



2035 Statewide Transportation Plan Amendment

**Draft
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A Message from the Transportation Commission and the Colorado Department of Transportation

The Transportation Commission and the Colorado Department of Transportation (CDOT) are pleased to announce the release of this Amendment to the 2035 Statewide Transportation Plan (2035 Plan). This Plan Amendment serves as a supplement to the existing 2035 Plan, providing current information to you as transportation stakeholders regarding poignant issues that we face in maintaining the state's transportation system.

Since the adoption of the 2035 Plan in 2008, CDOT has implemented statewide transportation projects benefiting the traveling public through funds received from the American Recovery and Reinvestment Act (ARRA) and Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER). ARRA funds have directly generated or sustained an average of over 2,000 jobs per month through implementation of over 133 projects. FASTER funds provide a much needed dedicated funding source to address deficient bridges, roadway safety, and transit needs throughout the state. Coupled with the creation of the Division of Transit and Rail and the adoption of the Bicycle and Pedestrian Policy Directive, CDOT has demonstrated its commitment to definitive action in facing the tough challenges for the state's multimodal transportation system.

Despite these recent accomplishments, CDOT's funding gap has continued to grow in size since the 2035 Plan was adopted, due to many factors including rising costs, funding shortages, population growth, and aging infrastructure. The state continues to face tough choices regarding program and project priorities to provide for the safety of the traveling public. In the 2035 Plan, CDOT estimates that the cost to maintain its transportation infrastructure is approximately \$176 billion through 2035, \$53 billion short of anticipated revenues. This funding gap does not account for expansion improvements, nor does it fulfill Colorado's vision for the state's transportation system set forth in the 2035 Plan. Without new funding sources, trade-offs must be made that will affect us all. Such trade-offs may require changes to the quality of the traveling experience including increased congestion, poor pavement condition, and limited snow removal.

The viability of Colorado's transportation system depends on conscientious decision-making, efficiencies, and innovation to improve transportation in Colorado and address these tough choices ahead. CDOT and the Transportation Commission are already working on several initiatives that will play prominently in the next plan update, including sustainability and livability, greenhouse gas emissions reduction strategies, and the further development of a performance-based planning approach to better evaluate the economic benefits of transportation and enhance planning and policy decisions to reflect statewide trends. These initiatives involve partnerships with other agencies, which play an integral role in a more collaborative approach to innovating the way we address today's transportation challenges.

Looking ahead, CDOT will continue to work with the public to address new transportation opportunities and challenges. We look forward to working together to move toward our collective vision for the state's multimodal transportation system.

Donald E Hunt, Executive Director
Colorado Department of Transportation

Les Gruen, Chairman
Colorado Transportation Commission



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Purpose and Introduction

The Colorado Department of Transportation (CDOT) 2035 Statewide Transportation Plan Amendment (Plan Amendment) is a supplement to the [2035 Statewide Transportation Plan “Moving Colorado: Vision for the Future”](#) (2035 Plan). In general, an amendment supplements an existing plan, while an update involves development of a new document that replaces the existing plan document. While CDOT is not required to update the Statewide Transportation Plan on a set schedule, this amendment was developed to maintain consistency with regional planning processes and to serve as a bridge between the 2035 Plan and the next plan update set for adoption by 2015. Given current economic and financial uncertainties, CDOT and its planning partners determined that an amendment to the existing plan would enable CDOT to achieve these goals, while using limited resources wisely.

As the needs of the state’s transportation system continue to grow, available revenue has not been sufficient to meet those needs in recent years. The cost to maintain the existing transportation system (without additional improvements) is estimated to be \$176 billion during the time horizon of the 2035 Plan; however, estimated revenues during that same time period only total \$123 billion. This funding gap means that CDOT and the other government entities responsible for maintaining the transportation system will have to develop new ways to make dollars stretch further and make difficult choices, including changes to the level of service provided, to investment priorities, or both.

In the years since the adoption of the 2035 Plan, CDOT has completed more than 235 construction projects, and provided continued maintenance to a system of over 9,100 centerline miles. During that same time, several important changes to the organization have improved CDOT’s ability to provide a multimodal transportation system. These changes include the formation of a Division of Transit and Rail and a groundbreaking new Bicycle and Pedestrian Policy. The new division is responsible for the planning, development, operation, and integration of rail systems in the statewide transportation system. CDOT’s Bicycle and Pedestrian Policy is intended to integrate the needs of bicyclists and pedestrians into the planning, design and operation of transportation facilities.

This Plan Amendment includes the following sections:

- **Transportation Planning Processes** – A brief overview of the long-range planning processes.
- **2035 Plan Amendment Process** – A brief overview of the reasons for and approach to preparing this Plan Amendment.
- **Financial Outlook** – An overview of current funding, changes in funding sources, and the current funding gap (i.e., gap between existing needs and available resources).
- **Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) Updates and Amendments** – An overview of key changes made in updates or amendments to the MPO 2035 RTPs.
- **Public Involvement** – An overview of public involvement activities conducted as part of the Plan Amendment process.
- **Recent Accomplishments** – A summary of recent CDOT accomplishments since the 2035 Plan.
- **Emerging Issues in Transportation Planning** – An overview of significant emerging transportation planning issues, including sustainability and livability, air quality, greenhouse gas (GHG) emissions reduction, and performance measures.

- **Looking Ahead** – An overview of the next update to the statewide transportation plan.
- **Conclusion** – A summary of key points.

This document includes a number of links to web resources. A full listing of these resources is available in Appendix A.

1. Transportation Planning Processes

This section outlines CDOT's transportation planning processes, which includes RTPs that are incorporated into a single Statewide Transportation Plan. These plans outline a long-range (i.e., a minimum of 20 years) vision for the future of transportation in each region and across the state. In order to implement these visions, CDOT and its planning partners develop transportation improvement programs that assign funding to specific projects in the short-term (6 years). CDOT determines how much funding will be available to complete projects using a resource allocation process. Each of these transportation planning processes is discussed in more detail in the following subsections.

Additional information on the transportation planning process is available at the CDOT Planning Section website at www.coloradodot.info/programs/statewide-planning.

1.1. Statewide and Regional Long-Range Transportation Plans

The state of Colorado is required by law to develop a 20-year Statewide Transportation Plan that incorporates RTPs developed by the state's 15 [Transportation Planning Regions](#) (TPRs) and MPOs¹. CDOT, in coordination with the rural TPRs, is responsible for the development of the ten rural TPR RTPs. The MPOs are responsible for developing their plans.

Of Colorado's 15 TPRs, five are MPOs for urban areas with populations greater than 50,000. The remaining ten TPRs are considered rural TPRs. MPOs in Colorado include the Denver Regional Council of Governments (DRCOG), Grand Valley MPO (GVMPO), North Front Range MPO (NFRMPO), Pikes Peak Area Council of Governments (PPACG), and the Pueblo Area Council of Governments (PACOG).

The 2035 Plan was adopted by the [Colorado Transportation Commission](#) in March 2008, and it outlines a comprehensive, multimodal, transportation vision for the state of Colorado. It provides a statewide perspective that reflects the policies of the Colorado Transportation Commission and integrates the needs, revenues, and costs identified in all 15 RTPs. As a multimodal plan, all modes of transportation are included—highway, transit, freight, aviation, and bicycle/pedestrian. The 2035 Plan is corridor based and covers approximately 350 corridors statewide. [Corridor](#)

The state's transportation system is managed by CDOT under the direction of the Colorado Transportation Commission. The Commission is comprised of 11 commissioners who represent specific districts. Each commissioner is appointed by the Governor, confirmed by the Colorado Senate, and serves a four-year term.

¹ Federal law requires a minimum 20-year time horizon. Statewide Transportation Plans and RTPs typically maintain a longer time horizon of between 25 and 30 years.

[Visions](#) address all transportation modes and include strategies aimed at meeting each corridor's unique transportation needs.

MPOs are required by federal law to update their RTPs every 5 years, or in air quality non-attainment areas, every 4 years². The MPO 2035 RTPs were adopted in late 2007 and early 2008. In keeping with the update cycle, MPOs updated or amended their RTPs concurrently with this Plan Amendment for adoption in 2011 and early 2012. While MPOs are required to update their RTPs every 4 to 5 years, there is no such requirement for the rural TPRs.

1.2. Transportation Improvement Programs

The Statewide Transportation Plan is implemented by programming priority projects into the short-term, 6-year [Statewide Transportation Improvement Program](#) (STIP)³. The STIP identifies capital and programmatic projects by location, scope, funding sources, and program year. MPOs also develop Transportation Improvement Programs (TIPs), which are then included without modification into the STIP. Rural TPRs do not develop TIPs, and as such they work closely with CDOT to identify and prioritize projects for inclusion in the STIP. MPO RTP updates generally correspond with the required development of a new TIP every 4 years. New TIPs will be adopted by the five MPOs in 2011 and will program projects for funding in fiscal years (FY) 2012-2017. Similarly, CDOT is required to update the STIP every 4 years. The 2012-2017 STIP will be adopted in June 2011, just before the start of state FY 2012 on July 1, 2011.

1.3. Resource Allocation Process

Resource allocation is the process by which CDOT, in cooperation with the MPOs and TPRs, forecasts and allocates state and federal transportation revenues for the full time horizon of the Statewide Transportation Plan (i.e., minimum of 20 years). This includes funding totals for each of CDOT's six [engineering regions](#). Revenues are forecast for each of the 6 years covered by the TIP and STIP, with a "control total" for the full time horizon of the plan. Resource allocation is necessary to maintain fiscal constraint, which is the requirement that plans conform to reasonably expected revenues. MPOs are subject to a federal requirement for fiscal constraint, and the Statewide Transportation Plan is subject to a state fiscal constraint requirement. While the resource allocation process is part of a plan *update*, it is not necessary for a plan *amendment*. This is because a plan amendment leaves much of the original plan unchanged, including the control totals. A modified resource allocation process was completed for this Plan Amendment and is discussed in further detail in Section 2.

2. 2035 Plan Amendment Process

CDOT is responsible for development of the Statewide Transportation Plan; however, there is no requirement to update the plan on a specific interval. Although not required, CDOT developed this Plan Amendment to maintain concurrency with the MPO RTPs, to incorporate and address significant

² MPOs in air quality non-attainment areas as defined in section 107(d) of the Clean Air Act (42 U.S.C. 7505a), or MPOs previously in non-attainment and subsequently designated in attainment, are required to update RTPs every 4 years instead of 5. In Colorado, this includes DRCOG, PPACG, and NFRMPO.

