

Statewide Plan Peer Review

June 14, 2005

**Moving Colorado
Vision for the Future
2030 Statewide Plan**

Presentation Overview

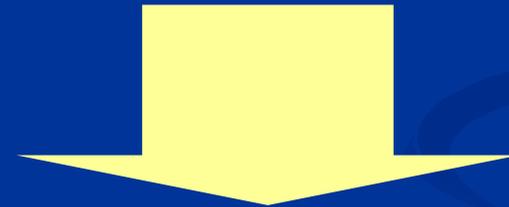
- Colorado's Planning Process
- Corridor Vision Approach
- Development Logistics
- Next Steps for Plan Update

Colorado Grass Roots Process

**5 Urban Area TPR
(MPO) Regional
Transportation Plans**

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**10 Rural Area TPR
Regional
Transportation Plans**



**2030 Colorado
Statewide
Transportation Plan**

CDOT and Planning Partners

**Colorado Transportation Commission
CDOT Headquarters Staff**

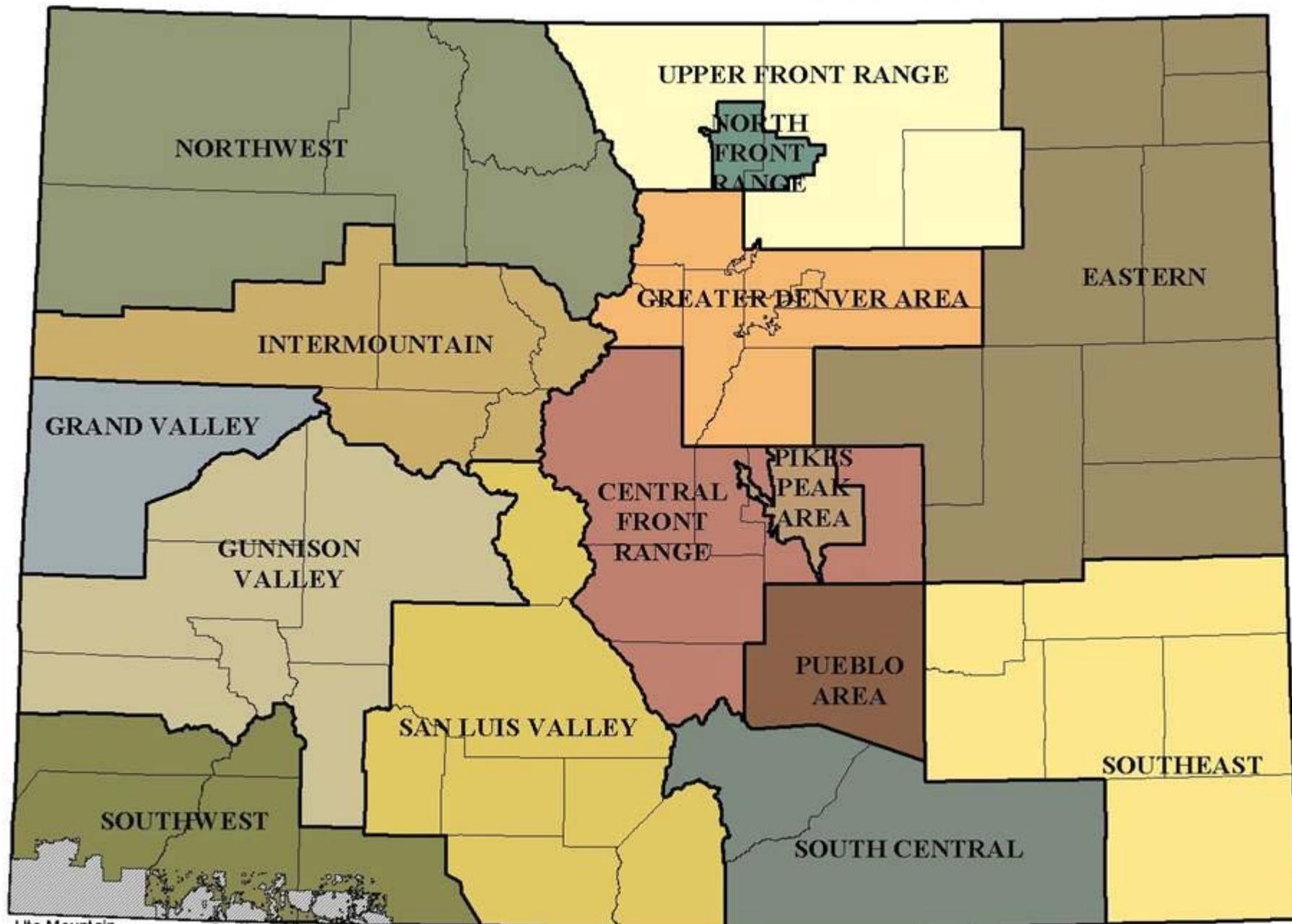
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Six CDOT Engineering Region Liaisons

