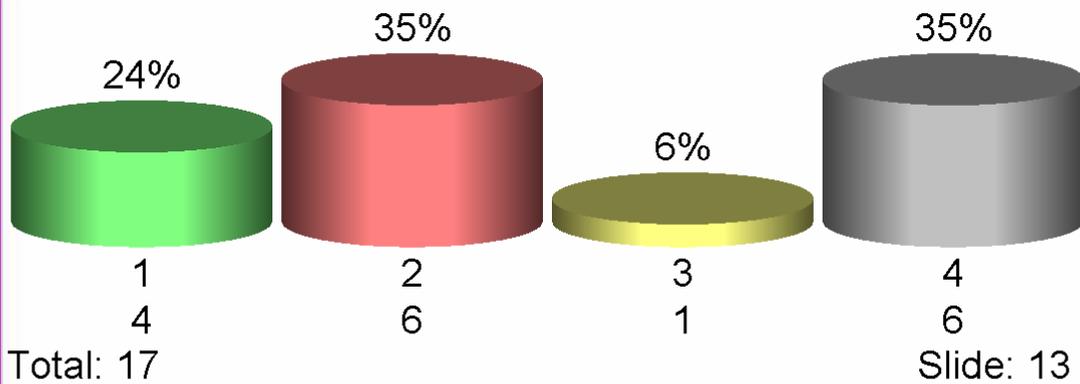


- Participants thought that if the question had been separated out by transit and aviation that the results may have been different.



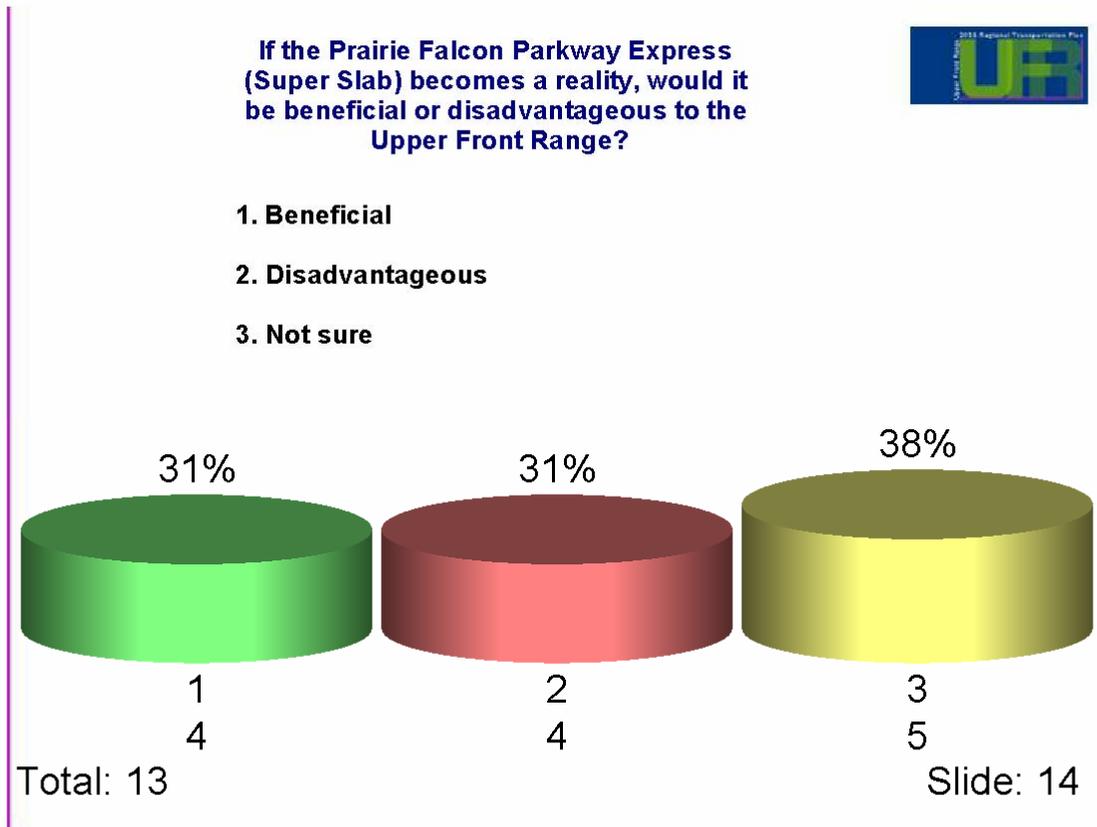
There are gaps in local and/or regional public transportation. Where should the focus be in the short term?

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



Slide: 13

- Transit from Denver to Fort Collins is needed.
- More transit for the aging is needed.

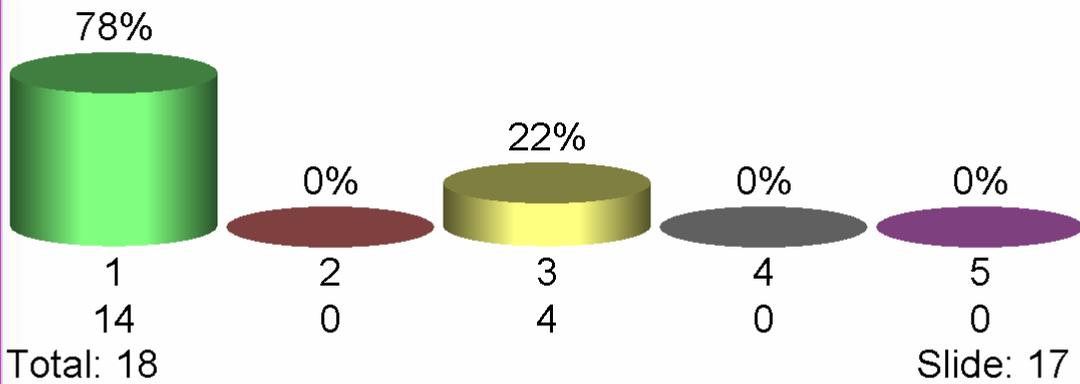


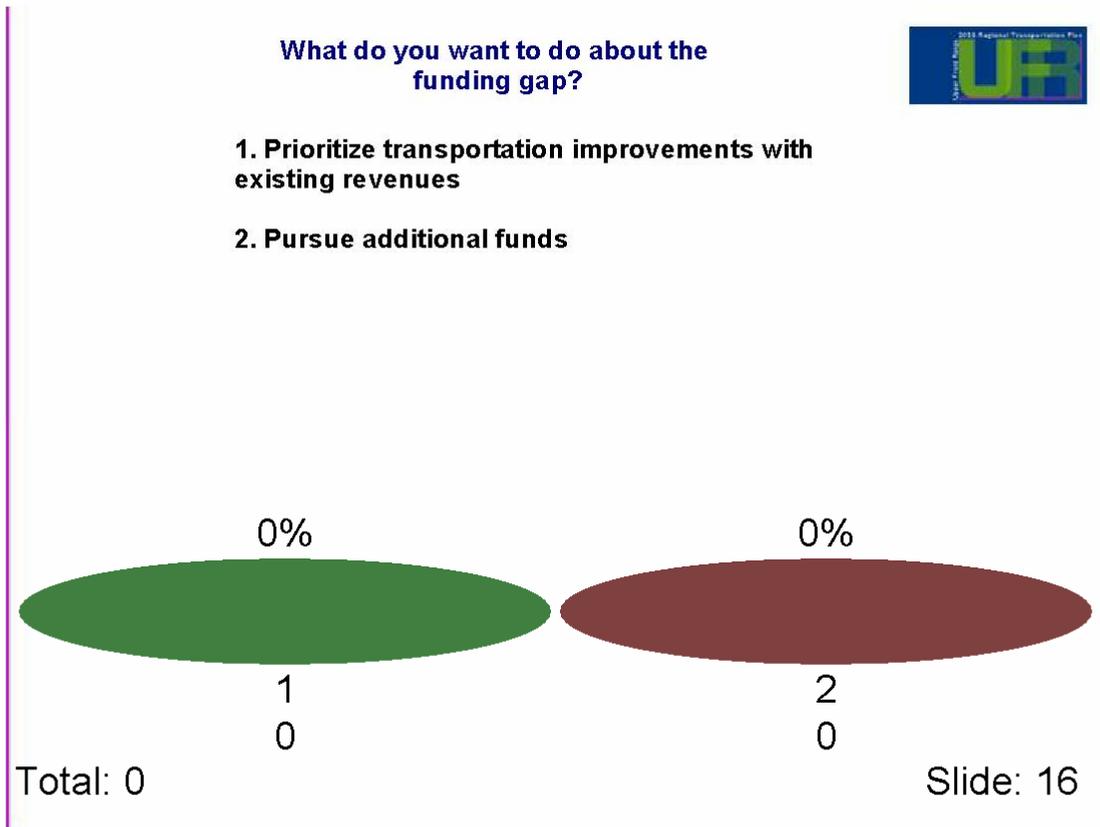
- There are too many unknowns about the Prairie Falcon Parkway Express to gauge whether or not it will be beneficial for the Upper Front Range.
- Based on the track record of E-470 and Northwest Parkway, this type of toll facility would not be able to pay for itself.
- Travel time versus cost is the question; people would not drive 25 miles out of the way to use this type of facility.
- Any alternative to I-25 would be of statewide benefit.