³ TIPs and STIPs are required to cover a period of 4 years. As a matter of practice, CDOT develops a 6-year STIP to include some overlap going into each 4-year cycle.

changes in RTPs, and to address recent changes from a statewide perspective. The decision to develop a plan amendment instead of a plan update was the result of careful deliberation and discussion between CDOT and planning partners, including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), MPOs, and TPRs. This approach was also vetted through the [Statewide Transportation Advisory Committee](#) (STAC) and the Colorado Transportation Commission. Based on these discussions, it was determined that the most prudent course of action was to develop a plan amendment, with more extensive efforts occurring during the next plan update cycle. The following several factors led to this approach:

- **Transportation Authorization** – The most recent transportation authorization bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), expired in September 2009. Since then, congressional action has been limited, with little progress on a new transportation authorization bill. New transportation legislation may include new planning requirements; therefore, proceeding with a plan update would have required the significant expenditure of time and resources on a plan that might not be compliant with new planning requirements in the next authorization.
- **2010 U.S. Census** – The 2035 Plan relies heavily on demographic information provided by the 2000 U.S. Census. A plan update completed before the release of 2010 Census data would be based on out-dated information that does not accurately reflect current population and demographic totals or trends.
- **Economic and Financial Uncertainties** – Transportation planning processes must frequently contend with unpredictable and unreliable funding sources; however, current economic circumstances make this more difficult than in previous planning cycles. Without a new transportation authorization bill, federal transportation funding remains in question. Thus, delaying a plan update a few years may provide the planning process with a more stable economic climate and greater certainty regarding funding levels.
- **Legal Requirements** – While MPOs are required to update their RTPs at least every 4 to 5 years, no such requirement exists for the Statewide Transportation Plan or for rural TPR plans.
- **Existing Plan** – The existing 2035 Plan is SAFETEA-LU compliant and maintains a minimum 20-year planning horizon (extending to 2035).
- **Limited Resources** – Given current economic circumstances and tight budgets, a plan update at this time would not be a prudent use of limited resources. A plan amendment allows CDOT and MPO staff to better prepare for an extensive update in the next plan update cycle.

In keeping with the plan amendment approach, CDOT developed a [modified resource allocation](#) process. This modified approach includes new revenue forecasts and allocations only for the years of the new STIP (FY 2012 to 2017), but it retains the 2035 totals consistent with the currently adopted 2035 Plan (in 2008 dollars). For the modified resource allocation, actual revenues were used for FYs 2008 and 2009, budgeted revenues for FY 2010, and forecasted revenues for FY 2011 and STIP years of 2012 to 2017. Because the 2035 control totals are being left unchanged, this means that the dollars allocated for years 2018 to 2035 in the original 2035 Plan must be adjusted in this amendment to balance the changes made to allocations in 2008 to 2017.

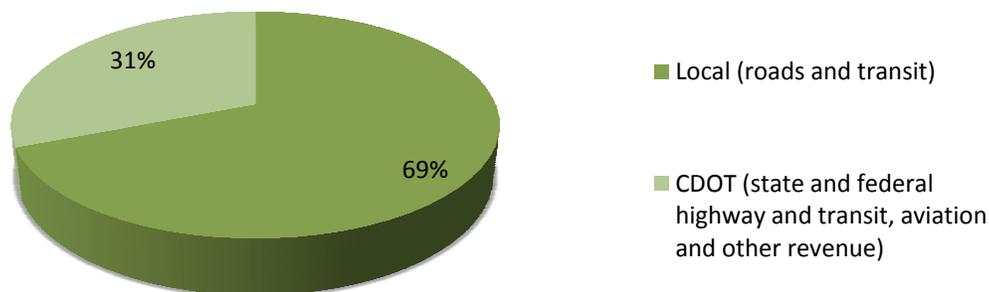
Modified Resource Allocation
(\$ in billions- deflated)



3. Financial Outlook

The 2035 Plan forecast revenues of approximately \$123 billion (in 2008 dollars) for transportation in Colorado from 2008 to 2035. This amount reflects what is reasonably expected to be available over the full time horizon of the plan. Of this, CDOT receives, manages, and allocates 31 percent of this funding⁴ for the state transportation system. This includes the State Highway System, representing more than 9,100 centerline miles that account for nearly 60 percent of the miles traveled on the state’s roadways. The remaining 69 percent is managed and allocated by local governments, primarily to local roadway projects. Local transit funding accounts for the next largest portion of transportation revenues in the state. This Plan Amendment retains the \$123 billion forecast in the 2035 Plan. It should be noted that forecasting revenues over a long time period must contend with significant uncertainties. As such, a forecast of revenue is no guarantee that funds will actually be available.

Statewide Forecast of Revenues 2008-2035
\$123 billion (2008 dollars)



⁴ CDOT uses the resource allocation process (discussed in the previous section) to determine how much funding each CDOT region and MPO receives from this overall total.

One significant uncertainty is the expiration of the current federal transportation authorization bill. Transportation authorization refers to the federal transportation authorization and funding bill that governs United States federal surface transportation spending. Authorization bills typically provide the authority and funding for a 6-year period. The most recent bill, SAFETEA-LU, authorized \$284.6 billion in federal surface transportation funding and expired September 30, 2009.

In the time since the adoption of the 2035 Plan, two state legislative changes were enacted into law that have had significant impacts on transportation revenue sources—Senate Bills 09-228 and 09-108.

- **Senate Bill 09-228**—This bill eliminated certain funding transfers⁵ from the state’s General Fund to CDOT and replaced them with another funding structure. This structure provides CDOT with up to 2 percent of gross General Fund revenues (from the state’s General Fund) for 5 consecutive years if certain statewide economic and fiscal conditions are met. The Colorado Office of State Planning and Budgeting (OSPB) estimates that the conditions for a transfer will occur in FY 2012. The Colorado Legislative Council estimates that these conditions will not occur until FY 2014 or later. According to the 2009 State Fiscal Impact Note, SB 09-228 is estimated to provide transfers of roughly \$170 million to \$230 million per year when in effect. However, this will only partially replace funds lost from the bill’s elimination of other funding transfers.
- **Senate Bill 09-108**—The Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER) provides CDOT and local governments with a new funding source that is stable, predictable, and separate from the state’s General Fund. Through modest increases in vehicle registration fees and other funding mechanisms, CDOT and local governments will receive funding dedicated to repairing structurally deficient bridges and making important road safety improvements. FASTER also provides \$15 million per year for state and local transit-related improvements. It has been estimated that this act will result in revenues to CDOT and local governments of roughly \$179 million in FY 2010, increasing to roughly \$250 million by FY 2012. Additional information on FASTER appears in Section 6, Recent Accomplishments of this Plan Amendment.

The 2035 Plan outlined the growing gap between available resources (i.e., revenue) and the resources required to maintain Colorado’s transportation system. The 2035 Plan forecast that between 2008 and 2035, \$123 billion in revenue would be available for transportation in Colorado. The cost to sustain our state’s existing transportation system at current levels of performance was estimated at \$176 billion, and the cost to accomplish the vision outlined in the 2035 Plan at \$249 billion⁶. This reflects funding gaps of \$53 billion and \$126 billion, respectively.

⁵ Senate Bill 09-228 eliminated funding transfers provided by Senate Bill 97-01 and House Bill 02-1310.

⁶ All figures are in 2008 dollars.

Estimated 2035 Funding Gap (2008 \$ in billions)



This funding gap has only grown in size since the 2035 Plan was adopted. The continued growth of this funding gap is the result of several factors, such as:

- Diminished value of the gas tax**-Because gasoline sales have declined in recent years, the amount of funding collected from the gas tax has also declined over that time period. Also, the value of those dollars has diminished due to inflation. The federal gas taxes have not increased since 1993, and state gas taxes have remained unchanged since 1991; therefore, there is less revenue available from this funding source, and that trend is likely to continue.
- Increasing costs**-Since the beginning of the decade, the cost of maintaining, repairing, and rebuilding the state’s transportation system, according to the [Colorado Construction Cost Index](#), has increased nearly 50 percent⁷.
- Population growth**-As Colorado’s population continues to grow, the demands on our state’s transportation system will grow as well, requiring more capacity and more frequent (and sometimes more expensive) maintenance efforts.
- Aging System**-Transportation infrastructure is built for a particular lifespan, and as each element of the system comes closer to the end of its lifespan, maintenance costs increase and eventually more costly replacement becomes necessary.

In 2007 Governor Ritter convened the Transportation Finance and Implementation Panel to evaluate the state’s transportation needs and identify long-term programs and sustainable funding sources. The Panel recommended an *additional* \$1.5 billion in funding annually for the state transportation system. In contrast, over the past 2 years CDOT’s annual budget has averaged \$984 million.

While funding provided by Senate Bill 09-108 (FASTER) represents an important first step in addressing the state’s transportation funding gap, resources remain insufficient to maintain the existing

⁷ Based on the 2000 Colorado Construction Cost Index compared to 2009.

transportation system, let alone meet future needs. The costs of providing and maintaining Colorado's transportation infrastructure are significant⁸:

- The average cost to construct one new lane of highway for 1 mile is approximately \$645,420.
- The average cost to reconstruct one lane of highway for 1 mile is approximately \$572,725.
- The average cost to resurface one lane of highway for 1 mile is approximately \$263,495.
- In FY 2010, CDOT spent more than \$6,353 per lane mile for maintenance activities including pavement repairs, minor resurfacing, and sweeping (excluding snow and ice removal). Expenditures on maintenance activities still fall significantly short of the level of spending required to maintain existing conditions.
- In FY 2010, CDOT spent more than \$66 million, or roughly \$9.75 per lane mile, on snow and ice removal for 6.8 million miles of highway.

The years ahead will require difficult choices. In the absence of new funding sources, trade-offs must be made. This may require changes to the level of service provided, investment priorities, or both.

Examples of these trade-offs are:

- The level of service Coloradans are accustomed to on our state's roads may decline. Level of service describes how well drivers can get from one destination to another and includes factors such as traffic congestion, pavement condition, and snow and ice removal.
- Fewer dollars may go to capacity improvements, and more to maintenance activities.
- Roads may face closures due to weather as funding for snow and ice removal is reduced or prioritized for higher volume roadways. The cost of snow and ice removal varies by the number and magnitude of storm events in a given year.
- Funding for surface treatment may need to be prioritized among all the roads in the state highway system, meaning that some roads would receive more attention and some would receive less.
- Strategic projects may be subject to significant delays or reductions in scope.

These issues are already featuring prominently in discussions of Colorado's transportation system, and will only grow in significance in coming years. These and other tough choices will undoubtedly be a primary point of emphasis in the next plan update.

⁸ Averages are for 2010 and calculated based on statewide costs.