\$

Rural Plans = CDOT Funded Consultants

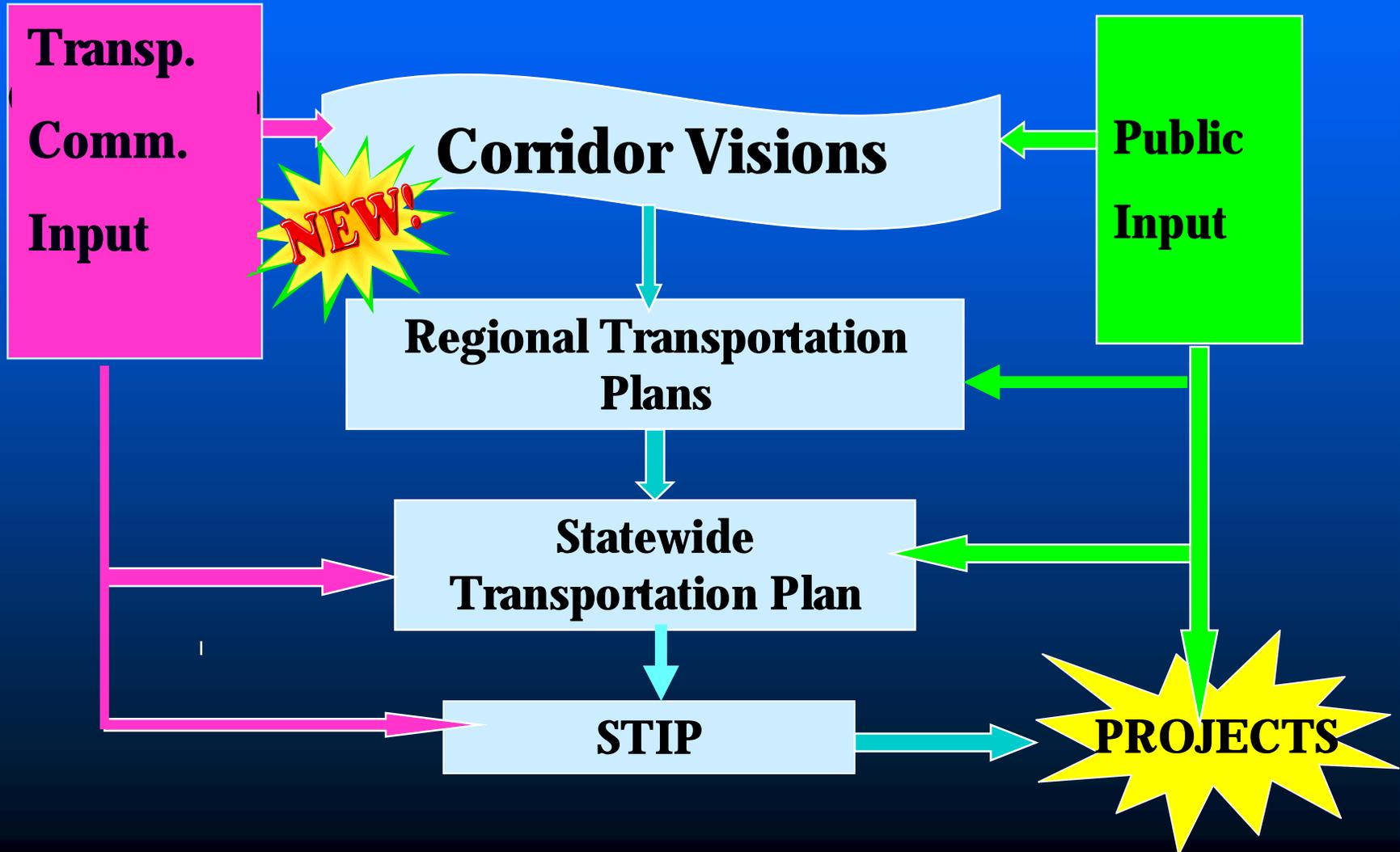
TRANSPORTATION PLANNING REGIONS



Ute Mountain
Indian Reservation

Southern Ute
Indian Reservation

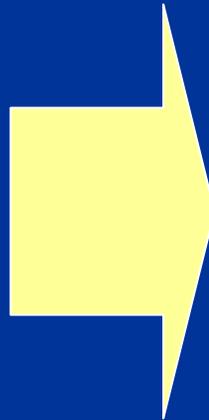
Regional and Statewide Transportation Planning Process



Regional Planning Process

15 Regional Plans

- 350 Corridor Visions
- Fiscally Constrained
- Vision Plan
- Multi-modal Projects



Statewide Plan

- Statewide Vision
- Fiscally Constrained
- Vision Plan
- Multi-modal Corridors

Why is the Plan Important?