What is the most important regional transportation issue?



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





- NOTE: the polling software failed at this point. This question was discussed, but a poll was not taken.
- No one volunteered that they thought we should continue to prioritize transportation improvements with existing revenues.
- Weld and Larimer Counties are currently looking into a Regional Transportation Authority (RTA) to provide additional funding for transportation improvements.
- The highway patrol is funded through the transportation budget – this should come from another funding source, freeing up more dollars for transportation improvements.
- Land use decisions by the local jurisdictions play a factor in the funding of transportation projects.



The group was asked what other issues or trends have affected transportation over the last few years since the 2030 plan was completed.

- Growth in the region is exceeding expectations.
- Growth will continue in the region if water is accessible.
- Gravel trucks on US 85 cause significant delay.
- There are houses being erected in rural areas without enough thought going into the domino effect of increased demands on public services and transportation infrastructure. Tax revenues collected from new housing developments are not sufficient to play to maintain current roads.

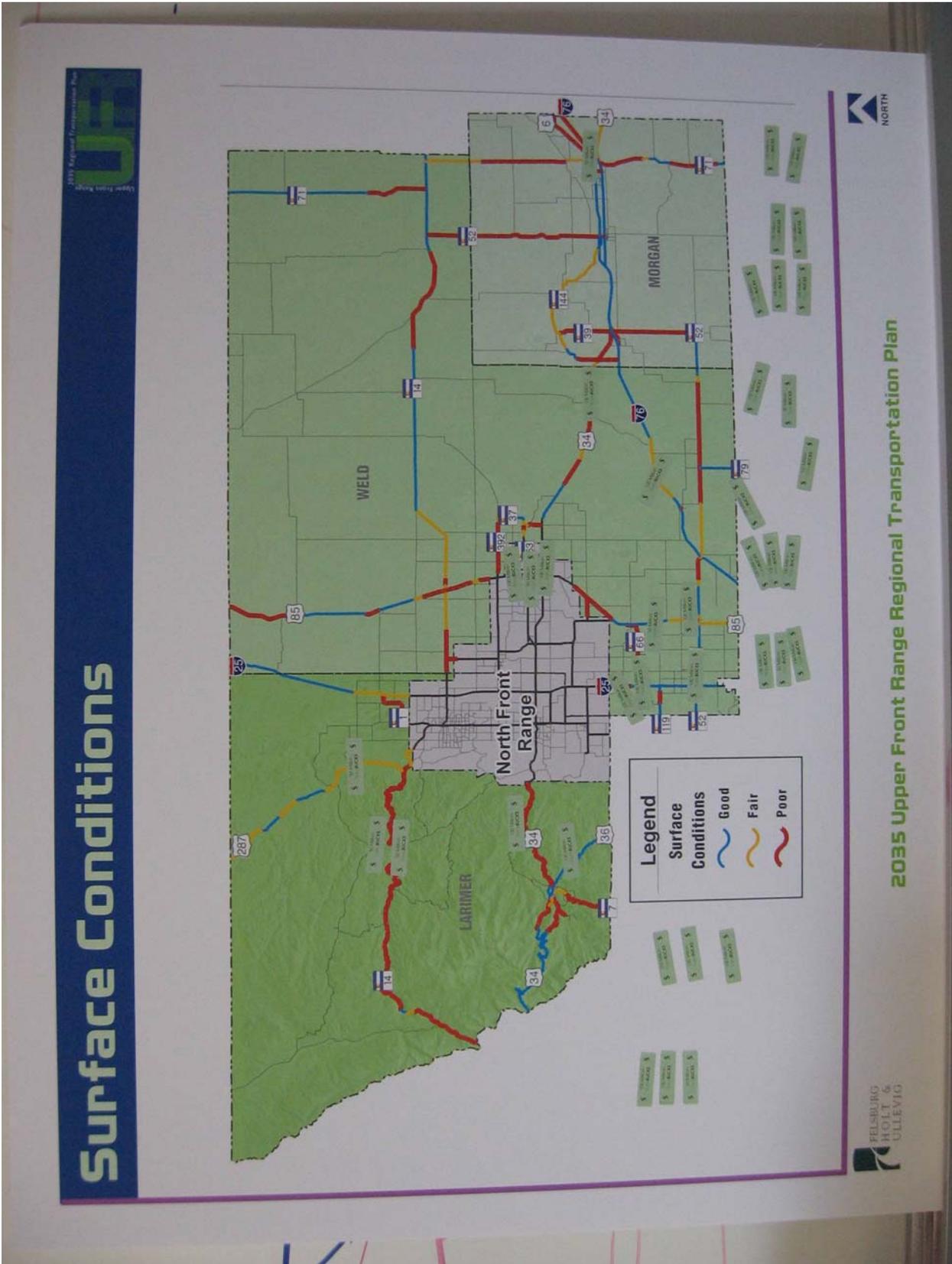
The audience members were each given \$600 million "TransBUCKS," and they were asked to allocate them to various improvements types (Mobility, Safety, System Quality, and Alternative Modes). The following is the breakdown of the TransBUCKS allocation, and pictures of the maps are included on the following pages:

- 40% surface treatment (maintain existing system)
- 34% congestion (mobility)
- 16% safety
- 10% alternative modes

The majority of the TransBUCKS on the congestion board were clustered in the south west Weld County area. The allocation by corridor on the other boards was relatively dispersed throughout the region.

## **Next Steps**

- The information presented at the regional transportation forum will be documented in a technical report.
- The results of the polling and TransBUCKS exercises will be taken to the Regional Planning Commission (RPC) in December. Any decisions on the prioritization of corridors and allocation of resources will be made by the RPC. The next RPC meeting is scheduled for December 14, 2006.











## Meeting Minutes

Upper Front Range Executive Committee Meeting  
March 29, 2007

### 2035 Regional Transportation Plan

Jenny Young (Felsburg Holt & Ullevig) presented information related to the Upper Front Range 2035 Regional Transportation Plan. The following is a summary of the information presented and the decisions made by the Executive Committee.