A significant trend in transportation funding is a shift from formula-based funding sources to competitive grant-based programs. A formula-based system provides funding based on a pre-identified structure that takes specific criteria, such as population, into account. In contrast, a competitive grant-based system requires government agencies to apply for funds on a project-by-project basis. A recent example of a competitive grant-based program is the Transportation Investment Generating Economic Recovery (TIGER) programs (TIGER I and TIGER II). TIGER grants were awarded on a competitive basis for capital investments in surface transportation projects having a significant impact on the nation, a metropolitan area, or a region. More than \$78 billion in applications were received for \$2.1 billion in funding. In February 2010, Colorado was awarded \$10 million in TIGER I funds for a bus rapid transit and managed lanes project on US 36.

4. MPO RTP Updates and Amendments

As stated previously, the MPOs are required to update their RTPs at least every 4 to 5 years. Each of Colorado's five MPOs has or is currently updating or amending their RTPs concurrent with the development of this Plan Amendment. This Plan Amendment, at the time of adoption, incorporates the adopted plans from DRCOG, PACOG and GVMPO. The NFRMPO and PPACG will be adopting their long range plans in September 2011 and January 2012, respectively. Their plans will then be amended into the Statewide Transportation Plan. The following is a brief description of the MPO plan updates/amendments and the web address for the documents.

DRCOG – DRCOG will adopt an update to its 2035 Metro Vision Regional Transportation Plan (MVRTP) on February 16, 2011. A public hearing was held in December 2010 following a 30-day review period. The MVRTP was updated over a year and a half long stakeholder and committee process in conjunction with the comprehensive Metro Vision 2035 Plan. A significant level of effort was put into incorporating and considering sustainability principles. Specific long range goals related to vehicle miles travelled (VMT) and GHG reduction, single-occupancy vehicle travel, and growth in urban centers were established. The fiscally constrained element of the updated 2035 MVRTP contained the same regionally significant roadway and rapid transit projects as the previous plan. Please visit the DRCOG website for more information: [http://www.drcog.org/index.cfm?page=RegionalTransportationPlan\(RTP\)](http://www.drcog.org/index.cfm?page=RegionalTransportationPlan(RTP))

PACOG – The PACOG MPO has prepared an amendment to the 2035 Pueblo Area Long Range Transportation Plan, which was adopted on January 24, 2008. The amendment addresses some significant changes since the 2008 adoption of the 2035 RTP, particularly new information on transportation funding changes in Colorado. It also identifies emerging issues such as GHG emissions, sustainability/livability, climate change, and land use/transportation linkages as significant topics to be addressed in the next complete Plan Update to 2040. Many chapters of the plan remain essentially unchanged and have separate brief amendment documents. A few other chapters containing the supporting socio-economic and other data for the original plan have been updated where more current information is available. The chapters and any associated amendment documents are available at: http://www.pacog.net/2035_LRTP_Page.html and questions or comments may be submitted via a one-click response to the MPO. The public comment period opened on November 4, 2010, and continues through the final public open house on February 22, 2011.

Grand Valley – The Grand Valley 2035 RTP is based on a thorough review and analysis of the land use and transportation plans of the cities of Fruita and Grand Junction, the towns of Palisade, Collbran, and De Beque and the county of Mesa (which includes the rural communities of Gateway, Loma, Mack, Mesa, Powderhorn, Whitewater, and other unincorporated areas of Mesa County included in the Rural Master Plan and Clifton/Fruitvale Community Plan). The RTP is intended to facilitate regional goals and improve the TPR transportation infrastructure and services.

A key outcome of the RTP is to identify and/or reconfirm local community transportation visions and priorities. The plan will clearly define region-wide transportation goals, needs, and priorities and will support county and city comprehensive land use plans. Projects identified through a collaborative partnership among Mesa County, Grand Junction, Fruita, Palisade, De Beque, and Collbran will aid in the programming and implementation of future transportation investments. The RTP will be adopted in March 2011. Please visit the website for more information: <http://www.2035rtp.com/site/>

NFRMPO – The 2035 RTP Update will incorporate two new components: the Phase I North I-25 Environmental Impact Statement and a brief technical analysis of GHG emissions. A draft document will be available in June 2011. The document will still be a corridor based plan focusing on updating information in the document without a complete overhaul.

The public involvement will focus on education and information rather than receiving input on items that are not proposed to change. Public outreach will include surveys and focus groups and use of the internet. The first round of public involvement will be February to March 2011 with a second round when the draft plan is released in June. It is anticipated that the Council will adopt the RTP Update in September 2011. For more information on the RTP Update process, please visit: <http://www.nfrmpo.org/Projects/2035RTPUpdate.aspx>

PPACG – The PPACG is currently developing the Moving Forward Update. This Update incorporates information updated since 2008 and includes a discussion of emerging issues and trends. PPACG is also testing a new planning framework for the Transportation Research Board that is designed to improve collaboration among agencies and interests. PPACG will adopt the Moving Forward Update in January 2012. For more information on the update process, please visit: <http://www.movingforwardplan.org/index.html>

5. Public Involvement

The 2035 Plan Amendment provides an opportunity for CDOT to reaffirm Colorado’s long range vision for a comprehensive multimodal transportation system, while ensuring that all stakeholders have a voice in the process. Public involvement is a key component in developing an effective Statewide Transportation Plan and STIP. As part of the development of the 2012-2017 STIP, CDOT Regions hosted [Project Priority Programming Process \(4P\)](#) meetings to discuss project selection and prioritization with each of their TPRs and/or MPOs. While the primary purpose of 4P meetings was to review the current STIP and solicit requests for new projects, they also served as outreach opportunities on the Plan Amendment. CDOT hosted over 64 county meetings, including meeting with tribal

CDOT needs active and engaged participants from a wide variety of viewpoints to ensure the long-range vision for transportation is consistent with the desires of Coloradans.

governments, followed by 20 joint and individual TPR meetings. More than 1,420 county commissioners, Regional Planning Council members, other stakeholders and citizens participated in the process, received information about the Plan Amendment and were provided with the opportunity to comment. In addition to these meetings, several other tools were used to communicate with planning partners, elected officials, and the public about the Plan Amendment, including the CDOT website and direct mail and e-mail postcard notifications.

CDOT recently developed a new website (www.coloradodot.info) to provide information via the Internet, communicate complex information, and improve comment solicitation. The CDOT website enables users to access the Plan Amendment and provide comments electronically. Using CDOT's comprehensive mailing database, e-mail and print postcards were sent to stakeholders notifying them of the availability of the Plan Amendment for a 30-day review and comment period. This low cost notification method allowed for a wide range of citizens to play an active role in the planning process. Following the conclusion of the 30-day review and comment period, CDOT reviews and considers all comments received and provides responses as appropriate.

Targeted outreach methods were also used to ensure underserved populations statewide had an opportunity to provide comments on the Plan Amendment. The Plan Amendment document was made available in Spanish, at public offices, and on the CDOT Planning Section website. Additionally, postcard notifications were made in Spanish and distributed to Spanish-speaking outlets. A special effort was made to distribute notifications to community leaders that represent traditionally underserved populations throughout the state.

A full list of meeting dates and locations as well as locations where the Plan Amendment is available in hard copy format are listed in Appendix B.

6. Recent Accomplishments

Current resources are insufficient to maintain the existing transportation system, let alone meet future needs. In such an environment, it is especially critical that CDOT makes the best use of its limited resources. Over the past several years, CDOT has stretched limited dollars to maintain the transportation system and slow the system's rate of decline. In the two fiscal years (FY 2009 and FY 2010) since the adoption of the 2035 Plan, CDOT's annual budget has averaged approximately \$984 million. Over that period of time, CDOT has:

- Awarded more than 235 construction projects statewide, that included rock fall mitigation, roadway reconstruction and resurfacing, guardrail and snow gate installation, and bicycle and pedestrian trails.
 - Completed 88 roadway reconstruction and resurfacing projects.
 - Completed 16 bridge repair and replacement projects.

Examples of Recent CDOT Accomplishments

- C-470 Bike Path Rehabilitation, Douglas County
- I-76 Reconstruction, Sedgwick to Nebraska state line
- US 40 Downtown Steamboat Springs Resurfacing, Routt County
- 4th Street Bridge, Pueblo County
- Swan Mountain Recreational Path, Summit County
- Durango Transit Center, La Plata County

- Addressed roadway and pedestrian and bicycle problems by completing 68 safety projects.
- Administered more than \$57 million in federal and state transit grant funds to local, regional and statewide transit infrastructure projects.

During this time, CDOT employees have also been hard at work maintaining the existing elements of the transportation system. Some of this work includes keeping roads and bridges passable in inclement weather (or reducing hours of closure), resurfacing roads to improve driver safety, and ensuring signs and travel lanes are clearly marked. CDOT's maintenance staff maintained more than 62 million square feet (or 2.2 square miles) of roadway surface and implemented preventive roadway maintenance activities that delayed the need for more costly rehabilitation and reconstruction projects.

CDOT safety programs have contributed to improvements in roadway safety and a reduction in the number of fatal accidents. Roadway safety improvements typically include better signing, freshly painted road stripes, new acceleration and deceleration lanes, and identifying "hot spots" where correctable accident patterns are occurring. In addition to physical traffic safety improvements, CDOT also supports and coordinates driver education programs, such as [The Heat is On](#) and [Click it or Ticket](#), to raise driver awareness about potentially dangerous driving situations. The Heat is On campaign is focused on reducing drunk driving accidents by increasing enforcement activities to pull over drivers who are intoxicated. Preliminary data from this campaign showed a 5-percent decline in the number of alcohol-related fatalities between Memorial Day and Labor Day weekends in 2010 compared to 2009. The Click it or Ticket campaign focuses on increasing the number of drivers wearing safety belts.

Other recent CDOT accomplishments, including the implementation of the American Recovery and Reinvestment Act (ARRA) and FASTER, the development of a new Division of Transit and Rail, and a new Bicycle and Pedestrian Policy Directive are summarized in the following subsections.

6.1. ARRA

On February 17, 2009, President Obama signed the ARRA. As a result, Colorado received over \$500 million for transportation projects statewide. Of this, CDOT received \$386.8 million in federal highway funding and another \$12.5 million in federal transit funding (for transit projects in rural areas). It also provided additional transportation funding directly to transit agencies. The primary goal of the ARRA was to quickly implement projects to create jobs and generate economic recovery. It is estimated that ARRA funded transportation projects in Colorado directly generated or sustained an average of over 2,000 jobs per month since the passage of the Act. As of October 31, 2010, 133 ARRA projects were either complete, under construction, or scheduled to begin. Additional information about ARRA is available on the [USDOT ARRA Website](#) and on the [CDOT ARRA Website](#).