- **Establishes Comprehensive Statewide Transportation Vision, Revenue and Needs**
 - **Foundation of 15 Cooperatively Developed Regional Transportation Plans**

- **Guides Commission Investment Decisions**
 - **Establishes Policy for Plan & STIP**
 - **Develops Guidance for Corridor Visions**

- **Provides Accountability**
 - **Funding allocations support strategies/policies**
 - **Links System Performance/Corridor Visions to Investment Decisions**

2030 Statewide Plan

New Colorado Approaches

- **Increased Emphasis on Colorado Transportation Commission Investment Strategies**
 - **Safety**
 - **Mobility**
 - **System Quality**
- **Increased Emphasis on Public Participation**
- **Includes Multi-modal Corridor Visions**
- **Includes Transit Elements with Regional Plans**
- **Includes Statewide Perspective beyond CDOT**

Public Outreach

- **Customer Surveys**
- **Local Needs Assessment**
- **Freight Focus Groups**
- **Small Community Outreach**
- **Walmart Tables**
- **Transportation Commission Monthly Workshops**
- **Transportation Planning Region Monthly Meetings**
- **Statewide Advisory Committee Monthly Meetings**
- **Combined Regional/Statewide Plan Public Meetings**

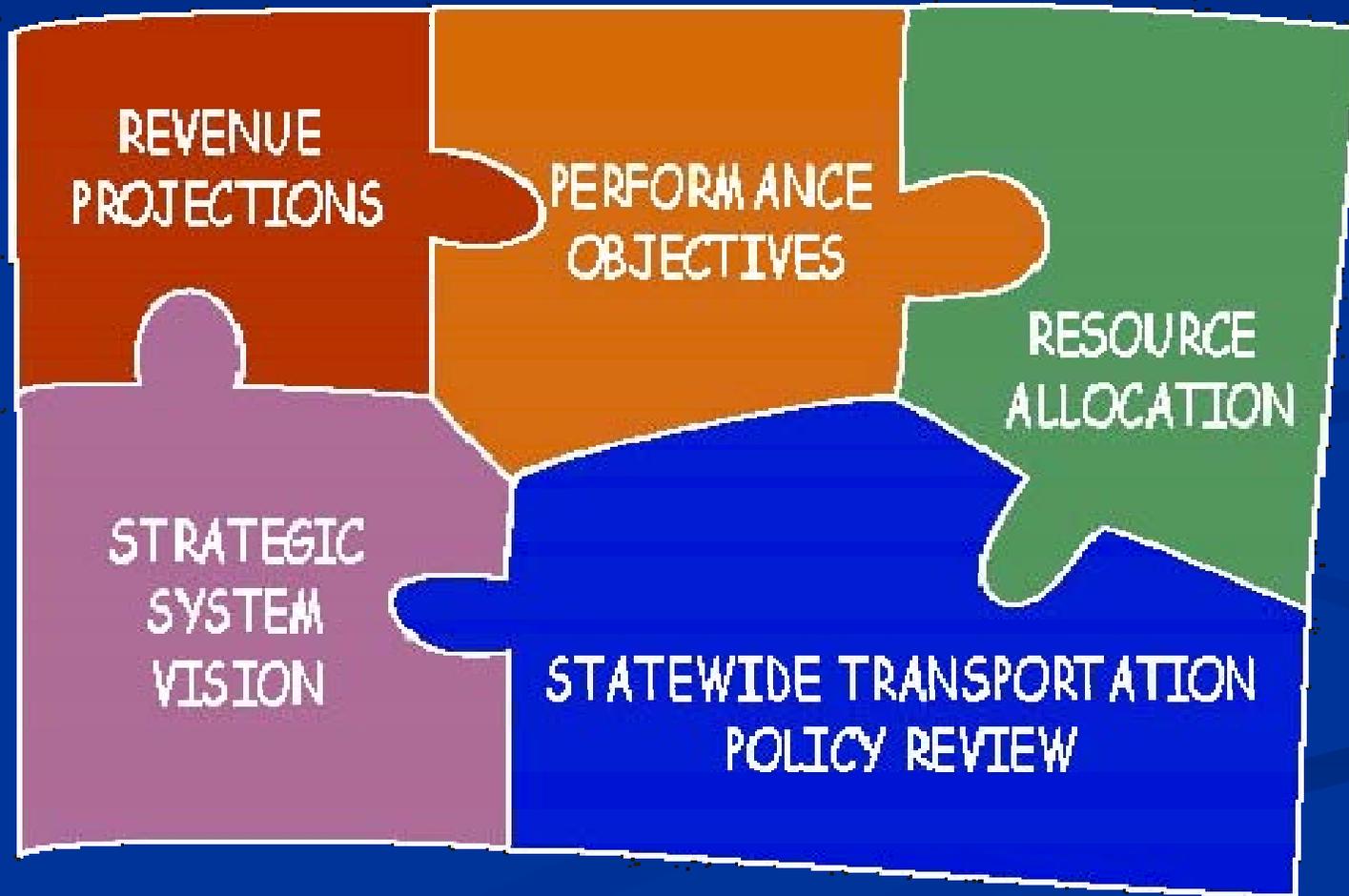
Transportation Messages

- **Key to Quality of Life, Economy and Safety**
- **System Challenged by**
 - **Growth in demand**
 - **Need to reconstruct current system**
- **Corridor Visions**
 - **Responsive to local, regional/statewide needs**
 - **Defines what we are trying to accomplish/Sets stage for future actions**
- **Identifies**
 - **System performance with projected revenue**
 - **Cost to sustain current system performance**
 - **Cost to implement vision**
- **Partnerships and Innovative Solutions Crucial**

Plan Document Format

- **User Friendly 36 page Document for Public Officials**
- **CD-ROM Disc back page of Document**
 - **Corridor Vision Interactive CD-Rom**
 - **17 Technical Reports that Support Plan Document**
 - **15 Regional Transportation Plans and Transit Elements**
- **CD-ROM Corridor Vision Demonstration**