#### ***Corridor Prioritization***

The corridor prioritization process was presented including the evaluation criteria, weighting, scoring, and resulting high, medium, and low priority corridors. The Executive Committee recommended the following changes:

- Remove the Public Support/Need evaluation criterion from the corridor prioritization; the need for improvements is captured in the other five evaluation criteria.
- The weighting of evaluation criteria has been adjusted to the following:
  - Mobility – 25
  - Safety – 25
  - System Quality – 25
  - Environmental – 10
  - Economic Impact – 15
- The above modifications result in the following High, Medium, and Low priority corridors:

High Priority Corridors	Medium Priority Corridors	Low Priority Corridors
Corridor 5: I-25 Front Range Corridor 8: US 34 Big Thompson Corridor 14: SH 66 Corridor 16: I-76 Corridor 17: US 85 Urban	Corridor 2: SH 7 Mountain Corridor 3: SH 14 Mountain Corridor 4: SH 14 Plains Corridor 6: I-25 North Corridor 9: US 34 Plains Corridor 10: US 34 Northeastern Corridor 11: US 36 Mountain Corridor 12: SH 52 Western Corridor 15: SH 71 Corridor 18: US 85 Rural Corridor 20: US 287 Rural	Corridor 1: SH 1 Corridor 7: US 34 RMNP Corridor 13: SH 52 Middle Corridor 19: SH 144 Plains

#### ***Corridor Visions***

Technical Report #2 – Visions and Priorities was distributed to the Executive Committee. The discussion was focused on the corridors for which significant changes to the 2030 corridor visions are recommended. The Executive Committee made the following recommendations related to the corridor visions:



- Corridor 9: US 34 Plains – change the primary investment category from System Quality to Safety
- Corridor 18: US 85 Rural – change the primary investment category from System Quality to Safety
- Corridor 19: SH 144 Rural – leave the primary investment as System Quality
- Corridor 20: US 287 North Rural – change the primary investment category from System Quality to Safety

### ***Resource Allocation***

The Executive Committee made the following recommendations related to resource allocation:

- No Regional Priorities Program or Congestion Relief monies should be allocated to transit or aviation
- Allocate 20% of available funding to intersection improvement pool
- Fully fund the bridge rehabilitation pool (12% of available funding)
- Fully fund the traffic/safety management pool (27% of available funding)
- Fully fund the six year scoping pool (1% of available funding)
- Allocate the remaining 40% of available funding to the High Priority Corridors as a group, allowing for maximum flexibility
- No funding has been allocated to the Medium and Low Priority Corridors; however, projects on these corridors would be eligible for funding through the intersection improvement pool, the bridge rehabilitation pool, and the traffic/safety management pool
- Any post-7<sup>th</sup> Pot strategic projects funding that becomes available should be allocated to the High Priority Corridors

### ***Midterm Implementation Strategies***

The Executive Committee agreed with the policy statements included in the implementation strategies. The committee asked that the highest priority strategies be identified for each of the five High Priority Corridors as a part of the midterm implementation strategies.

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**Upper Front Range  
2035 Regional  
Transportation Plan**

Prioritization Meeting with RPC  
April 19, 2007

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**RTP History**

- First Upper Front Range Regional Transportation Plan (2015) – completed in 1994
- UFR 2020 RTP – completed in 2000
- UFR 2030 RTP – completed in 2004

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**Purpose of Update**

- Update RTP to 2035
- Convert to corridor-based plan
- Revisit region’s priorities
- Meet federal requirements (SAFETEA-LU)
- Develop near term implementation strategies in light of increasing costs and declining revenues

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**2035 RTP Schedule**

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

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**RTP Discussion Overview**

- Corridor Visions
  - Technical Report #2
  - Corridors with Significant Changes
- Corridor Prioritization
  - Evaluation Criteria
  - Corridor Scoring
  - Weighting of Evaluation Criteria
  - High, Medium, and Low Priority Corridors
- Resource Allocation
  - Allocation of available funds to pools and corridors
- Midterm Implementation Strategies
  - Policy statements
  - Strategies for high priority corridors

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**Corridor Visions**

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## UFR Corridors



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## Corridors with Significant Changes

- Corridor #5: I-25 Front Range
  - Consolidate goals and strategies
  - Reflect alternatives in North I-25 EIS
- Corridor #9: US 34 Plains
  - Change primary investment category from System Quality to Safety
- Corridor #18: US 85 Rural
  - Change primary investment category from System Quality to Safety
- Corridor #20: US 287 North Rural
  - Change primary investment category from System Quality to Safety

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## Corridor Prioritization

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## Evaluation Criteria

- Mobility
- Safety
- System Quality
- Environmental
- Economic Impact

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## Corridor Scoring

- Two or three measures for each of the five evaluation criteria
- Corridor score of High (3), Medium (2), or Low (1) for each measurement
- High (3) score indicates:
  - Highest importance to the region or
  - Poor condition and greatest need for improvement or
  - Fewest barriers to implementing improvements
- Low (1) score indicates:
  - Relatively low importance to the region or
  - Good condition and least need for improvement or
  - Significant barriers to implementing improvements

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## Corridor Scores

Corridor	System Quality		Safety		Mobility		Environmental		Economic Impact	
	High	Low	High	Low	High	Low	High	Low	High	Low
Corridor #5: I-25 Front Range	3	1	3	1	3	1	3	1	3	1
Corridor #9: US 34 Plains	3	1	3	1	3	1	3	1	3	1
Corridor #18: US 85 Rural	3	1	3	1	3	1	3	1	3	1
Corridor #20: US 287 North Rural	3	1	3	1	3	1	3	1	3	1
Corridor #1: US 160	3	1	3	1	3	1	3	1	3	1
Corridor #2: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #3: I-25	3	1	3	1	3	1	3	1	3	1
Corridor #4: I-76	3	1	3	1	3	1	3	1	3	1
Corridor #6: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #7: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #8: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #10: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #11: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #12: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #13: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #14: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #15: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #16: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #17: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #19: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #21: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #22: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #23: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #24: I-70	3	1	3	1	3	1	3	1	3	1
Corridor #25: I-70	3	1	3	1	3	1	3	1	3	1

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## Weighting of Evaluation Criteria

Evaluation Criteria	Weight
Mobility	25
Safety	25
System Quality	25
Environmental	10
Economic Impact	15
<b>Total</b>	<b>100</b>

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## Corridor Prioritization

High Priority Corridors	Medium Priority Corridors	Low Priority Corridors
Corridor 5: I-25 Front Range	Corridor 2: SH 7 Mountain	Corridor 1: SH 1
Corridor 8: US 34 Big Thompson	Corridor 3: SH 14 Mountain	Corridor 7: US 34 RMNP
Corridor 14: SH 66	Corridor 4: SH 14 Plains	Corridor 13: SH 58 Middle
Corridor 16: I-76	Corridor 6: I-25 North	Corridor 19: SH 144 Plains
Corridor 17: US 85 Urban	Corridor 9: US 34 Plains	
	Corridor 10: US 34 Northeastern	
	Corridor 11: US 36 Mountain	
	Corridor 12: SH 52 Western	
	Corridor 15: SH 71	
	Corridor 18: US 85 Rural	
	Corridor 20: US 287 Rural	

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## Resource Allocation

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## Estimated Available Resources (2008 – 2035)

- Regional Priority Program (RPP): \$40.2 M
- Congestion Relief: \$3.74 M
- **TOTAL FLEXIBLE FUNDS: \$43.94 M**
- 20% less than estimated in 2030 RTP

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## Typical Projects

- Historically funded through RPP or Congestion Relief:
  - Highway capacity, safety, operations
  - System preservation (complete reconstruction)
  - Bicycle/pedestrian
  - Transportation support systems (studies, ITS programs)
  - Railroad crossings
- Funded through other federal/state sources:
  - Surface treatment
  - Safety
  - Bridge replacement
  - Transit
  - Aviation

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## Resource Allocation – Policy Direction from Executive Committee (cont.)