6.2. FASTER

Governor Ritter and the Colorado General Assembly took an important first step in addressing the transportation funding gap with the 2009 passage of FASTER. The origin of FASTER dates back to the Colorado Transportation Finance and Implementation Panel. Although significant, the revenues FASTER generates represent only a portion of the additional \$1.5 billion in annual funding recommended by the panel. FASTER is estimated to provide over \$250 million annually for transportation improvements in Colorado through modest increases in vehicle registration fees and additional surcharges. A significant portion of these funds will flow to local governments to meet their needs, as well as provide dedicated

funding to address deficient bridges, roadway safety and transit needs within the state. As of December 31, 2010, 35 road safety projects and 7 bridge projects were either under construction or completed using funding from FASTER. Primary components of FASTER are:

- **Bridge Enterprise Program**-The Bridge Safety Surcharge provides funding specifically designated for Colorado’s most deficient state bridges, which are bridges that are identified by the department as *structurally deficient* or *functionally obsolete* and are rated by the department as *poor*. It also provided for the creation of a new [Bridge Enterprise](#) to oversee the repair, replacement, ongoing operation or maintenance, or any combination thereof, of a designated bridge. Revenues are to be phased in over 3 years, and have been estimated to total nearly \$95 million in the third year. To accelerate the completion of projects and take advantage of a low interest rate environment, the Bridge Enterprise completed an initial issuance of revenue bonds in 2010. Additional bond issuances are anticipated in future years.
- **Road Safety Program**-The Road Safety Surcharge provides funding for [road safety projects](#) defined in the legislation as “a construction, reconstruction, or maintenance project that the commission determines is needed to enhance the safety of a state highway, a county determines is needed to enhance the safety of a county road, or a municipality determines is needed to enhance the safety of a city street.” Annual revenue is estimated to total approximately \$122 million in FY 2010, increasing to \$144 million in FY 2012.
- **High Performance Transportation Enterprise**-The [High Performance Transportation Enterprise](#) (HPTE) was formed to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects. The HPTE replaces the Colorado Tolling Enterprise (CTE) and eliminates the previous prohibition on tolling existing roads, provided that all affected communities consent. The HPTE operates as a government owned business with its own board of directors.
- **Transit Funding Programs**-FASTER provides \$10 million per year to CDOT for statewide and regional transit and multimodal transportation projects. An additional \$5 million in transit funding is available through CDOT Regions for a [Local Transit Grant Program](#).
- **Planning Factors**-State law includes a series of planning “factors” that must be addressed in the Statewide Transportation Plan. FASTER added the following new factors:
 - Targeting of infrastructure investments, including preservation of the existing transportation system commonly known as “fixing it first” to support the economic vitality of the state and region
 - Safety enhancement
 - Strategic mobility and multimodal choice
 - Support of urban or rural mass transit
 - Environmental stewardship
 - Effective, efficient, and safe freight transport
 - Reduction of GHG emissions

Multimodal Transportation Planning

A transportation mode is a means of transporting goods or people, such as roads, rail, biking, or walking (i.e., pedestrian), among others.

Although better known for highways, CDOT is a multimodal agency. Two recent developments build upon this multimodal focus and include the creation of a new Division of Transit and Rail and the adoption of a Bicycle and Pedestrian policy. Both of these efforts will promote the consideration of all modes of transportation in the planning, design and maintenance of our state’s transportation system.

6.3. Division of Transit and Rail

A new division within CDOT, the [Division of Transit and Rail](#), was created by Senate Bill 09-94 in 2009. The new division is responsible for “the planning, development, operation, and integration of transit and rail, including, where appropriate, advanced guideway systems, into the statewide transportation system.” The law also calls on CDOT to coordinate with other transit and rail providers and to plan, promote, and implement investments in transit and rail services statewide. Initial activities of the new Division include the development of a State Freight and Passenger Rail Plan, a Statewide Transit Plan, and an advisory committee.

6.4. Bicycle and Pedestrian Policy Directive

On October 22, 2009, CDOT adopted [Bicycle and Pedestrian Policy Directive 1602](#), a groundbreaking policy that calls for the needs of bicyclists and pedestrians to be included in the planning, design, and operation of transportation facilities as a matter of routine. While CDOT strives to implement this policy for all roadways, there are three exceptions to the policy: (1) when the law prohibits bicyclists and pedestrians from using the roadway; (2) when the cost exceeds 20 percent of the overall project; or (3) when the scarcity of population in the area identifies a lack of need for those types of facilities. The policy also directs CDOT to develop a Statewide Bicycle and Pedestrian Plan, include bicycle and pedestrian design in its Roadway Design Manual, and take action related to facility maintenance, education about the policy (for cyclists and drivers), and enforcement.

7. Emerging Issues in Transportation Planning

Emerging issues are important transportation issues that have grown in significance in recent years and may require more intensive examination and attention than provided in previous planning efforts. Two of the most important issues include the related concepts of sustainability and livability as well as GHG emissions reduction. Air quality relates to both of these concepts, and although not a new issue, it is an issue undergoing significant change. Performance measures are also becoming an important topic in transportation planning as states move toward performance-based planning. Many of these are issues that cross political, physical, and organizational boundaries. As such, collaborative efforts and existing partnerships with other agencies play an important role in addressing them. Examples of these collaborative efforts are:

- [Transportation and Environmental Resource Council \(TERC\)](#)-The TERC was formed in 2002 to address transportation and environmental stewardship and includes CDOT, planning partners, and state and federal agencies. The TERC’s Sustainability Subcommittee is involved in the development of statewide sustainability concepts and an accompanying framework to coordinate sustainability related efforts among state and local agencies.
- [Federal Interagency Partnership for Sustainable Communities](#)-CDOT is a partner in this federal initiative intended to coordinate housing, transportation, and other community elements. The partnership is discussed in more detail below.
- [Colorado Sustainable Main Streets Initiative](#)-Along with several other state agencies, CDOT is a partner in this effort to bring a collaborative, integrated process to leverage technical and existing financial resources to help communities enhance the sustainability of their downtowns.

- [Regional Air Quality Council \(RAQC\)](#)-CDOT is engaged in a number of collaborative efforts with the RAQC including a diesel-idling reduction program, diesel retrofit programs, and the [OzoneAware](#) program, which is an educational campaign to help citizens become more aware of the ozone produced from their own activities and how they can take steps to reduce it. The RAQC also works closely with CDOT on the development of [State Implementation Plans](#) to comply with federal air quality standards for specific pollutants, and is partnering with CDOT on transportation and land use integration efforts.

The following sections provide a brief outline of current CDOT activities in the areas of sustainability and livability, air quality, GHG emissions reduction, and performance measures.

7.1. Sustainability and Livability

The related concepts of sustainability and livability are increasingly being considered in transportation planning and policy. Sustainability is the concept of adopting policies and practices that meet a community's existing needs without compromising its ability to provide for future needs. Livability in transportation "is about using the quality, location, and type of transportation facilities and services available to help achieve broader community goals such as access to good jobs, affordable housing, quality schools, and safe streets."⁹

At the federal level, the U.S. Department of Transportation (USDOT), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Environmental Protection Agency (EPA) recently entered into an agreement known as the Interagency Partnership for Sustainable Communities. The partnership is intended "to help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide." Additionally, the USDOT recently released its [Livability in Transportation Guidebook](#), which illustrates how livability principles have been successfully incorporated into transportation planning, programming, and project design.

At the state level, CDOT is engaged in a number of efforts related to the concepts of sustainability and livability, such as:

- Ongoing efforts of the CDOT Sustainability Council, including an energy performance audit program and the development of a CDOT fuel reduction plan.
- Initiation of a CDOT green maintenance program to reduce the environmental impact of maintenance facilities and activities.
- Completion of the GreenLITES Pilot Project to evaluate and rate the sustainability of transportation project designs.
- Completion of a study to assess the potential for sustainability improvements at CDOT rest areas, and the use of CDOT facilities and right-of-way for alternative energy generation.
- Completion of a land use and transportation integration study to identify a land use and transportation scenario planning tool for use in rural communities and to develop a pilot program to follow.

⁹ U.S. Department of Transportation. *Livability in Transportation Guidebook: Planning Approaches that Promote Livability*. First Edition. ICF International: Durham, NC; 2010.

7.2. Air Quality

CDOT's [Air Quality Program](#) improves air quality by ensuring that all CDOT projects and operations comply with federal, state, and local air quality laws and regulations, and by promoting strategies that reduce emissions of motor vehicle pollutants.

CDOT Air Quality Policy Directive 1901 was approved by the Colorado Transportation Commission on May 21, 2009. The directive is a collaborative, working agreement to programmatically address *unregulated* mobile source air toxics and GHGs produced from Colorado's state highways, interstates, and construction activities. It also called for the development of a CDOT Air Quality Action Plan. Currently in development, the Air Quality Action Plan will promote a vision of sustainable fleet management and public outreach and education to further understanding of GHGs and mobile source air toxics. It will also outline proactive programs and partnerships with other agencies to reduce transportation-related GHGs and air toxics emissions and to identify strategies to reduce VMT and vehicle hours traveled (VHT).

Another important air quality development is the current EPA re-evaluation of ozone standards. EPA designated the northern Front Range (including Denver and Fort Collins) as non-attainment for ozone in 2007. It is anticipated that the EPA re-evaluation of ozone standards will result in more rigorous standards that could put the entire state of Colorado at risk for ozone non-attainment. An announcement of the new standards is expected in the summer of 2011.

The EPA regulates many mobile source air toxics and GHGs. Mobile source air toxics are compounds emitted from highway vehicles and non-road equipment that can negatively influence human health. GHGs are gases in the earth's atmosphere that trap heat radiating from the earth's surface. The primary GHGs produced by the transportation sector are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and hydrofluorocarbons (HFC).

EPA regulates ground-level ozone levels by setting a minimum standard (i.e., a level of ozone that is acceptable at ground-levels). Communities that meet this standard are considered *attainment* areas, and ones that do not are considered *non-attainment* areas. Once an area is designated as nonattainment, state and local governments within that area must develop plans showing how they will meet the standards (i.e., achieve attainment).

VMT is related to air quality because gasoline-powered vehicles produce GHG emissions, ozone precursors (e.g., volatile organic compounds and nitrous oxide), and other air toxics. Thus, reducing the number of miles traveled would reduce the amount of emissions and air toxics as well. VHT is a similar concept, but involves the hours traveled instead of the distance. Reducing the amount of time a vehicle must be in operation to travel a certain distance (through congestion relief, system efficiency, and other related measures) will also affect emissions and air toxics.

