

MOBILITY

OUR CRUMBLING COMMUNITY KEYSTONE

A Presentation to Colorado Springs Forward

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Colorado Springs/El Paso County Residents Face an Inevitable

Mobility Crisis

Urgent, Collaborative Action is Needed

- State, County and City population are expected to continue to grow.
- Population growth will drive transportation system capacity demand to well beyond current capacity.
- Funding is not available to meet growth demand. It will inevitably lead to Denver-like congestion throughout the region.
- Failure to address the crisis through additional investment will have dramatic economic and quality of life consequences.
- Under the most optimistic scenarios, current and potential identified revenue streams will fall far short of need.
- Extraordinary involvement of civic leadership will be necessary to avoid prolonging the now inevitable crisis.

Economic Imperatives - 1999

Strategic Competitiveness Issues

- Urban Growth Planning
- Infrastructure Funding Solutions
- Target Economic Clusters
- Workforce Development
- Start-up economy
- Quality of Life Amenities

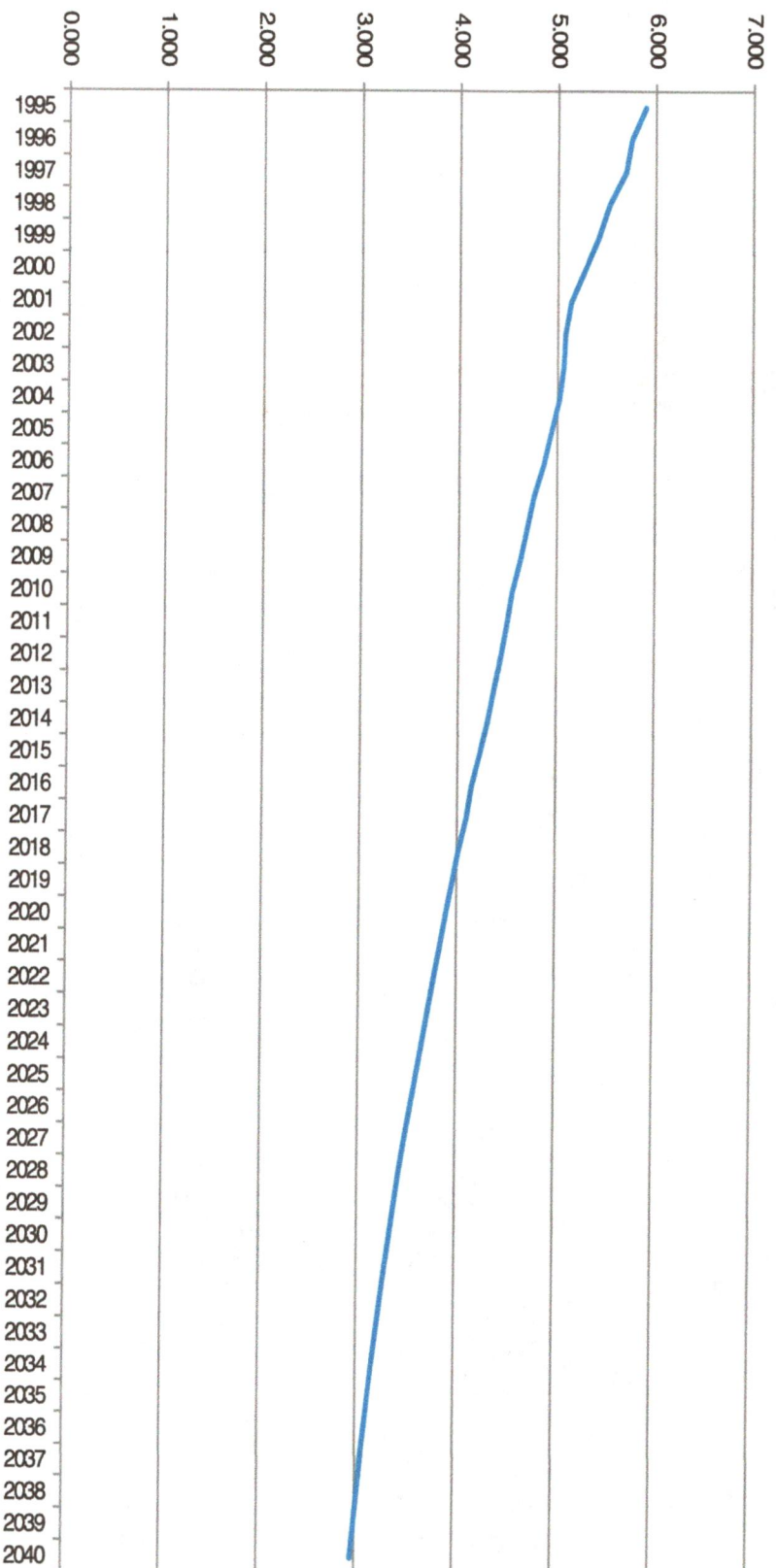
The Grand Tour



amazon
prime video

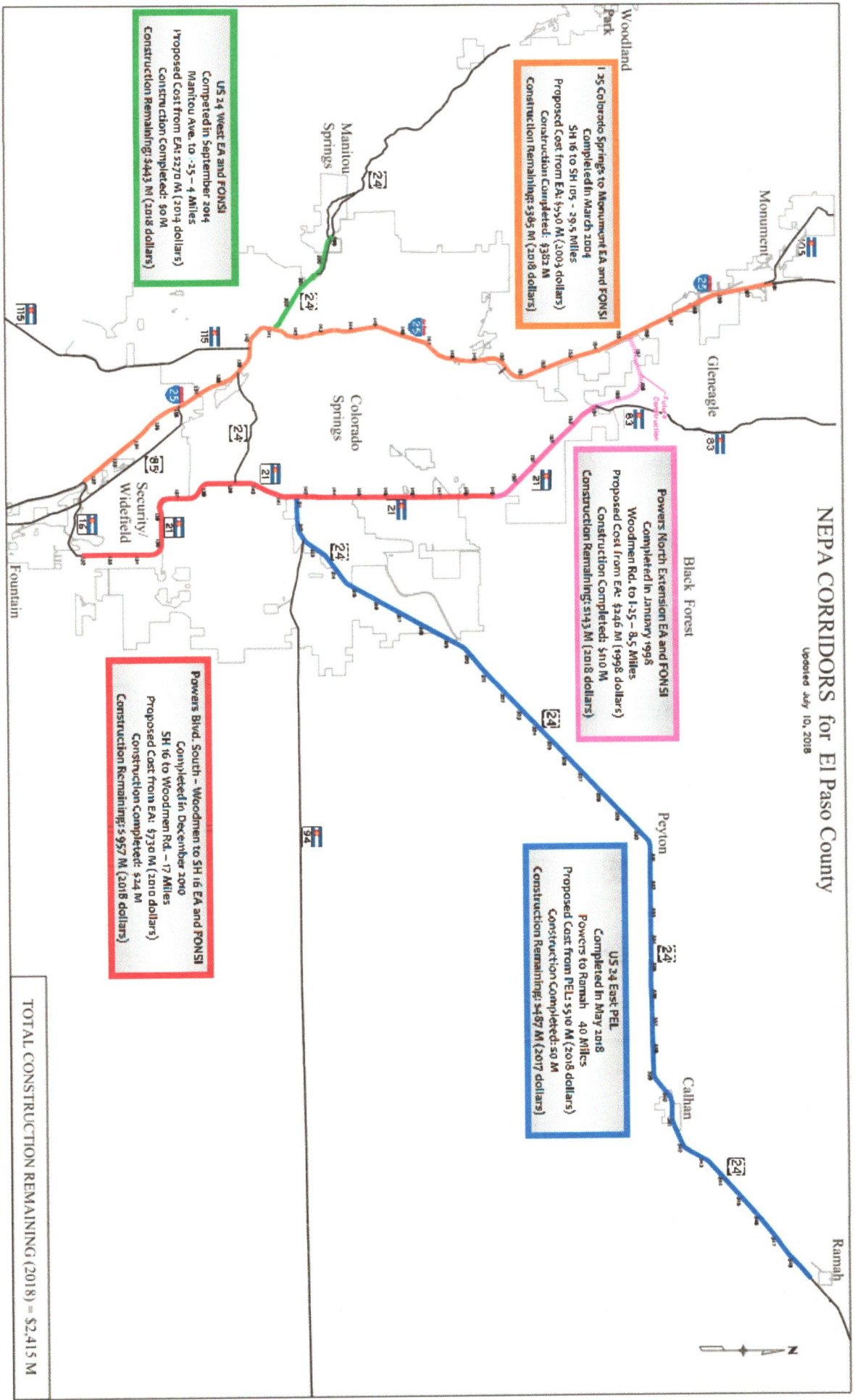
Colorado Traffic Congestion 1995-2040

Lane Miles per 1000 People



NEPA CORRIDORS for El Paso County

Updated July 10, 2018



1-35 Colorado Springs to Monument EA and FONSI
 Completed in March 2004
 SH 16 to SH 105 - 29.5 Miles
 Proposed Cost from EA: \$550 M (2003 dollars)
 Construction Completed: \$382 M
 Construction Remaining: \$168 M (2018 dollars)

Powers North Extension EA and FONSI
 Completed in January 1998
 Woodmen Rd. to I-35 - 8.5 Miles
 Proposed Cost from EA: \$246 M (1998 dollars)
 Construction Completed: \$110 M
 Construction Remaining: \$136 M (2018 dollars)

US 24 East PEL
 Completed in May 2018
 Powers to Ramah - 40 Miles
 Proposed Cost from PEL: \$516 M (2018 dollars)
 Construction Completed: \$0 M
 Construction Remaining: \$516 M (2017 dollars)

US 24 West EA and FONSI
 Completed in September 2014
 Manitou Ave. to -25 - 4 Miles
 Proposed Cost from EA: \$270 M (2014 dollars)
 Construction Completed: \$0 M
 Construction Remaining: \$270 M (2018 dollars)