- No RPP allocation to Transit or Aviation
  - Separate funding sources available through FTA and FAA
- Fund “pools” with RPP dollars (all pools available for any of the 20 corridors in the region)
  - Intersection Improvement Pool
    - Allocate 20% of flexible funds to intersection pool
  - Bridge Rehabilitation Pool
    - For use on bridges that do not qualify for federal bridge replacement funding
    - Allocate 12% of flexible funds to bridge pool (fully funded)

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## Resource Allocation – Policy Direction from Executive Committee



- “Pools” (cont.)
  - **Traffic/Safety Management Pool**
    - Used to fund relatively low-cost traffic/safety improvements
    - Allocate 10% of flexible funds to traffic/safety pool (fully funded)
  - **Scoping Pool**
    - Used to investigate details/extent of future projects and provide realistic cost estimates prior to inclusion in STIP
    - Allocate 1% of flexible funds to scoping pool (fully funded)

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## Resource Allocation – Policy Direction from Executive Committee (cont.)



- Allocate remaining RPP and Congestion Relief funding to High Priority Corridors
  - Maximize flexibility within top corridors
  - All corridors eligible for “pool” funding
- Allocate Unprogrammed Strategic Projects funding to High Priority Corridors
  - Current 7<sup>th</sup> Pot strategic projects expected to be completed by 2025
  - If Senate Bill 1 funds continue to be directed to transportation, there will be additional funds for transportation
  - Transportation Commission has not identified next generation of strategic projects

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## Allocation to Corridors & Pools



High Priority Corridors/Pools	% RPP and Congestion Relief	Unprogrammed Strategic Projects
Intersection Improvement Pool	20% (\$8.79 M)	-
Bridge Rehabilitation Pool	12% (\$5.32 M - Fully Funded)	-
Traffic/Safety Management Pool	10% (\$4.39 M - Fully Funded)	-
Six-Year Scoping Pool	1% (\$0.28 M - Fully Funded)	-
Corridor 5: I-25 Front Range	57% (\$25.16 M)	100%
Corridor 8: US 34 Big Thompson		
Corridor 14: SH 66		
Corridor 16: I-76		
Corridor 17: US 85 Urban		
<b>Total</b>	<b>100% (43.94 M)</b>	<b>100%</b>

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## Midterm Implementation Strategies

- Increasing construction costs
- Declining revenues

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## Policy Statements



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

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## Midterm Strategies



- Utilize “pools” to address immediate, low-cost needs
  - Intersection improvement pool
  - Traffic/safety management pool
  - Bridge rehabilitation pool
- Focus on top strategies for High Priority Corridors
  - Maintain infrastructure by adding surface treatments/overlays and rehabilitating/replacing bridges
  - Implement and promote TDM such as carpooling, vanpooling, telecommuting and flexible work hours
  - Improve ITS incident response, traveler information and traffic management
  - Consolidate and limit access and develop access management plans
  - Construct intersection improvements such as auxiliary lanes and traffic signals

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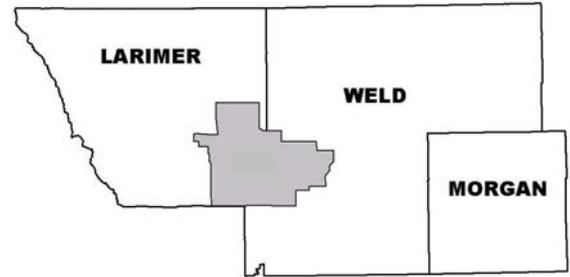
## Next Steps



- Finalize Technical Report #2
- Draft UFR 2035 Regional Transportation Plan
  - To be presented at July 26, 2007 RPC meeting
- Final UFR 2035 Regional Transportation Plan
  - To be presented at November 15, 2007 RPC meeting

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**UPPER FRONT RANGE  
TRANSPORTATION PLANNING REGION**  
P.O. BOX 758, GREELEY, COLORADO 80632



**Minutes Upper Front Range Regional  
Transportation Planning Council (UFRRPC) Meeting  
April 19, 2007**

**Attendance:**

Robert Masden, Weld County Commissioner  
Stan Elmquist, CDOT  
Myron Hora, CDOT  
Michael Felschow, LSC  
Kathy Engelson, CDOT DTD  
Ken Weaver, Greeley CTAB  
Steve Shafer, Town of Platteville  
Patsy Drewer, Weld County Transportation  
Mark Peterson, Larimer County Engineer  
Dick Leffler, Town of Frederick  
Jenny Young, FHU  
Francie Collins, Weld County

Drew Scheltinga, Weld County Engineer  
Andy Anderson, Morgan County Commissioner  
Gail Hoffman, CDOT  
John Valerio, CDOT-DTD, Transit  
Joe Racine, Town of Hudson  
Gary Thomas, SAINT Transit  
Crystal Hedberg, Weld County Transportation  
Brett Locke, CDOT  
Mike Friesen, Town of Mead  
Bob Felsburg, FHU  
John Sweeney, CDOT Aeronautics

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**BUSINESS MEETING:** Meeting was called to order by Chairman Masden at 1:04 PM, UFRTPR Chairman

Based on roll call, **a quorum was not present.** Entities represented at today's meeting are Town of Frederick, CDOT, Town of Hudson, Larimer County, Town of Mead, Morgan County, Town of Platteville, and Weld County.

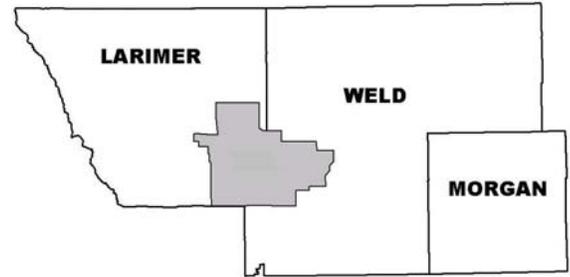
Approval of the December 14, 2006, meeting minutes will be deferred until the July 26, 2007, meeting because of the lack of a quorum.

**LARIMER COUNTY**  
COMMISSIONER GLENN GIBSON  
MARK PETERSON, P.E., ENGINEERING  
(970)498-7002

**WELD COUNTY**  
COMMISSIONER ROB MASDEN  
FRANK B. HEMPEN, JR., P.E., ENGINEERING  
(970)356-4000, EXT 3750

**MORGAN COUNTY**  
COMMISSIONER ANDY ANDERSON  
JOE BALTAZAR, ENGINEERING  
(970)542-3500

**UPPER FRONT RANGE  
TRANSPORTATION PLANNING REGION**  
P.O. BOX 758, GREELEY, COLORADO 80632



April 19, 2007, UFRTPR  
Page 2

Items discussed:

- Chairman Masden discussed the status of the Towns of Eaton and Severance's request to join the NFR MPO. Because there was not a quorum at this meeting, a proposed resolution will be sent, via email, to UFRTPR Council members for approval of Eaton's and Severance's request. Once approved by 50% of the UFRTPR Council members, Chairman Masden will sign the resolution and it will be forwarded to the NFRMPO.
- Rob reported on the progress of a portion of southwest Weld County being included in the Denver Regional MPO for the purposes of transportation planning. Stan Elmquist asked if there was a time-table. Rob does not see Weld County making a decision this year.
- Jenny Young presented the Summary of Recommendations for the 2035 Transportation Plan that was developed from the March 29, 2007, UFR Executive Committee meeting. Many issues were discussed by Council members and staff. The main topics of discussion were corridor prioritization and resource allocation. Two important changes were the allocation of 1% of flexible funding to transit and the identification of an 80% / 20% funding split between high and medium priority corridors; the 80% must be used on high priority corridors, while the 20% can be used on either medium or high priority corridors. Jenny said that she will have the 2035 Transportation Plan drafted for the July, 26, 2007, UFRTPR meeting and will include the changes discussed at this Council meeting.