7.3. GHG Emissions Reduction

In the United States, transportation is the second largest source of GHG emissions, accounting for roughly 29 percent of all emissions¹⁰. A recent USDOT report to Congress, [Transportation's Role in Reducing U.S. Greenhouse Gas Emissions](#), outlines the issue and identifies strategies to reduce GHG emissions produced by the transportation sector. At the state level, FASTER includes a requirement that the Statewide Transportation Plan address the reduction of GHG emissions. The next federal transportation authorization bill may also have new planning requirements that address a reduction in GHG emissions. Many existing programs and efforts related to air quality and sustainability will play a role in achieving this reduction. In addition, CDOT is currently engaged in a number of activities that directly address the reduction of transportation GHG emissions. In 2011, CDOT will be initiating a collaborative process with planning partners and stakeholders to develop a “framework” for incorporating a reduction in GHG emissions into planning processes in advance of the next update to the Statewide Transportation Plan. The collaborative process and framework will provide an opportunity for CDOT, planning partners and other stakeholders to examine strategies that make sense for Colorado, to develop opportunities for collaboration, and to identify next steps. This effort is being funded through a grant from the [State Smart Transportation Initiative](#) (SSTI).

7.4. Performance Measures

Performance measures are part of a performance-based planning and management approach that includes setting clear policies and objectives, tracking performance data and trends, and forecasting to make planning and policy decisions. Performance measures are the “yardstick” by which future agency accomplishments are measured. CDOT’s [Annual Performance Report](#) provides an example of some of CDOT’s existing efforts in performance measurement. Since 1998, the Annual Performance Report has described CDOT’s performance using the same 25 measures. Historically, performance measures have primarily been used to measure the performance or safety of the transportation system using measures such as the fatalities per 100 million VMT, or the minutes of delay per traveler on congested highway segments. Performance measures are becoming increasingly important in other areas of CDOT’s operations, including planning. It is anticipated that the next federal transportation authorization bill will include additional requirements related to performance measures, and that performance measures will play a key role in the next plan update.

8. Looking Ahead

Current federal transportation law requires that MPO RTPs and statewide transportation plans maintain a minimum 20-year time horizon at the time of adoption. The next updates to the MPO RTPs, the Statewide Transportation Plan, and rural TPR RTPs will be adopted by 2015. At that point, it will be necessary to extend the time horizon of the Statewide Transportation Plan and RTPs beyond 2035 in order to maintain the required 20-year planning horizon. This means the next plan update will most likely involve the extension of the time horizon to 2040 or beyond. In contrast to this limited Plan Amendment, the plan update will involve revisiting and updating all aspects of the existing 2035 Plan. Key elements of the next plan update are:

¹⁰ Transportation’s Role in Reducing U.S. Greenhouse Gas Emissions, USDOT, April 2010.

- **New Revenue Forecasts and Resource Allocation**-The next plan update will conform to the resource allocation process described in Section 1.3. In contrast to the modified resource allocation process completed for this Plan Amendment, the plan update will include updated revenue forecasts and resource allocation for the full time horizon of the new plan.
- **New Federal Requirements**-The next plan update will need to address and respond to potential new requirements included in the next federal transportation authorization, such as GHG emissions reductions and performance measures.
- **Public Involvement Process**-Extensive public outreach efforts will be undertaken as part of the next plan update. This will include both conventional methods such as public meetings, as well as newer techniques such as customer surveys and interactive web-based outreach.
- **Updated Demographic Information**-The existing 2035 Plan makes use of demographic information from the 2000 U.S. Census. The next plan update will involve the use of new data from the 2010 U.S. Census.
- **Planning Factors**-As noted previously, new FASTER legislation included additional factors to address in the Statewide Transportation Plan. The next plan update will examine these factors in detail. The FASTER factors are in addition to existing planning factors already in state law: multimodal transportation considerations; coordination with county and municipal land use planning; and development of area wide multimodal management plans in coordination with the process of developing the elements of the Statewide Transportation Plan.
- **Incorporation of Multimodal Plans**-CDOT is currently in the early stages of developing a Statewide Bicycle and Pedestrian Plan, a Statewide Transit Plan, and a State Freight and Passenger Rail Plan. The next update will incorporate these plans into a comprehensive, multimodal Statewide Transportation Plan.
- **Funding Issues**-Absent significant changes to revenues, the funding gap and the tough choices associated with this gap will require further discussion and consideration in the next plan update.
- **Emerging Issues**-The emerging issues identified in this amendment will also feature prominently in the plan update as sustainability, livability, air quality, GHG emissions and performance measures in transportation planning continue to grow in significance.

9. Conclusion

As described in the Introduction, this Plan Amendment supplements the existing 2035 Plan. It outlines and summarizes the purpose of this document, the planning process, financial outlook, and recent accomplishments and key changes since the adoption of the 2035 Plan in 2008. A plan amendment, instead of a plan update, was determined to be the most prudent course of action given several factors, with more extensive efforts occurring during the next plan update.

Colorado's transportation system continues to face challenges since the adoption of the 2035 Plan. With the economic downturn, population growth, escalating costs, increasing congestion, aging infrastructure and declining resources, trade-offs likely will be required. Tough decisions will need to be made as to how to invest the limited dollars available.

With the passage of FASTER, CDOT receives a dedicated funding source for transportation improvements that helps offset the loss of or decline in other funding sources. However, it is still not enough to sustain, let alone fulfill, the vision the citizens of Colorado have expressed for the state's transportation system. It was estimated that between 2008 and 2035 an additional \$53 billion is necessary just to sustain existing transportation service levels in Colorado. To fulfill the vision of the citizens of Colorado and to meet community values throughout the state, CDOT will need to raise significantly more revenue than what is forecast through traditional sources.

Since the 2008 adoption of the 2035 Plan, CDOT has spent over \$1.9 billion (this includes the one-time infusion of approximately \$380 million from ARRA) on safety programs, transit, aviation, highway and bridge improvements, and operations and maintenance throughout the state. The majority of CDOT's budget is used for construction projects, highway maintenance and traffic operations. The sources of funds for CDOT are primarily federal transportation funds and the Highway Users Tax Fund (HUTF, which includes FASTER funds) accounting for approximately 85 percent to 95 percent of CDOT's revenues. Very little, if any, funds come from the state's General Fund.

Transportation planning provides the context to plan for the future of Colorado's transportation system through a collaborative process involving residents, the business community, and elected officials across the state. The vision for the transportation system will take into account the varied needs of our diverse state and will balance those needs with the funds available. Corridor visions express community values, environmental stewardship, economic development, and multimodal needs.

The next plan will address planning factors identified in the FASTER legislation, many of which CDOT has already been addressing in the planning process. CDOT will continue to move forward on efforts under way to address federal initiatives such as sustainability and livability, air quality improvement initiatives including reduction in GHG emissions, multimodal choice and connectivity, and preservation of the existing transportation system to support the economic vitality of the state.

In the years to come, CDOT will continue to use its available resources wisely to safely and effectively move people, goods, and information and provide the best multimodal transportation system for Colorado.

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Appendix A



Web Resources

Appendix A – Web Resources

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The following are the URL addresses for the documents referenced in the 2035 Plan Amendment. A brief description of each is also provided.

[2035 Statewide Transportation Plan “Moving Colorado: Vision for the Future”](#), page 1

URL: <http://www.coloradodot.info/programs/statewide-planning/documents/2035%20Statewide%20Transportation%20Plan.pdf>

Description: The currently adopted, SAFETEA-LU compliant, 20-year long range plan for Colorado.

[Transportation Planning Regions](#), page 2

URL: <http://www.coloradodot.info/programs/statewide-planning/planning-process.html#Planning%20Regions>

Description: Transportation Planning Regions are geographically designated areas of the state comprised of municipalities and counties within its established boundaries created and approved by the Colorado Transportation Commission. There are 15 TPRs in Colorado.

[Colorado Transportation Commission](#), page 2

URL: <http://www.coloradodot.info/about/transportation-commission>

Description: The state's transportation system is managed by the Colorado Department of Transportation under the direction of the Colorado Transportation Commission. The commission is comprised of 11 commissioners who represent specific districts throughout the state.

[Corridor visions](#), page 2

URL: <http://www.coloradodot.info/content/programs/planning/2035CVCD/index.html>

Description: Corridor visions identify transportation modes and include strategies aimed at meeting each corridor's unique transportation needs.

[Statewide Transportation Improvement Program \(STIP\)](#), page 3

URL: <http://www.coloradodot.info/business/budget>

Description: The STIP identifies short-term, six-year capital and programmatic projects by location, scope, funding sources and program year.

[Engineering regions](#), page 3

URL: <http://www.coloradodot.info/about/regions.html>

Description: CDOT has divided its construction and maintenance responsibilities into six engineering regions covering the entire state.

[Statewide Transportation Advisory Committee \(STAC\)](#), page 4

URL: <http://www.coloradodot.info/programs/statewide-planning/stac.html>

Description: The STAC provides advice to the Colorado Department of Transportation and the Transportation Commission on the needs of the transportation system in Colorado and reviews and comments on all regional transportation plans submitted by the transportation planning regions and/or CDOT.

[Modified resource allocation](#), page 4

URL:

<http://www.coloradodot.info/business/budget/documents/Resource%20Allocation%20for%202035%20Plan%20Amendment%20-%20FINAL.pdf>

Description: The resource allocation process provides financial data for long and short term planning and fiscal management.

[Colorado Construction Cost Index](#), page 7

URL: <http://www.coloradodot.info/business/eema>

Description: The Colorado Construction Cost Index provides a formula for estimating construction costs in Colorado.

[2035 Metro Vision Regional Transportation Plan \(MVRTP\)](#), page 9

URL: [http://www.drcog.org/index.cfm?page=RegionalTransportationPlan\(RTP\)](http://www.drcog.org/index.cfm?page=RegionalTransportationPlan(RTP))

Description: The MVRTP addresses the challenges and guides the development of a multimodal transportation system over the next 28 years. It reflects a transportation system that closely interacts with the growth, development, and environmental elements of Metro Vision.

[2035 Pueblo Area Long Range Transportation Plan](#), page 9

URL: http://www.pacog.net/2035_LRTP_Page.html

Description: The Pueblo Area Long Range Transportation Plan is a 25+-year plan for the development of transportation programs and projects within the Pueblo area.

[Grand Valley 2035 Regional Transportation Plan \(RTP\)](#), page 10

URL: <http://www.2035rtp.com/site/>

Description: The 2035 RTP, to be adopted in March 2011, will bring together transportation, land use, and community issues in one process. The plan will identify the future transportation needs of the region, what can be afforded, and how transportation projects will be prioritized for implementation.