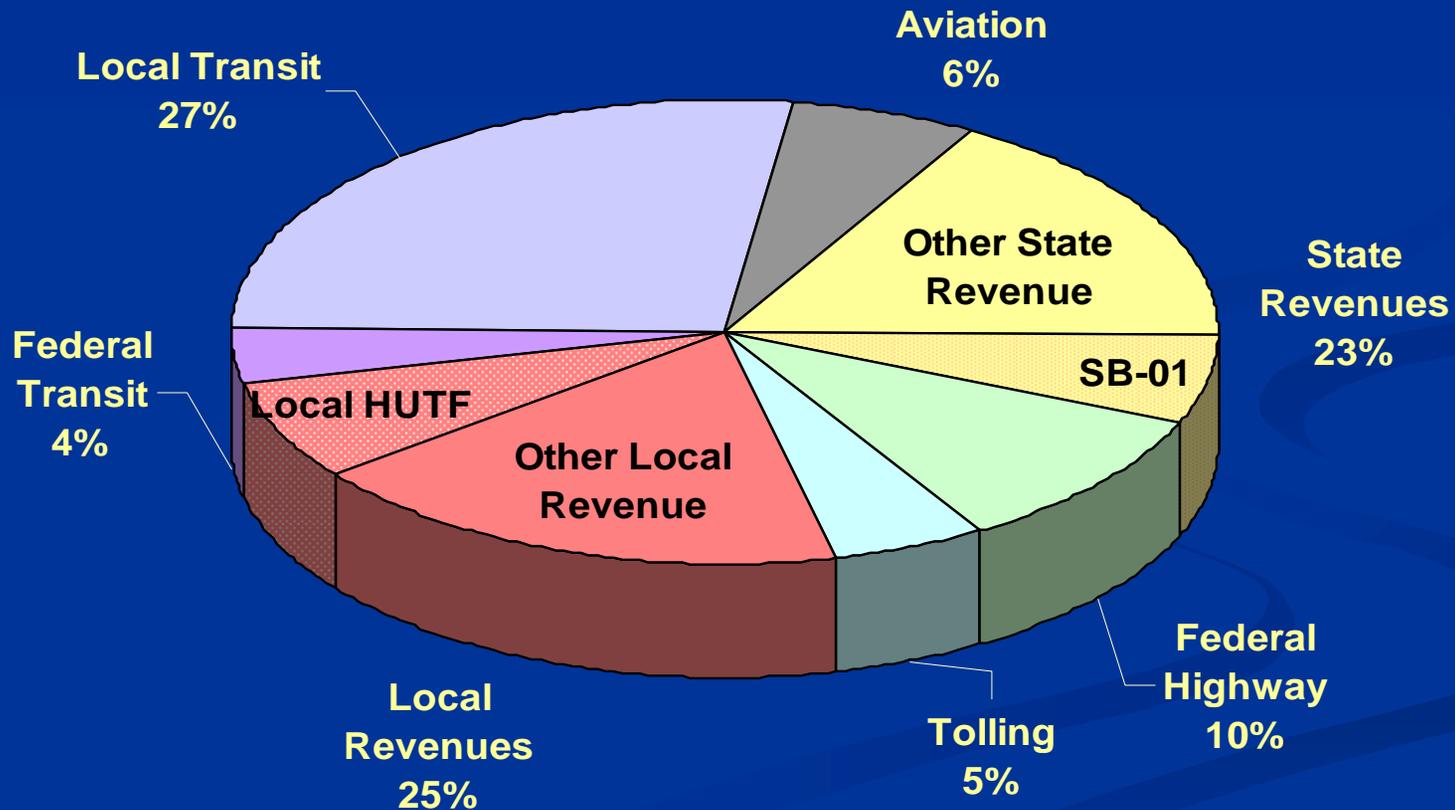
2030 Statewide Plan Framework



Revenue Projections and Resource Allocation

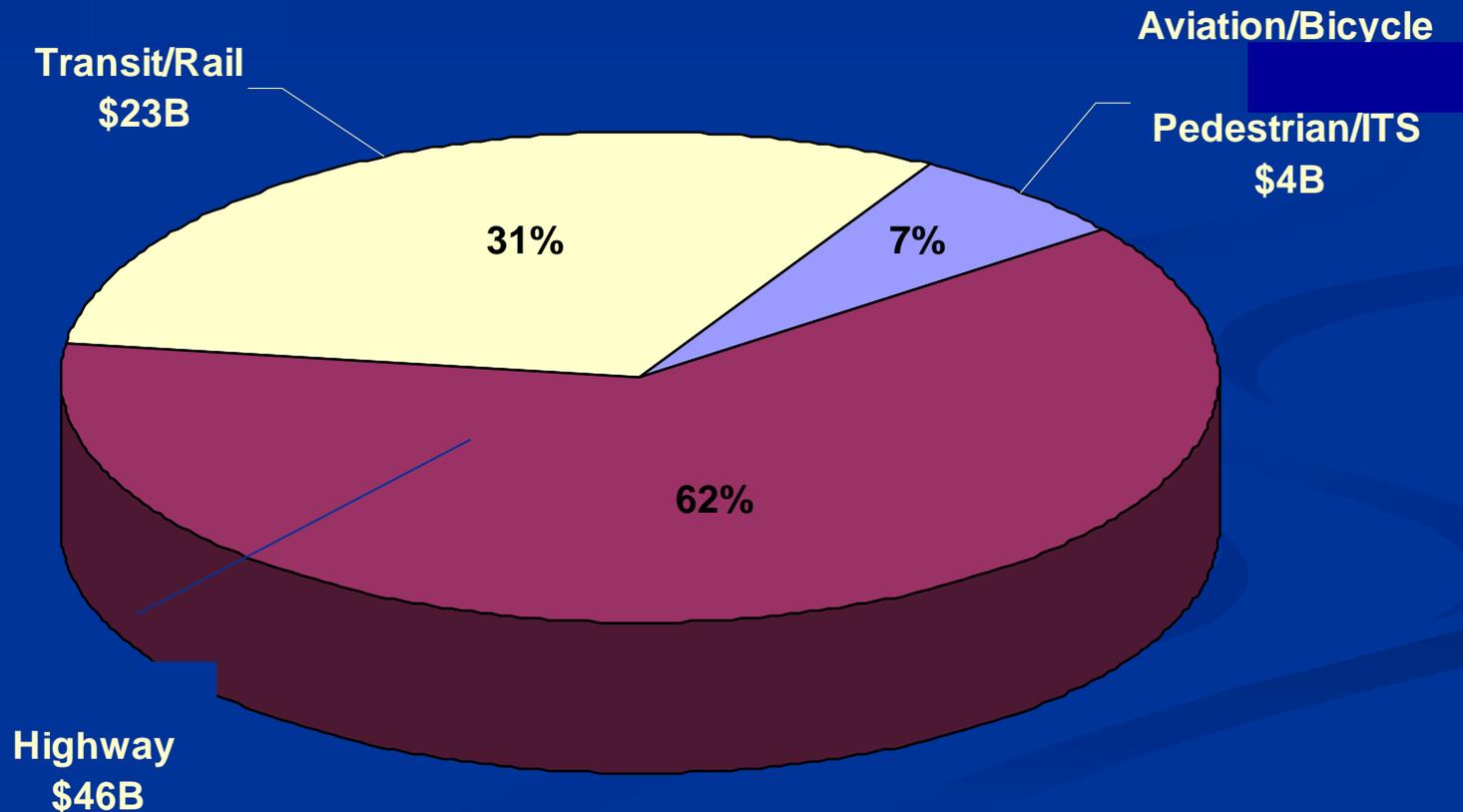
- **Transportation Planning Regions and CDOT Management Work Group met for 9 months**
- **Major Issue**
 - **MPO focus on Mobility**
 - **CDOT focus on System Quality**
- **Agreement on about 80% of Issues**
 - **Commission adopts New Congestion Relief Program (with few \$)**
 - **MPOs encourage mobility performance measures and increased mobility funding**