The meeting was adjourned at 3:15.

Respectfully submitted,

Francie Collins  
UFRTPR Secretary

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**LARIMER COUNTY**  
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COMMISSIONER ANDY ANDERSON  
JOE BALTAZAR, ENGINEERING  
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## ***2035 Draft Statewide and Regional Transportation Plans Joint Public Outreach Open House***

The Upper Front Range Transportation Planning Region 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 Region 4 Offices  
1420 2<sup>nd</sup> Street  
Greeley, CO  
**Time:** 4:00pm - 6:00pm  
(Presentation at 5:00pm)

### **FOR MORE INFORMATION:**

**Web:** <http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp>

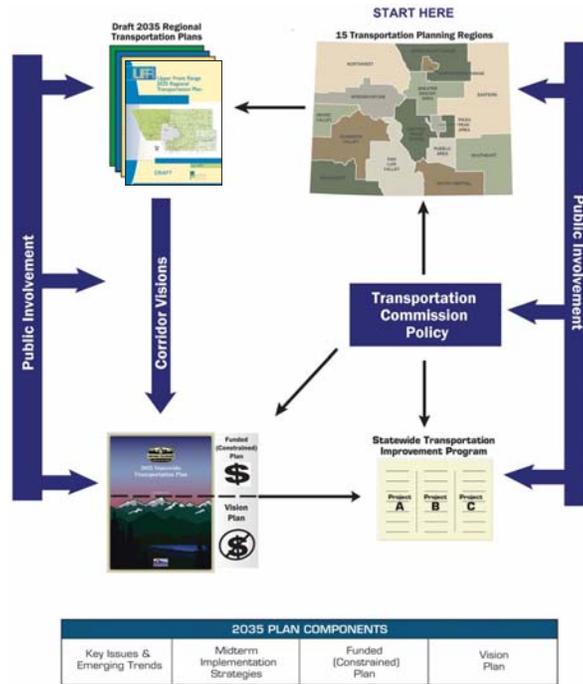
**Project contact:** Leah Ware (303) 757-9761

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

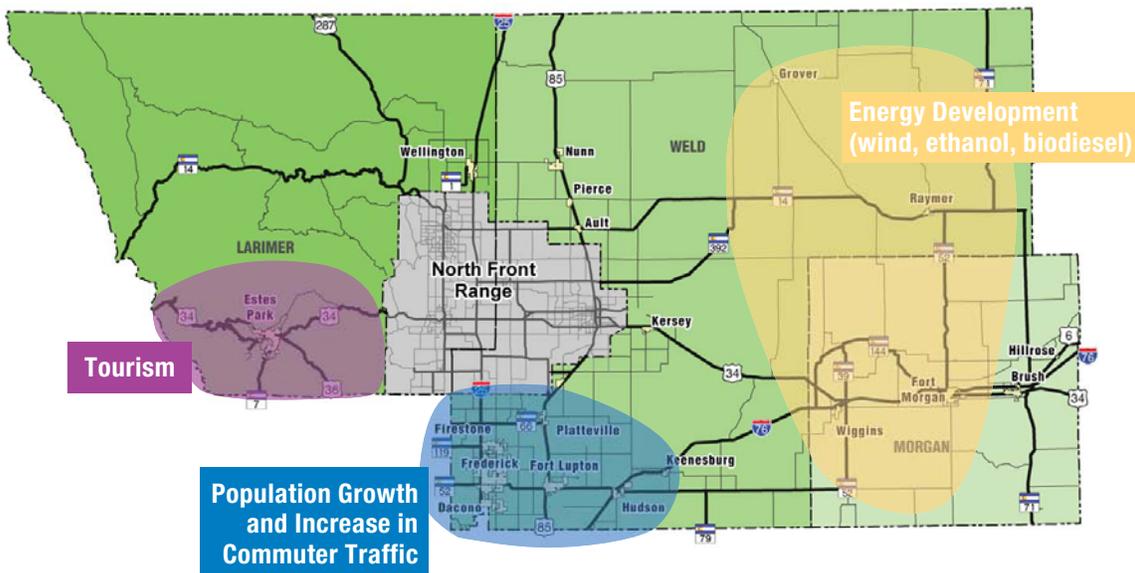
**Special ADA Accommodations:** Leah Ware (303) 757-9761

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

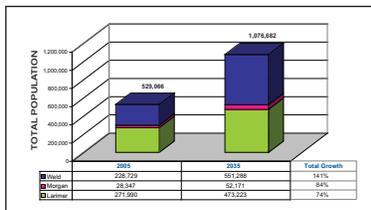
### How Do Projects Get Funded?



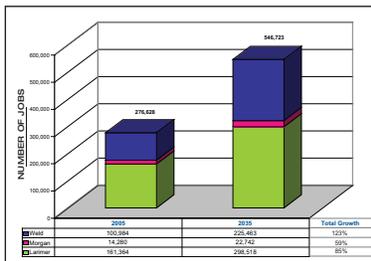
### Key Issues and Emerging Trends



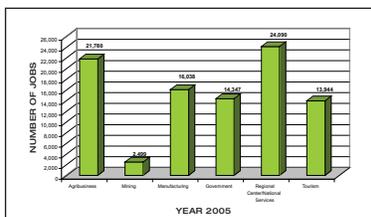
# Regional Socioeconomics



Population



Employment



Leading Industries

# Traffic

Increases Throughout Region by 2035

2005

30 miles of congested highways



2035

122 miles of congested highways



# Truck Traffic



Increases Throughout Region by 2035

2005



2035



2035 Upper Front Range Regional Transportation Plan



# Transit



Provider	Type of Service	Fleet	Annual Ridership	Annual Budget
North County Dial-A-Ride (Larimer County)	Demand-Response	1	Not available	Not available
South County Services (Larimer County)	Demand-Response	7	6,519	\$114,000
Estes Park Service	Fixed Route and Demand-Response	Not available	18,764	\$101,800
Weld County	Fixed Route and Demand-Response	42	108,495	\$661,809
NECAL - County Express (includes service area outside of UFR)	Demand-Response and Deviated Fixed Route service in Sterling	54	105,131	\$1,171,835
Wellington Senior Center/Town of Wellington	Demand-Response	Not available	Not available	Not available
Rocky Mountain National Park	Fixed Route	Not available	Not available	Not available



2035 Upper Front Range Regional Transportation Plan



# Vision Plan



## What We Need



Corridor	Description	Total Cost			Primary Investment Category	Priority
		2008 Dollars (in millions)				
		Highway	Transit	Aviation		
Region	Local Transit Service		\$88.50		Mobility	High
Region	Intersection Improvement Pool				M/S/SQ	High
Region	Bridge Rehabilitation Pool				System Quality	High
Region	Traffic/Safety Management Pool				Safety	High
Region	Six-year Scoping Pool				Program Delivery	High
5	I-25 Front Range	\$131.60		\$8.55	Mobility	High
8	US 34 Big Thompson	\$52.14			Mobility	High
14	SH 66	\$96.70			Mobility	High
16	I-76, Denver East	\$641.73			System Quality	High
17	US 85 Urban	\$276.60			Mobility	High
2	SH 7 Mountain	\$7.49			System Quality	Medium
3	SH 14 Mountain	\$58.35			System Quality	Medium
4	SH 14 Plains	\$77.30			System Quality	Medium
6	I-25 North	\$138.44			System Quality	Medium
9	US 34 Plains	\$46.43		\$0.42	Safety	Medium
10	US 34 Northeastern Plains	\$11.34		\$10.61	System Quality	Medium
11	US 36 Mountain	\$12.33			Mobility	Medium
12	SH 52 Western	\$106.29		\$0.67	Mobility	Medium
15	SH 71 Northeastern Plains	\$294.50		\$47.21	Mobility	Medium
18	US 85 Rural	\$36.99			Safety	Medium
20	US 287 Rural	\$20.01			Safety	Medium
1	SH 1	\$3.16			Safety	Low
7	US 34 RMNP/Mountain	\$94.78			System Quality	Low
13	SH 52 Middle	\$62.12			System Quality	Low
19	SH 144 Plains	\$50.53			System Quality	Low
Subtotal		\$2,218.63	\$88.50	\$67.46		
<b>TOTAL</b>		<b>\$2,374.59</b>				