[North Front Range Metropolitan Planning Organization RTP Update](#), page 10

URL: <http://www.nfrmpo.org/Projects/2035RTPUpdate.aspx>

Description: The draft 2035 RTP Update is anticipated in June 2011. It will incorporate two new components: the Phase I North I-25 EIS and a brief technical analysis of GHG emissions.

[Moving Forward Updated 2035 RTP](#), page 10

URL: <http://www.movingforwardplan.org/index.html>

Description: This plan envisions a multimodal system of transportation infrastructure and services for the Pikes Peak region through 2035. PPACG is currently beginning the process of updating the plan in accordance with federal transportation and air quality requirements, and it is anticipated to be adopted in January 2012.

[Project Priority Programming Process \(4P\)](#), page 10

URL:

<http://www.coloradodot.info/business/budget/stip/4P%20STIP%20Development%20Guidelines%2009%20-%20CLEAN.pdf/view>

Description: CDOT, in cooperation with its planning partners, developed and utilizes the Project Priority Programming Process (4P) in order to prioritize projects for inclusion in the STIP.

[The Heat is On](#) and [Click it or Ticket](#), page 12

URL: <http://www.coloradodot.info/programs/alcohol-and-impaired-driving/alcohol-and-impaired-driving.html> and <http://www.coloradodot.info/programs/seatbelts-carseats>

Description: CDOT's Office of Transportation Safety and Public Relations Office oversee programs and public awareness campaigns in an effort to address dangerous public safety issues.

[USDOT ARRA Website](#) and [CDOT ARRA Website](#), page 12

URL: <http://www.dot.gov/recovery/> and <http://www.coloradodot.info/projects/arra>

Description: On February 17, 2009 President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009. As a result, Colorado received over \$500 million for transportation projects statewide. The purpose of these sites is to provide accountability for the spending of ARRA dollars.

[Bridge Enterprise](#), page 13

URL: <http://www.coloradodot.info/about/bridge-enterprise>

Description: Colorado's Bridge Enterprise was created to oversee the repair, replacement, ongoing operation or maintenance, or any combination thereof, of a designated bridge.

[Road safety projects](#), page 13

URL: <http://www.coloradodot.info/projects/faster>

Description: The Road Safety Surcharge provides funding through the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) legislation.

[High Performance Transportation Enterprise](#), page 13

URL: <http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte>

Description: The High Performance Transportation Enterprise was formed to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects.

[Local Transit Grant Program](#), page 13

URL: <http://www.coloradodot.info/projects/faster>

Description: FASTER legislation provides \$10 million per year to CDOT for statewide and regional transit and multimodal transportation projects. An additional \$5 million in transit funding is available through CDOT Regions for local transit projects.

[Division of Transit and Rail](#), page 14

URL: <http://www.coloradodot.info/programs/transitandrail>

Description: The Division of Transit and Rail was created by Senate Bill 09-94 in 2009 and is responsible for "the planning, development, operation, and integration of transit and rail, including, where appropriate, advanced guideway systems, into the statewide transportation system."

[Bicycle and Pedestrian Policy Directive 1602](#), page 14

URL: <http://www.coloradodot.info/programs/bikeped/documents/1602-0BikePed.pdf>

Description: CDOT's Bicycle and Pedestrian Policy Directive 1602, calls for the needs of bicyclists and pedestrians to be included in the planning, design, and operation of transportation facilities as a matter of routine.

[Transportation and Environmental Resource Council \(TERC\)](#), page 14

URL: <http://www.coloradodot.info/programs/environmental/terc>

Description: The TERC was formed in 2002 to address transportation and environmental stewardship and includes CDOT, planning partners, and state and federal agencies.

[Federal Interagency Partnership for Sustainable Communities](#), page 14

URL: <http://www.epa.gov/dced/partnership/index.html>

Description: A federal initiative intended to coordinate housing, transportation, environment and other community elements.

[Colorado Sustainable Main Streets Initiative](#), page 14

URL: <http://dola.colorado.gov/sustainability/sustainable-main-streets.html>

Description: A collaborative, integrated process to leverage technical and existing financial resources to help communities enhance the sustainability of their downtowns.

[Regional Air Quality Council \(RAQC\)](#), page 14

URL: <http://www.raqc.org/>

Description: The RAQC develops and proposes effective and cost-efficient air quality planning initiatives with input from government agencies, the private sector, stakeholder groups, and citizens of the Denver metropolitan region.

[OzoneAware](#), page 15

URL: <http://www.ozoneaware.org/>

Description: An ozone awareness campaign created by the Regional Air Quality Council.

[State Implementation Plans \(SIP\)](#), page 15

URL: http://raqc.org/programs/more/state_implementation_plans/

Description: A SIP is a compliance document for federal air quality standards for specific pollutants.

[Livability in Transportation Guidebook](#), page 16

URL:

[http://knowledge.fhwa.dot.gov/cops/rex.nsf/All+Documents/80A7392C97749F508525779D00652EF5/\\$FILE/Livability in Transportation Guide 072910_lowres.pdf](http://knowledge.fhwa.dot.gov/cops/rex.nsf/All+Documents/80A7392C97749F508525779D00652EF5/$FILE/Livability%20in%20Transportation%20Guide%20072910_lowres.pdf)

Description: The USDOT developed a livability guidebook which illustrates how livability principles have been successfully incorporated into transportation planning, programming, and project design

[Air Quality Program](#), page 16

URL: <http://www.coloradodot.info/programs/environmental/air-quality>

Description: CDOT's Air Quality Program improves air quality by ensuring that all CDOT projects and operations comply with federal, state, and local air quality laws and regulations, and by promoting strategies which reduce emissions of motor vehicle pollutants.

[Transportation's Role in Reducing U.S. Greenhouse Gas Emissions](#), page 16

URL: http://ntl.bts.gov/lib/32000/32700/32779/DOT_Climate_Change_Report_-_April_2010_-_Volume_1_and_2.pdf

Description: A recent USDOT report to Congress, *Transportation's Role in Reducing U.S. Greenhouse Gas Emissions*, outlines the issue and identifies strategies to reduce GHG emissions produced by the transportation sector.

[State Smart Transportation Initiative](#) (SSTI), page 17

URL: <http://www.ssti.us/>

Description: The State Smart Transportation Initiative works with state and local policymakers to promote "smart transportation" practices that advance environmental sustainability and equitable economic development, while maintaining high standards of governmental efficiency and transparency.

[Annual Performance Report](#), page 17

URL:

http://www.coloradodot.info/library/AnnualReports/CDOT_FY2009%20Annual%20Performance%20Report.pdf/view

Description: The Annual Performance Report communicates to our customers the results CDOT achieves with the resources provided.

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Appendix B



Public Involvement

Appendix B – Public Involvement

This document can be translated into Spanish upon request. Please forward requests to have this document translated into Spanish to Darin Stavish at darin.stavish@dot.state.co.us

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The 2035 Statewide Transportation Plan Amendment (Plan Amendment) serves as an excellent opportunity for CDOT to reaffirm Colorado’s long range vision for a comprehensive multimodal transportation system while ensuring that all stakeholders have a voice in the process. Public involvement is a key component to developing an effective statewide transportation plan for Colorado. The public involvement approach developed for the Plan Amendment meets state and federal requirements and takes advantage of previously scheduled public involvement activities with our planning partners.

Other Outreach Mechanisms

CDOT Website – CDOT recently deployed a new website in order to make the maximum effort practicable to supply public information in electronic formats accessible via the internet, communicate complex information, and improve comment solicitation. CDOT website users can access the Plan Amendment, provide comments electronically, and link to 2035 MPO plan updates.

E-Mail and Print Postcard Notification (see Figure 1) – Using CDOT’s mailing database of over 4,700 citizens, elected officials, and organizational contacts, e-mail and print postcards were sent to stakeholders notifying them of the availability of the Plan Amendment. This low cost distribution method allowed for a wide range of citizens to play an active role in the planning process. The postcards notified the public of the availability of the document, provided the web address and staff contact information.

Document Viewing Locations - As identified by the Colorado Department of Education, Colorado Depository Libraries are affiliated with the Colorado State Publications Library and maintain collections of state documents for public use. Copies of the 2035 Statewide Transportation Plan and Plan Amendment were sent to Colorado State Depository Libraries to help make the document more accessible to the public.

In addition, copies of the Plan Amendment were available at CDOT Region offices and headquarters, as well as other neighborhood libraries as discussed below. The following is a list of Colorado’s Depository Libraries and CDOT Offices (see Table 1) where English and Spanish versions of the Plan Amendment and 2035 Statewide Transportation Plan are available to the public:

Colorado Depository Libraries and CDOT Offices – Table 1

<p>Boulder: University of Colorado at Boulder Norlin Library 184 UCB 1720 Pleasant Street Boulder, CO 80309-0184 (303)492-8834</p>	<p>Colorado Springs: Pikes Peak Library District Penrose Public Library Government Publications & Local History 20 N. Cascade Avenue Colorado Springs, CO 80903 (719)531-6333, ext. 2253</p>	<p>University of Colorado at Colorado Springs Kraemer Family Library 1420 Austin Bluffs Parkway, P.O. Box 1750 719-262-3295</p>
<p>Denver: Denver Public Library Government Publications Division 10 West 14th Avenue Parkway Denver, CO 80204 (720)865-1711</p>	<p>Auraria Library Government Publications Department 1100 Lawrence Street Denver, CO 80204 (303)556-8372</p>	<p>Durango: Fort Lewis College John F. Reed Library 1000 Rim Drive Durango, CO 81301 (970)247-7551</p>
<p>Fort Collins: Colorado State University Government Publications Department Morgan Library 501 University Avenue Fort Collins, CO 80523 (970)491-1841</p>	<p>Glenwood Springs: Colorado Mountain College Spring Valley Library 3000 County Road 114 Glenwood Springs, CO 81601 (970)945-7481</p>	<p>Golden: Colorado School of Mines Arthur Lakes Library Government Documents Department 1400 Illinois Street Golden, CO 80401-0029 (303)273-3695</p>
<p>Grand Junction: Mesa County Public Library District Government Publications Division 530 Grand Avenue Grand Junction, CO 81502-5019 (970)241-5251</p>	<p>Greeley: University of Northern Colorado Michener Library Government Publications Department 501 20 Street Greeley, CO 80639 (970)351-2987</p>	<p>Gunnison: Western State College Leslie J. Savage Library Government Publications Department 600 North Adams Street Gunnison, CO 81231 (970)943-2103</p>
<p>Lakewood: Jefferson County Public Library Lakewood Library Government Publications Division 10200 West 20th Avenue Lakewood, CO 80215 (303)232-9507</p>	<p>Pueblo: Pueblo City-County Library District Main Library 100 E. Abriendo Avenue Pueblo, CO 81004-4290 (719)562-5601</p>	<p>Steamboat Springs: Colorado Mountain College Alpine Campus Library 1330-50 Bob Adams Drive Steamboat Springs, CO 80477 (970)870-4451</p>

Colorado Depository Libraries and CDOT Offices – Table 1

Sterling: Sterling Public Library 421 North 5th Street Sterling, CO 80751 (970)522-2023	CDOT Region 1 18500 E. Colfax Ave. Aurora, CO 80011	CDOT Region 2 905 Erie Ave. Pueblo, CO 81002
CDOT Region 3 222 South 6th St., #317 Grand Jct., CO 81501-2769	CDOT Region 4 1420 2nd Street Greeley, CO 80632	CDOT Region 5 3803 N. Main Ave., #306 Durango, CO 81301
CDOT Region 6 2000 South Holly St. Denver, CO 80222	CDOT Headquarters Office Division of Transportation Development 4201 E. Arkansas Ave Shumate Building Denver, CO 80222	

Outreach to Underserved Populations

CDOT takes seriously the responsibility of seeking input from all communities in Colorado. To that end, the department makes every effort possible to make information accessible and understandable, and provides the Plan Amendment documents in Spanish available at libraries, public meetings, public offices, and on CDOT’s statewide planning website.