\$75 Billion Estimated Revenue 2005- 2030

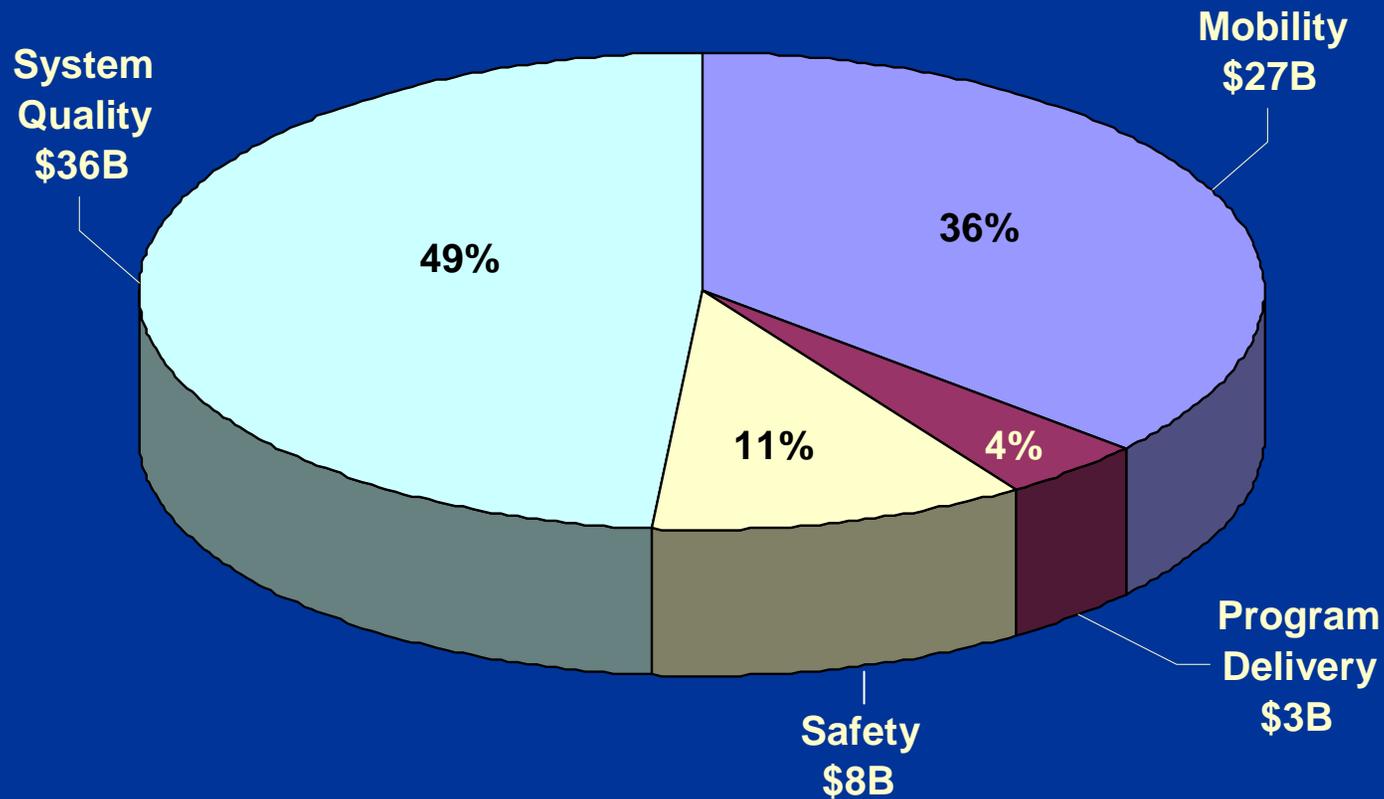


In 2005 Constant Dollars

\$75 Billion Investment Distribution by Mode 2005 – 2030



\$75 billion Distribution by Investment Category 2005 - 2030



In Constant 2005 Dollars

Commission Policy Workshops

- **Performance Measures/Objectives tied to Investment Decisions by Safety/System Quality/Mobility**
- **CDOT Operating Principles**
- **Statewide Plan Guidance**
- **Corridor Vision Guidance**
- **Revenue Projections**
- **Resource Allocation**
- **New and Incremental Revenue Policy**

Corridor Vision Policy

■ Corridor Visions

- Supports Statewide Transportation Vision
- Links to Investment Category
- Integrates all Modes
- Aligns Projects with Visions

■ Interstate Corridor Vision Guidance

- Interstate - Inter-state/inter-regional travel routes
- Non-Interstate NHS
- Remaining SH system

Corridor Vision Approach

- **What is a Transportation Corridor?**

Transportation system that includes all modes and facilities within a described geographic area having length and width.