### 2035 Upper Front Range Regional Transportation Plan



# Constrained Plan



## What We Can Afford Through 2035



Priority	Corridor	Description	RPP and Congestion Relief %	2035 Constrained Total (millions)		
				Highway	Transit	Aviation
High (Pools)	Region	Intersection Improvement Pool	20%	\$8.79		
	Region	Bridge Rehabilitation Pool	12.1%	\$5.32		
	Region	Traffic/Safety Management Pool	10%	\$4.59		
	Region	Six-year Scoping Pool	0.6%	\$0.28		
High	5	I-25 Front Range	45%	\$19.78		
	8	US 34 Big Thompson				
	14	SH 66				
	16	I-76, Denver East				
	17	US 85 Urban				
	2	SH 7 Mountain				
	3	SH 14 Mountain				
	4	SH 14 Plains				
	6	I-25 North				
	10	US 34 Northeastern Plains				
Medium	9	US 34 Plains	11.3%	\$4.04 <sup>1</sup>		
	10	US 34 Northeastern Plains				
	11	US 36 Mountain				
	12	SH 52 Western				
	15	SH 71 Northeastern Plains				
	18	US 85 Rural				
	20	US 287 Rural				
	1	SH 1				
	7	US 34 RMNP/Mountain				
	13	SH 52 Middle				
Low	19	SH 144 Plains				
	1	SH 1				
Transit (Community Based)				\$53.91 <sup>2</sup>		
Aviation (Five Airports)					\$18.00	
Subtotal			100%	\$43.50	\$53.91	\$18.00
<b>TOTAL</b>				<b>\$115.41</b>		

<sup>1</sup> Funding allocated to Medium Priority Corridors can be used for either Medium or High Priority Corridors  
<sup>2</sup> Transit Funding includes \$0.44M in RPP and \$53.47M in other transit funding



### 2035 Upper Front Range Regional Transportation Plan



# Midterm Implementation Strategies

## Focus for the Next 10 Years



Corridor	Potential Strategies for Implementation
<b>I-25 Front Range</b>	<ul style="list-style-type: none"> <li>Implement and promote appropriate TDM mechanisms such as carpooling, vanpooling, telecommuting, and flexible work hours.</li> <li>Promote ITS strategies, such as variable message signs, incident response, traveler information and traffic management.</li> <li>Improve mobility by constructing interchange and intersection improvements, such as traffic signals and auxiliary lanes at ramp terminal intersections</li> <li>Improve and maintain the system of local roads parallel to I-25</li> <li>Ensure consistency with North I-25 EIS</li> </ul>
<b>US 34 Big Thompson</b>	<ul style="list-style-type: none"> <li>Add roadway pullouts for breakdowns, buses and slow vehicles</li> <li>Improve ITS incident response, traveler information and traffic management</li> <li>Maintain infrastructure by adding surface treatments/overlays and repairing/replacing bridges</li> <li>Construct auxiliary lanes (passing turn, accel/decel)</li> </ul>
<b>SH 66</b>	<ul style="list-style-type: none"> <li>Consolidate and limit access points and develop access management plans</li> <li>Improve ITS incident response, traveler information (including variable message signs) and traffic management</li> <li>Improve safety by improving geometrics, improving hotspots and improving railroad crossing devices</li> <li>Maintain infrastructure by adding surface treatments/overlays and repairing or replacing bridges</li> <li>Construct intersection improvements including constructing auxiliary lanes (passing, turn, accel/decel)</li> </ul>
<b>I-76</b>	<ul style="list-style-type: none"> <li>Improve geometrics (flatten slopes and curves, improve visibility/sight lines)</li> <li>Construct interchange improvements</li> <li>Improve safety by adding guardrails and improving hot spots</li> <li>Maintain infrastructure by adding surface treatments/overlays, reconstructing the roadway, and repairing or replacing bridges</li> </ul>
<b>US 85 Urban</b>	<ul style="list-style-type: none"> <li>Implement recommendations from US 85 Access Control Plan</li> <li>Add and maintain new interchanges and improve existing intersections</li> <li>Promote carpooling, vanpooling, telecommuting and flexible work hours</li> <li>Improve ITS incident response, traveler information and traffic management</li> <li>Add guardrails (cable rail)</li> <li>Maintain infrastructure by adding surface treatments/overlays and repairing or replacing bridges</li> </ul>

## Public Participation

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



### 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

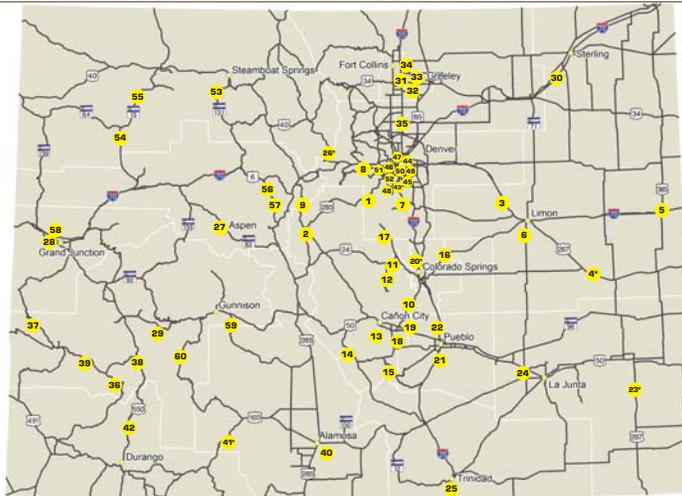
**Security Workshop** to Discuss Issues with Agencies Involved in Operational Security Activities

**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

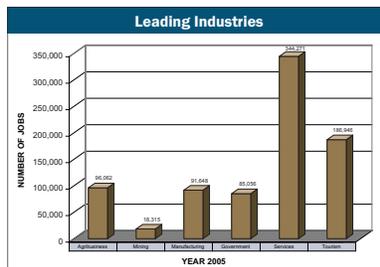
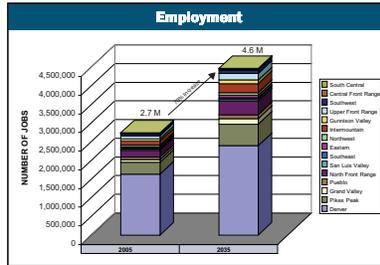
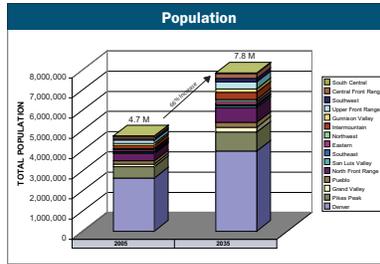
\* Statewide Transportation Advisory Committee (STAC) - comprised of representatives from each Transportation Planning Region to act in a liaison capacity for the Regional Planning Commissions as an advisory board to the Colorado Department of Transportation.