The department utilized a new outreach technique making English and Spanish versions of the current 2035 Statewide Transportation Plan and the Plan Amendment available at local libraries located in low income areas, rural areas and minority neighborhoods to provide further access and equal opportunity for public participation to underserved populations. Through a process of analyzing 2000 Census tract data on low income and minority areas, staff identified 40 additional libraries (see Table 2) to provide increased public access to the Plan Amendment in low income, rural and minority communities. By utilizing both depository and local neighborhood libraries for the distribution of plan documents, staff was able to cover gap areas that require additional attention for public outreach and help make these public documents more accessible. Additionally, staff looked at areas of the state that lack high speed internet, acknowledging the fact that by placing increased emphasis on visualization and producing easier to understand long range plan documents, often results in the need for high speed internet access. Therefore, the methodology for neighborhood library selection considered the availability of public internet access, the proximity to depository libraries and CDOT offices, and the percentages of underserved populations based on 2000 Census data.

Update to the Statewide Mailing Database

As a part of increasing our outreach to general and underserved populations, CDOT utilized a database specialist to check each of the existing database addresses and contacts for completeness and accuracy. The database was updated to include:

- Updated local government addresses and contacts
- Special purpose districts
- Chambers of Commerce and Economic Development Organizations
- Media outlets (Spanish language and other ethnic groups)
- New transportation and environmental non-profit organizations

In effort to further increase access to underserved communities, specific emphasis was placed on identifying ‘community leaders’ who specialize in outreach to traditionally underserved communities for inclusion in the mailing database. The update resulted in increased accuracy for the postcard mailing and better inclusion of more diverse populations and organizations.

Non-Metropolitan Local Officials Consultation Process

CDOT recently approved its Non-Metropolitan Local Officials Consultation Process which specifically targets rural area elected and appointed officials. Within Colorado there are many non-metropolitan local officials due to the predominately rural nature of the state. Local elected and appointed officials are those that represent units of local government or have responsibility for transportation, including counties, incorporated cities, and special-purpose local government entities.

In compliance with the most recent federal transportation authorization known as SAFETEA – LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), and to ensure the state’s rural voices are heard, CDOT established a process to ensure that non-metropolitan local elected and appointed officials are able to fully participate in statewide transportation planning and programming. CDOT values the participation of local officials and works diligently to continuously improve collaboration with local governments in all aspects of statewide transportation planning and programming. A copy of the Non-Metropolitan Local Officials Consultation Process can be accessed on the CDOT website: www.coloradodot.info

Results of the Information Gathered

After obtaining comments on the Plan Amendment through the various mechanisms, CDOT staff will provide a comprehensive response to each comment and provide a written or e-mail response letting the commenter know how their issue was addressed in the Plan Amendment.

Neighborhood Libraries – Table 2

Library	City	Public Internet Access?	Hours of Operation
Two Buttes Branch Library	Two Buttes	Y	Fri 10-2
Aguilar Public Library	Aguilar	Y	Mon 9-2, Tues 10-2, Thu 10-2, Fri 9-2
San Miguel Library District # 2/Norwood Public Library	Norwood	Y	Mon -Sat 11/5
Ordway Public Library	Ordway	Y	Mon/Wed/Thu 3-7, Fri/Sun 12-4
Costilla County Public Library	San Luis	Y	Mon-Fri 10:30-4:30
Flagler Community Library	Flagler	Y	Mon-Fri 10-4
Baca County Public Library	Springfield	Y	Mon-Fri 10-5
Boulder Public Library	Boulder	Y	Mon-Fri 10-5, Sat 10-3
Huerfano County Public Library	Walsenburg	Y	Mon-Fri 10-6, Sat 12-4
Rifle Branch Library	Rifle	Y	Mon-Sat 10-5, Sat/Sun 1-5
Delta Public Library	Delta	Y	Mon-Thu 10-7, Fri 10-6, Sat 10-4
Lafayette Public Library	Lafayette	Y	Mon-Thu 10-9, Fri/Sat 10-5, Sun 1-5
Silverton Public Library	Silverton	Y	Tue/Thu 11-8, Fri/Sat 10-5
Valdez-Perry	Denver	Y	Tues-Fri 10-6
Cedaredge Public Library	Cedaredge	Y	Tues 10-6, Wed 10-8, Thu/Fri 10-6, Sat 10-2
Maybell Branch Library	Maybell	Y	Wed-Sat 10-6
Akron Public Library	Akron	Y	Mon-Fri 9-5:30, SAT 9-1
Eloise May	Denver	Y	Mon-Thu 9-6, Fri & Sat 9-4, Sun 1-5
Martin Luther King Jr. Branch Library	Aurora	Y	Tues 11-7, Wed/Fri/Sat 10-6
Bent County Library District	Las Animas	Y	Mon 1-5, Wed-Thu 10-6, Fri 9-5, Sat 9-1
Canon City Public Library	Canon City	Y	Mon-Thu 9-7, Fri & Sat 10-5
Conejos Public Library District	La Jara	Y	Mon-Thu/Fri/Sat 8:30-4:30, Tues & Wed 8:30-7
Cortez Public Library	Cortez	Y	Mon-Thu 9-7, Fri 9-4, Sat 10-4
Blair-Caldwell Library	Denver	Y	Mon 12-8, Wed & Fri 10-6, Sat 9-5

Neighborhood Libraries – Table 2

Library	City	Public Internet Access?	Hours of Operation
Montbello Branch	Denver	Y	Mon & Tues 12-8, Thu & Fri 10-6, Sat 9-5
Park Hill Branch	Denver	Y	Tues 12-8, Thu & Fri 10-6, SAT 9-5
Pauline Robinson Branch	Denver	Y	Mon 12-8, Tues-Thu 10-6
Ross-Broadway Branch	Denver	Y	Mon-Tues 12-8, Wed 10-6, Sat 9-5
Dolores Public Library	Dolores	Y	Mon-Wed 9-6, Thu 9-7, Fri 9-4, Sat 9-3
McClanahan Memorial Library	Ignacio	Y	Mon-Thu 9-7, Fri 9-5, Sat 9-4
La Junta/Woodruff Memorial Library	La Junta	Y	Mon-Thu 10-8, Fri 10-6, Sat & Sun 1-5
La Veta Public Library District	La Veta	Y	Mon & Wed 10-8:30, Tues/Fri/Sat 10-5:30
Lamar Public Library	Lamar	Y	Mon-Thu 9-7, Fri 9-5, Sat 9-4
Manzanola School/Public Library	Manzanola	Y	Mon-Fri 8-4
Fruita Branch Library	Fruita	Y	Mon-Fri 9-6, Sat 9-4
Northern Chaffee County Library District	Buena Vista	Y	Mon-Fri 9-7, Sat 9-4
Southern Peaks Public Library	Alamosa	Y	Mon-Thu 9-8, Fri & Sat 9-5, Sun 9-1
Northern Plains Public Library	Ault	Y	Mon-Fri 9-7, Sat 9-12
Saguache County Public Library	Saguache	Y	Wed-Sat 10-6
Victor Public Library	Victor	Y	Tues/Thu/Fri 10-4

2035 Statewide Transportation Plan Amendment *Enmienda estatal del plan de transporte 2025*

The Colorado Department of Transportation is seeking comments on an amendment to the currently adopted 2035 Statewide Transportation Plan. The currently adopted 2035 Statewide Transportation Plan, 2035 Plan Amendment and an online comment form are accessible on the CDOT website at:

El departamento de transporte de Colorado (CDOT) está buscando comentarios sobre una enmienda del plan 2035 estatal de transporte adoptado. El plan 2035 estatal de transporte adoptado, la enmienda del plan de 2035, y un forma de comentarios están disponibles en el Internet. Vea:

<http://www.coloradodot.info/programs/statewide-planning/long-range-transportation-plans.html>

Comments will be received in writing from February 18, 2011 to March 21, 2011.

Se recibirán comentarios por escrito desde el 18 de febrero hasta el 21 de marzo de 2011. Puede hacer comentarios o preguntas para ponerse en contacto con:

You may comment or ask questions by contacting:

mail/mail: **Aaron Willis**
Colorado Department of Transportation
4201 E. Arkansas Avenue, Shumate Bldg.
Denver, CO 80222

phone/phone: **303-512-4019** fax: **(303) 757-9727**

email/email: **aaron.willis@dot.state.co.us**

En Español contacto: **Darin Stavish, 303-365-7047**



Colorado Department of Transportation
4201 E. Arkansas Avenue, Shumate Bldg.
Denver, CO 80222



We Look Forward to Hearing From You!
Tenemos ganas de recibir sus comentarios!



Figure 1: Postcard notification of availability of the 2035 Plan Amendment.

As a part of developing the 2012-2017 Statewide Transportation Improvement Program (STIP) CDOT regions hosted Project Priority Programming Process (4P) meetings to discuss project section and prioritization with each of their TPRs and/or MPOs. The 4P meetings consisted of individual and joint TPR meetings where discussions on regional priorities and coordination took place. The purpose of the 4P meetings was to review the current STIP and solicit requests for new projects. The 4P meetings also provided CDOT staff an opportunity to discuss the Plan Amendment and obtain feedback. Additionally, CDOT staff attended individual county meetings where the Plan Amendment among other transportation topics was discussed. A list of all the 2010 4P related outreach is contained in the following table (Table 3).