- **What is the Corridor Vision Concept?**

- **Presents a Long-Range Transportation Vision**

- **Integration of Regional Visions Creates Statewide Transportation System Vision**

- **Provides a Linkage between Community Values and Local and Statewide Transportation Needs**

Corridor Visions

- **Responsive to Local/Statewide Needs**
 - **Visions Consistent with Customer Survey Results**
 - **Mobility needs in Front Range and Mountain Communities; System Quality in Eastern CO**

- **Follows Commission Policy Guidance**
 - **Statewide System Vision**
 - **Inter-regional System Vision**

- **Projects must be Consistent with Corridor Vision before Incorporated in STIP**

Corridor Visions Process

- **CDOT developed Logical Corridor Boundaries**
- **CDOT developed Electronic Tool Kit with Questions**
 - **Growth in population and employment**
 - **Commercial sectors: agriculture, industry, tourism**
 - **Congestion: passenger and freight traffic**
 - **Safety problems**
 - **Pavement/Bridge conditions**
 - **Transit, bike/pedestrian, aviation, TDM, local roads**
 - **Community, environmental and economic interests to protect**

Corridor Vision Process (Cont.)

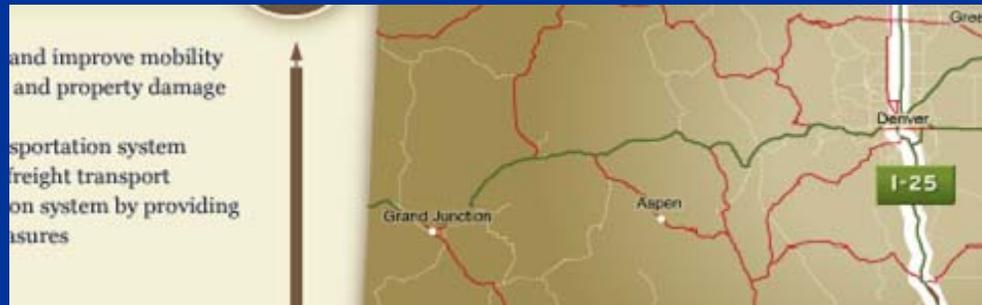
- **Each Transportation Planning Region and CDOT discussed corridor needs from a local community and statewide transportation perspective.**
- **Developed vision statement that identifies primary investment focus of safety, system quality or mobility**
- **Developed goals and strategies in support of corridor vision statement**

Corridor Vision Challenges

- **MPO Concerns about Corridor Vision Concept**
 - **Political interests in Projects over Corridors**
 - **Visions will Control Project Selection**

- **Corridor Visions Fiscally/Temporarily Unlimited**
 - **No Dates for Completion of Visions**
 - **No Funding for Completion of Visions**
 - **Visions too broad – anything goes**

Corridor Vision Example



How Projects link to Visions

- **For a Proposed Project to Proceed into STIP it must:**
 - **Be consistent with the corridor vision, goals and strategies**
 - **Be consistent corridor allocation total funding**
 - **Be included in TIP in MPO areas**

- **If the Project, Strategies, Goals and Vision are not consistent, either the Vision or the Project is revisited.**

Behind the Scenes

- **Plansite Data Base**
 - **Includes all Regional Plan Projects/Costs**
 - **Reports out on Corridors \$s by Investment Categories of Safety, System Quality, Mobility**
 - **Electronically links STIP Project to Corridor to assure \$s available in Corridor to implement Project**

- **Plansite GIS Component that Maps Corridors**

Plansite Corridor by Investment Category

SH82: Glenwood Springs to Aspen Corridor

Investment Category	Constrained \$s
Total	20 million
Mobility	15 Million
System Quality	2 Million
Safety	3 Million