## Recent Accomplishments



- Statewide Programs (not on map)**
- Strategic Transit Program - Senate Bill 07-1 (General Funds for Strategic Transit-related Capital Improvements)
  - Safe Routes to School Program - Encourage 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
  - I-70 East Corridor Reconstruction
  - US 42 / US 287 Fort to Plains Corridor - Bridge & Intersections\*
  - US 42 & US 385 Corridors - Corridor Development and Management Plan & Right-of-Way Resurfacing
  - SH 71 Corridor - Bridge Replacement & Resurfacing
  - US 85 Corridor Construction Projects & Resurfacing
  - US 6 / SH 119 Corridor Improvements
  - SH 9 - New Bridge & Roundabout
  - US 115 Paving/Climbing Lanes and Resurfacing
  - SH 24 / SH 67 Widening & Intersections
  - SH 67 Corridor Anticipating Learning 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 & Pedestrian/Refuge Island
  - Fiber Optic Cable & SH 115 Variable Message Sign
  - CO3MX Project - I-25 Widening & Interchange/Bridge Improvements\*
  - I-25 through Pueblo - Draft EIS
  - I-25 North Pueblo Safety & Mobility Improvements
  - US 287 Fort to Plains Corridor Improvements\*
  - US 50 Corridor Tier 1 EIS Study
  - I-25 Reconstruction
  - US 42 Barnhart Pass Corridor Reconstruction\*
  - SH 62 Mancos Creek Bridge Replacement
  - Riverside Parkway Asphalt & Safety Improvements
  - US 50 Widening, Straightened Curves, Guardrails, & Safety Improvements
  - I-76 Corridor Reconstruction & Safety
  - 1400th Interchange Program
  - US 34 Business Route EA
  - Park V. Rice Facilities Improvements
  - STEPUP Environmental Project for Transportation
  - I-25 North Corridor Improvements - Widening, Bridge Interchange
  - SH 145 Kayatone Hill Climbing Lane
  - SH 141 Urwin Curve Safety Improvements
  - SH 62 at Amelia Street (DR 5) Intersection Improvements
  - SH 145 Norwood Hill Driv Wall Repair
  - US 160 Alamosa / One-Way Pairs
  - US 160 Wolf Creek Pass Widening\*
  - US 550 Roadkill Mitigation Projects
  - US 160 Interchange Expansion Project (I-25) - Widening & Light Rail\*
  - Fairfax Transit Expansion
  - I-25 / US 38 / I-70 Interchange - Construction of Final Phase
  - I-25 Broadway Bridge Reconstruction
  - I-25 Express Lanes
  - C-470 Extension & Two New Interchange Ramps
  - I-70 Vadsut Interim Repairs
  - I-25 Valley Highway Final BPA Clearance for I-25/Genta Rd Bridge Reconstruction & US 6/Federal and Byers Interchange Modifications
  - I-70/SH 68 Interchange Improvements
  - Wadsworth Blvd (SH 121)/Grandview Ave Grade Separation Project
  - SH 101 Tappa 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 Hansen Creek Bridge
- [\*] Indicates Strategic Projects Program

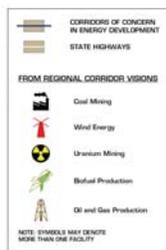
## Statewide Socioeconomics



## Economic Drivers

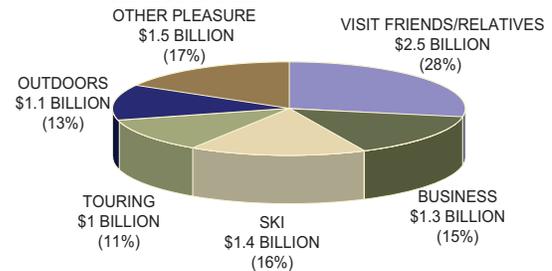
ENERGY AND TOURISM HELP SUPPORT COLORADO'S ECONOMY

### ENERGY DEVELOPMENT



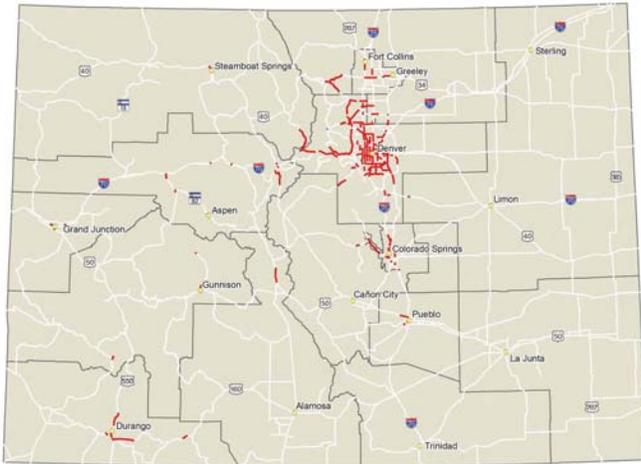
### TOURISM

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

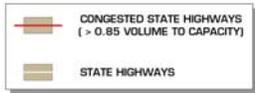


# Statewide Congestion

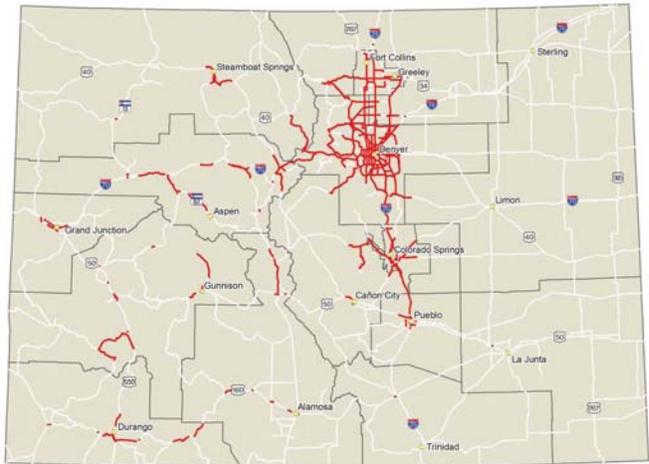
MILES OF CONGESTION INCREASES 300% BY 2035



2006



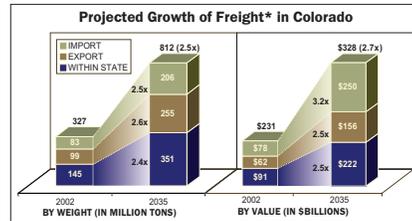
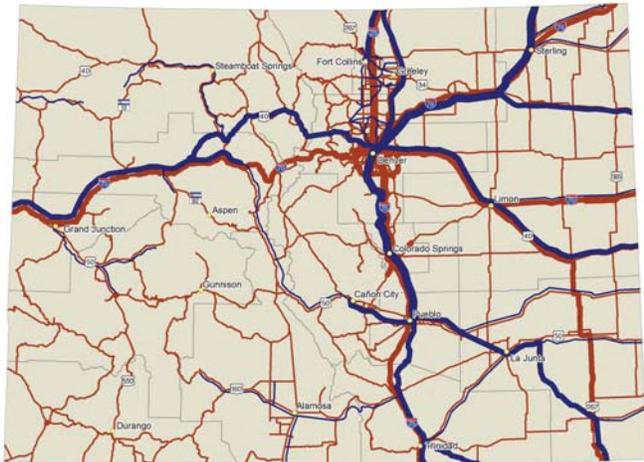
VEHICLE MILES TRAVELED ON STATE HIGHWAYS GROWING FASTER THAN POPULATION AND STATE HIGHWAY LANE MILES