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
2	Central Front Range	26-Aug	10:00 - 12:00	Florence City Hall, 600 W. 3rd St., Florence	16
1	Central Front Range	25-Oct	12:30 - 2:30 pm	Pikes Peak Area COG, 15 So. 7th St., Colorado Springs	5
1	DRCOG	28-Oct	2:00 - 4:00 pm	DRCOG, 1290 Broadway, Denver	13
4, 6	DRCOG	25-Oct TAC	1:30 - 5:00 pm	DRCOG, 1290 Broadway, Denver	46
1	Eastern (Region 1)	2-Nov	10:00 am -12:00	Limon Community Center, 477 "D" Ave., Limon	17
4	Eastern (Region 4)	13-Sep	10 am - 12:00	Limon Community Center, 477 "D" Ave., Limon	37
3	Grand Valley	13-Oct TAC 25-Oct GVRTC	3-5 pm TAC 3-5 pm GVRTC	Grand Valley Regional Transportation Planning offices, 525 So. 6th St., 2nd floor, Grand Junction	10 14
3, 5	Gunnison Valley	27-Oct	10:00 am	Sneffles Conf Rm, Region 10 Enterprise Center, 300 N. Cascade Ave., Montrose	25
1, 3	Intermountain	21-Oct	3:00 pm	Eagle County Bldg, 500 Broadway, Eagle	40
1, 3	Intermountain	2-Dec	1:00 - 5:00 pm	Eagle County Bldg, 500 Broadway, Eagle	33
4	North Front Range	7-Oct Public Meeting	6:00 - 8:00 pm	Severance Town Hall, 231 W. Fourth Ave., Severance	40

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
4	North Front Range	20-Oct TAC	1:00 - 4:00 pm	Windsor Rec Center, 250 N. 11th Street, Windsor	21
4	North Front Range	4-Nov Council	6:00 - 8:00 pm	Greeley Police Station	38
3	Northwest	28-Oct	10:00 am	Crawford Room, Centennial Hall, 124 10 th St., Steamboat Springs	21
2	Pikes Peak	8-Sep 18-Nov TAC 8-Dec Board	9:00 am - 12:00	Pikes Peak Area COG, 15 So. 7th St., Colorado Springs	N/A
2	Pueblo	2-Sep	8:30 am - 11:00	Pueblo City Hall, 1 City Hall Pl., 3rd Floor, Pueblo	23
5	San Luis Valley	1-Nov	1:00 - 3:00	Alamosa County Building, 8900 Independence Way, Alamosa	12
2	South Central	23-Sep	1:00 - 3:00 pm	Early Learning Center, 300 Bonaventure, Trinidad	18
2	Southeast	28-Oct	1:30 - 3:00 pm	SE Colorado Enterprise Development, 112 W. Elm St., Lamar	20
5	Southwest	1-Oct	8:30 am - 11:00	La Plata County Fairgrounds, Pine Room, Durango	17
4	Upper Front Range	9-Sep	1:00 - 4 p.m.	Morgan County Administrative Building, 231 Ensign St., Fort Morgan	25

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
2	Pueblo	28-Apr	4:00pm - 7:00pm	Pueblo Transit Center 2nd and Court Street in Pueblo	N/A
1, 6	Douglas	17-May	10:00am	Park Meadows Conference Room, 9350 Heritage Hills Circle, Lone Tree 80124 (West of 1-25 off Lincoln Avenue)	32
5	San Miguel	25-May	11am	Telluride	15
2	Crowley	26-May	8:30 -10:30 am	603 Main St., Suite 2, Ordway	N/A
2	Otero	26-May	1:00 -3:00 pm	13 W. 3rd St, Rm 107, La Junta	N/A
2	Custer	27-May	9:00 – 11:00am	205 S. 6th St, Westcliffe	N/A
2	Fremont	27-May	2:30-4:30pm	615 Macon , #208, Canon City	N/A
1	Lincoln	27-May	10:00am	Hugo Lincoln County Court House, 103 3rd Avenue, Hugo 80821	15
5	Archuleta	8-Jun	9:00-10:30am	449 San Juan Street Pagosa Springs	5
6, 4	Broomfield	8-Jun	10:00am	1 DesCombes Drive, Broomfield	27
2	Huerfano	8-Jun	10:30 – 12:30pm	401 Main St., Ste 202, Walsenburg	N/A

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
2	Las Animas	8-Jun	2:00 – 4:00 pm	Courthouse, 200 E. 1st St, #201, Trinidad	N/A
5	Saguache	8-Jun	1:30-3:00pm	501 4th Street Saguache	8
4	Boulder	10-Jun	9:00am-10:30am	Courthouse Main Building 1325 Pearl Street Boulder, CO 80302	32
2	Kiowa	10-Jun	1:30-3:30pm	1305 Goff, Courthouse, 2nd fl, Eads	N/A
2	Prowers	10-Jun	9:00 – 11:00 am	Lamar Resource & Senior Center, 407 E. Olive Street, Lamar, CO 81052	N/A
5	Alamosa	14-Jun	10:30-12:00pm	8900 Independence Way Alamosa	6
2	Baca	14-Jun	9:30-11:30am	748 Main Street, Springfield	N/A
2	Bent	14-Jun	2:30 – 4:30 pm	725 Bent Ave, Las Animas	N/A
4	Logan	15-Jun	1-2:30pm	Logan County Courthouse Annex - 315 Main St, Sterling, CO	18
4	Washington	15-Jun	4-5:30pm	County Building, 150 Ash, Akron, CO	13
5	Dolores	21-Jun	1:00-2:30pm	409 N. Main Dove Creek	6
2	El Paso	21-Jun	9-11am	27 E. Vermijo, 3rd floor, Colorado Spgs	N/A
2	Teller	21-Jun	2-4pm	112 N. A St., Cripple Creek	N/A

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
6	Denver	23-Jun	3pm	Denver	11
5	La Plata	23-Jun	12:30-2:30pm	1060 E. 2nd Avenue Courthouse Durango	12
1	Park	23-Jun	1:30pm	County Commission Board Room, 501 Main Street (SH 9), Fairplay 80440	13
5	San Juan	28-Jun	9-10:30am	1557 Green Street Silverton	5
1, 6	Jefferson	29-Jun	1:00pm	Jefferson County Administration & Courts Facility, Lookout Mountain Conference Room, 100 Jefferson County Parkway, Golden 80419	28
4	Larimer	22-Jul	6:00pm-8:00pm	Fort Collins Police Building, Fort Collins	20
4	Larimer	29-Jun	6:30pm-8:30pm	200 West Oak Street, Fort Collins	25
1, 6	Adams	7-Jul	7pm	Adams County Economic Development Boardroom, 12050 Pecos, Westminster, 80234	N/A
1	Clear Creek	7-Jul	1:00pm	Commission Meeting Room, 405 Argentine Street, Georgetown 80444	20
4	Weld	13-Jul	6:30pm-8:00pm	Weld County Training Center - 1104 H Street, Greeley	21

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
3	Mesa	19-Jul	2-3:30pm	544 Rood Ave, Multipurpose Room, 1st Floor, Grand Junction	12
4	Phillips	19-Jul	10-11:30am	Phillips County Fairground 22505 US385, Holyoke CO	18
4	Morgan	20-Jul	1:30-3:30pm	Morgan County Administration Bldg., Basement Assembly Room 231, Ensign St, Fort Morgan	18
1	Summit	20-Jul	1:30pm	Summit County Courthouse, 208 E. Lincoln Avenue, 3rd floor, Breckenridge 80424	17
4	Weld	22-Jul	6:30pm-8:00pm	Southwest Weld County Services Complex - 4209 Weld County Rd 24 1/2	30
5	Chaffee	26-Jul	1-2:30pm	Salida	6
1, 6	Arapahoe	29-Jul	10am-12pm	Arapahoe County Administration Bldg. 4334 S Prince Street Pikes Peak Conference Room Littleton, CO 80120	26
4	Sedgwick	29-Jul	10-11:30am	315 Cedar St., 2nd Floor, Julesburg CO	24
4	Yuma	30-Jul	10:30am-12pm	Yuma County Courthouse - 310 Ash, Wray, CO	17
3	Lake	2-Aug	1-2:30pm	800 Harrison Leadville	25

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
1	Kit Carson	4-Aug	10:00am	Commissioners Board Room, Kit Carson County Courthouse, 251 16th Street, Burlington 80807	12
3	Moffat	10-Aug	1-2:30pm	221 W. Victory Way, Craig	8
3	Routt	10-Aug	10-11:00am	136 6th Street, Steamboat	17
5	Conejos	13-Aug	1-2:30pm	Conejos	Meeting Cancelled
5	Mineral	16-Aug	1:30-3pm	Creede	5
5	Rio Grande	16-Aug	10-11:30am	Del Norte	20
3	Eagle	17-Aug	10:30-12pm	500 Broadway, 2nd Floor, Eagle	30
5	Ouray	23-Aug	2:30-4pm	Ridgway	9
3	Rio Blanco	23-Aug	11:30-1pm	317 E. Market Street, Meeker	
3	Grand	24-Aug	1:30-3:00pm	308 Byers Ave, Hot Sulphur Springs	17
5	Ute Mountain Ute Tribe	24-Aug	9am - 10:30am	Towaoc	5
5	Southern Ute Tribe	25-Aug	9-10:30am	Ignacio	8
3	Jackson	31-Aug	1:30-3:00pm	396 Le Fever Street, Walden	17
3	Delta	13-Sep	10-11:30am	501 Palmer, Delta	30
3	Montrose	13-Sep	1:30-3pm	161 S. Townsend, Montrose	17

4P County Meeting Statewide - Table 3

CDOT Region	TPR	Meeting Date	Time	Location	Number of Persons in Attendance
1	Elbert	14-Sep	10am	Elbert County Government, Board of County Commissioners Meeting Room, 215 Comanche Street, Kiowa 80117	7
3	Gunnison	14-Sep	1:30-3pm	200 E Virginia, Gunnison	12
3	Garfield	20-Sep	10:15-12pm	108 8th Street, Glenwood	40
5	Montezuma	20-Sep	10:30-12pm	Cortez	10
1	Gilpin	21-Sep	10:00-12:00pm	Old Courthouse, 203 Eureka Street, Central City 80427	17
3	Pitkin	21-Sep	1-3:00pm	530 East Main, Aspen	20
3	Hinsdale	23-Sep	1-2:30pm	311 Henson Street, Lake City	12
1	Cheyenne	30-Sep	10:30am	Courthouse Basement, 51 South 1st Street, Cheyenne Wells 80810	14
5	Costilla	30-Sep	1-2:30pm	San Luis	3