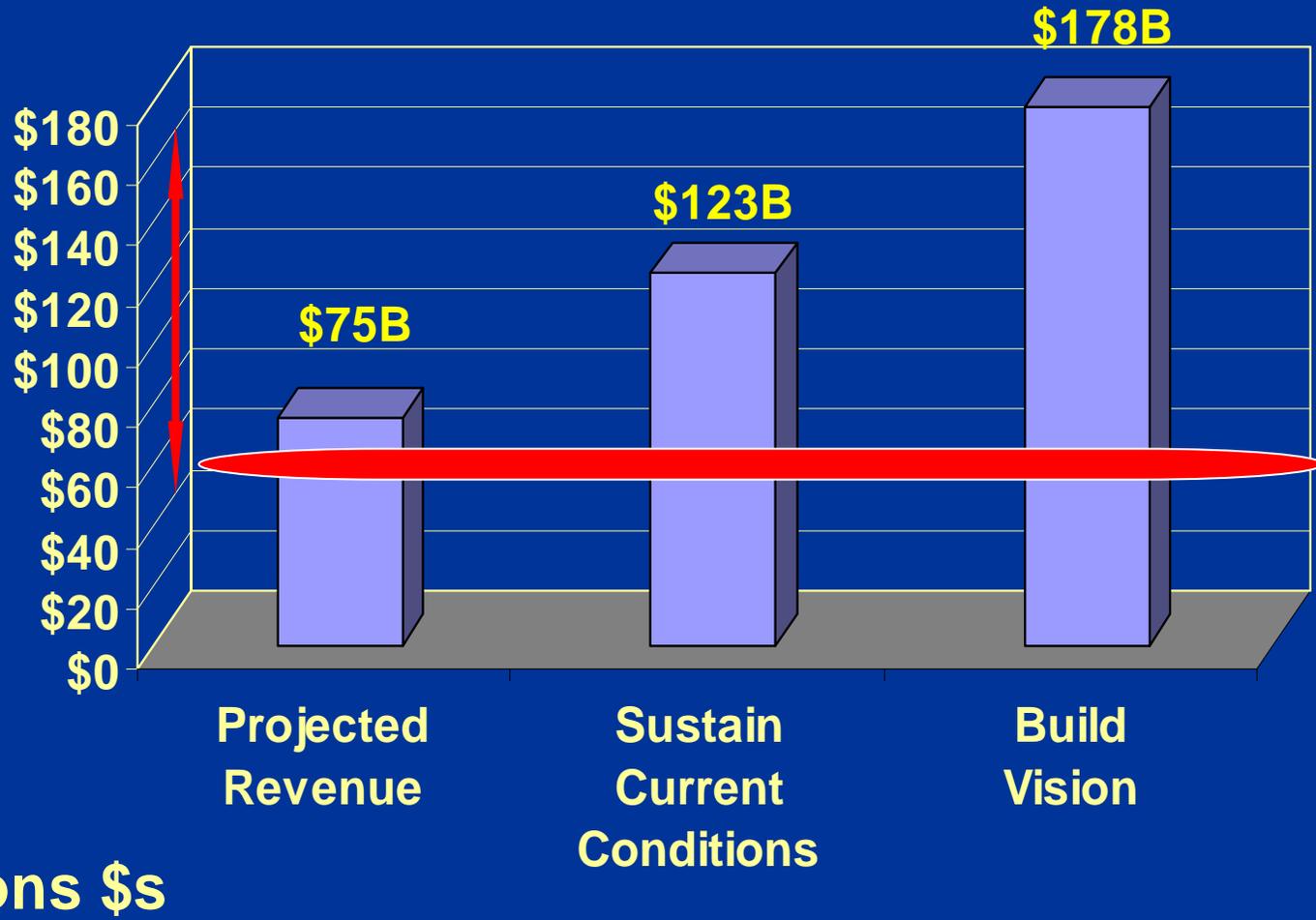
Project Programming Accountability

- **Project Consistent with Corridor Vision Strategy**
- **Project within Investment Category \$ limits in constrained Statewide Plan**
- **Project within Total Corridor \$ limits in constrained Statewide Plan**

Financial Impact on Statewide System

- **How Current System will Operate in 2030 at current funding levels of \$75 Billion**
- **Funding Needed to Keep System Operating through 2030 at current levels is \$123 Billion**
- **Funding Needed to build Corridor Visions and Improve System by 2030 is \$178 Billion**

Funding Gap 2005 - 2030



Investment Category	Current Conditions \$123 B	2030 Projected Revenue \$75	2030 Vision \$>178 B
Pavement	58% Good/Fair	32% Good/Fair	75% Good/Fair
Bridge	96% Good/Fair	80% Good/Fair	100% Good/Fair
Maintenance Scale of A to F	B	Failing	B
Congestion % Congested Lane Miles	10%	25%	Corridor Vision Implementation
Safety Fatalities/MVMT	1.47	1.47	1.27/1.15 + Primary Seat Belt Law
Local Roads	Current	Deteriorate	Improve
Transit	48% of Demand	33% of Demand	80% of Demand
Aviation	Current	Deteriorate	Improve

What Revenue Shortfall Means

- **State Highway and Local Road pavement conditions deteriorate**
- **Bridges require load restrictions to be safe**
 - **Trucks use longer delivery routes**
 - **Increases consumer prices**
- **Safety efforts diminished**
- **Congestion increases**
- **Greater unmet transit demand**
- **Aviation conditions deteriorate**

Next Plan Update Focus

(Under Consideration)

- **Expand Corridor Vision Approach**
 - **Use Corridor Vision, Goals, Strategies to guide NEPA purpose and need, screening criteria and alternatives in *selected* corridors**
 - **Involve Resource Agencies in Planning Process**
- **Include Strategic (10 year) Plan**
 - **Bridge gap between STIP and 2030**
- **Consider Statewide Issues**
 - **Focus on how Transportation Benefits State Economic Sectors**
- **Enhance/Focus Public Involvement**