2035

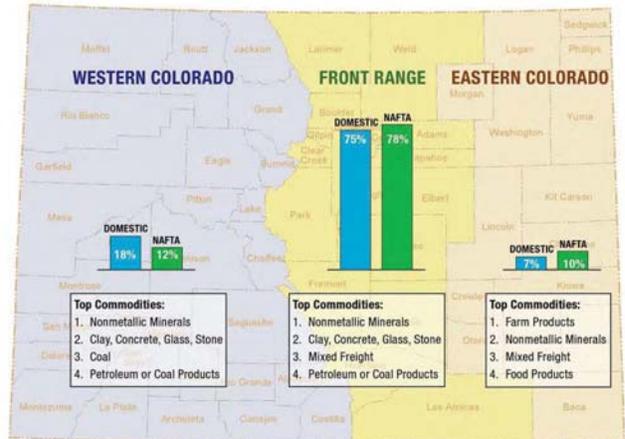
# Colorado Freight Corridors

FREIGHT DOUBLES IN WEIGHT AND VALUE BY 2035



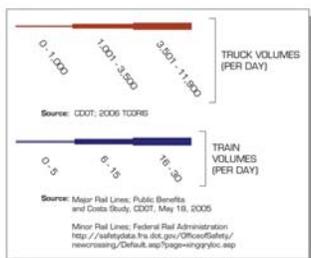
\* Truck and Rail Freight

Regional Freight Characteristics: Percentage of Total Freight by Weight



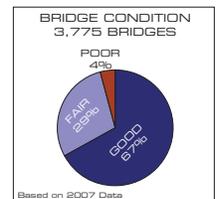
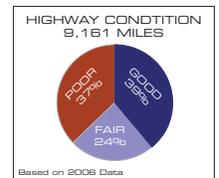
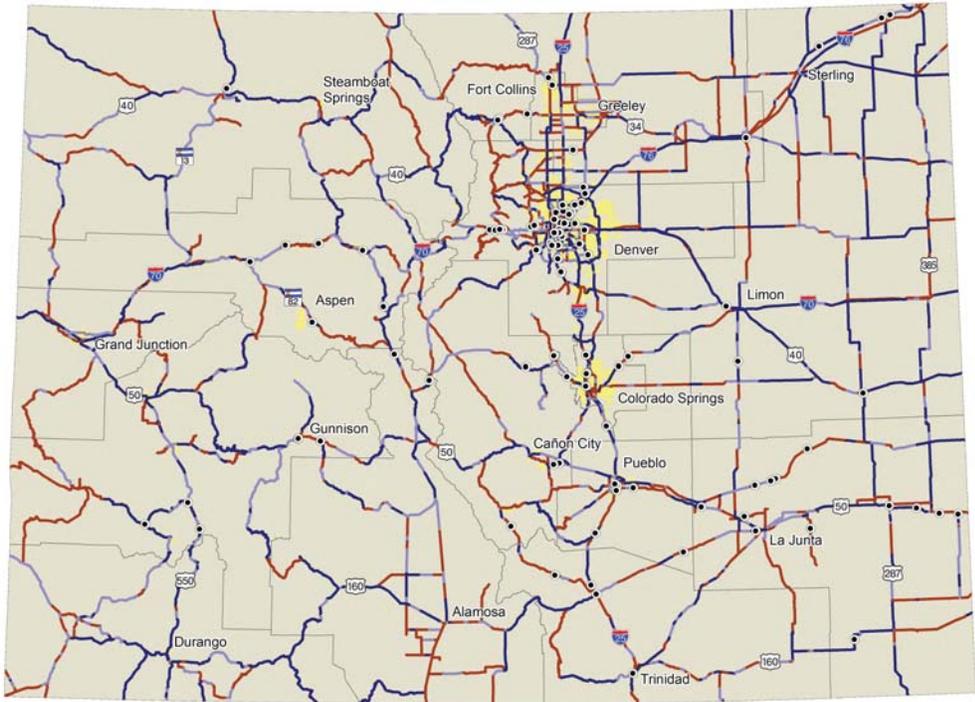
Source: 2004 TRANSEARCH Database, Global Insights

• Domestic - Freight originates, terminates, or is in-transit 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



MOVING COLORADO Vision for the Future 2030 Network Transportation Plan

# Corridor Visions & Environmental Coordination

RESPONDING TO KEY ISSUES & EMERGING TRENDS

**Statewide System**

**Regional Plans**

**Regional Corridor Strategies**

**Environmental Resources**

**Statewide Mitigation Strategies**

- 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 Prairie Initiative mitigate 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
<b>TOTAL INVESTMENT*</b> (2008 Dollars in Billions)	\$76B	\$139B	\$227B

Estimated 2035 State Highway System Performance Outcomes

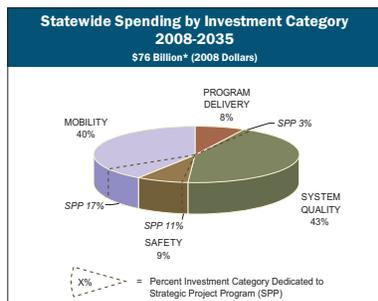
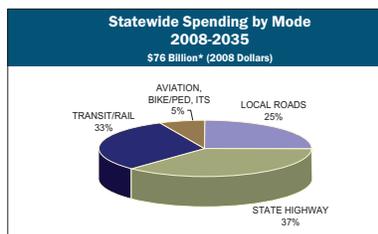
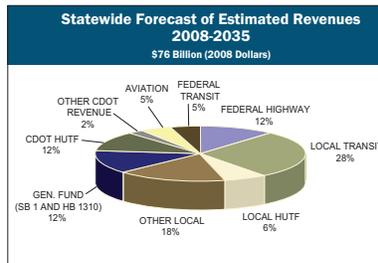
INVESTMENT SCENARIO	Forecast Revenue	Cost to Sustain Current Performance	Cost to Accomplish Vision
<b>TOTAL INVESTMENT*</b> (2008 Dollars in Billions) <small>CDOT Highway Funds Only</small>			\$123B
<b>Congestion**</b> (Average minutes of daily delay per traveler in congested corridors)	70	22	Corridor Vision Improvements / Modal Choices <22
<b>Maintenance Grade</b>	F	B	B
<b>Pavement Condition</b>	25% Good/Fair	60% Good/Fair	75% Good/Fair
<b>Bridge Condition</b>	60% Good/Fair	94% Good/Fair	100% Good/Fair
<b>Safety</b> (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
<b>TOTAL INVESTMENT*</b> (2008 Dollars in Billions)	\$48B	\$75B	>\$104B
Aviation General State of the System		Unfunded \$48B	Improved \$48B
Transit / Rail Percent of Demand Met	Unfunded \$28B	Unfunded \$28B	Improved \$98B
Local Roadway General State of the System	Unfunded \$19B	Unfunded \$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"> <li>Reduction in services</li> <li>Deterioration of existing conditions</li> <li>Longer delay sitting in traffic</li> <li>Local roadways and transit/rail systems deteriorate</li> <li>Focus on most critical programs, corridors and/or lower standards</li> <li>Trade-offs could establish priority roadways</li> </ul>	<ul style="list-style-type: none"> <li>Maintain or improve existing system</li> <li>Maintain existing conditions</li> <li>No increase over today's traffic delay</li> <li>Sustain local roadways, transit/rail and aviation systems</li> <li>Take steps toward Colorado's Transportation Vision</li> <li>Support Colorado's economic vitality with an efficient transportation system</li> </ul>

### Estimated 2035 Funding Gap by Investment Scenario

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

### Estimated 2035 Funding Gap By Mode

Mode	Forecast v. Sustain	Gap	Forecast v. Vision	Gap	
Aviation	\$4	\$4	NA	\$4	\$2
Local Roadway	\$19	\$43	\$24	\$19	>\$24
State Highway	\$28	\$54	\$38	\$28	\$98
Transit/Rail	\$25	\$20	\$3	\$25	\$30
<b>State Transportation System (Total)</b>	<b>\$76</b>	<b>\$139</b>	<b>\$63</b>	<b>\$76</b>	<b>&gt;\$151</b>

Midterm Implementation Strategy - Overview	
<ul style="list-style-type: none"> <li>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.</li> <li>Consider measures that refocus funding in programs such as maintenance, bridge and surface treatment.</li> <li>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.</li> </ul>	

## 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.

# Colorado Rail Relocation Study