Powers Blvd. South - Woodmen to SH 16 EA and FONSI
 Completed in December 2010
 SH 16 to Woodmen Rd. - 17 Miles
 Proposed Cost from EA: \$730 M (2010 dollars)
 Construction Completed: \$24 M
 Construction Remaining: \$706 M (2018 dollars)

TOTAL CONSTRUCTION REMAINING (2018) = \$2,415 M

El Paso County

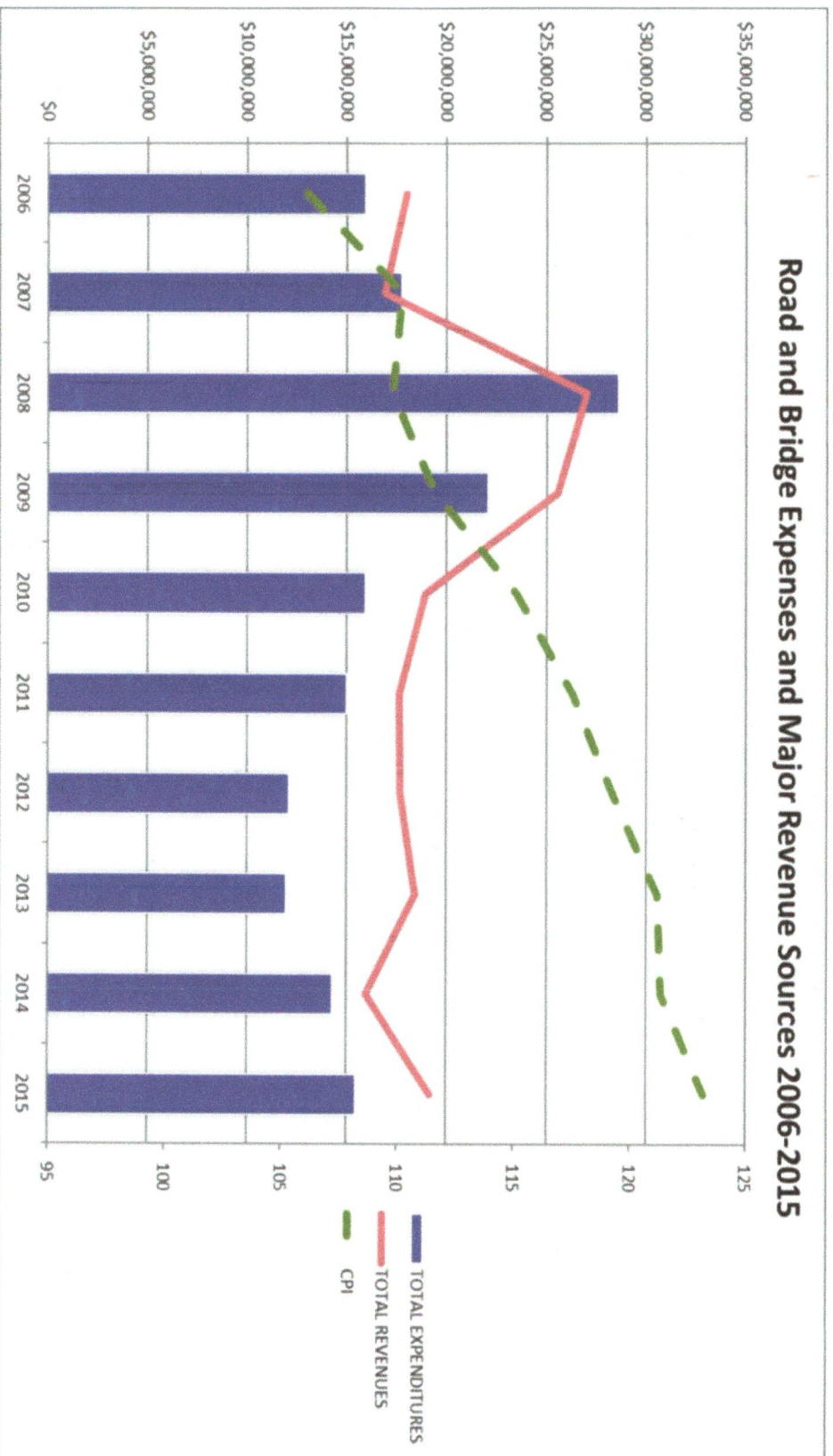


Figure 4: Road and Bridge Expenses and Major Revenue Sources 2006-2016

Funding Shortfall for Area Highways 2018 Dollars – NEPA Studies Results

- I-25
 - North of downtown - \$355 million
 - South of downtown - \$99 million
- CO-21 (Powers Blvd.)
 - North - \$143 million
 - South - \$957 million
- US-24 East
 - \$487 million
- US - 24 West
 - \$443 million
- CO 115 - not yet estimated
- CO - 94 - not yet estimated

TOTAL \$2,415,000,000 +

Estimated Funding Shortfalls over the Next Ten Years to Avoid a Mobility Crisis in the Pikes Peak Region

(not including transit)

- Colorado State Highways (all Colorado Springs/El Paso County Major Arterials)
 - \$2,400,000,000 (partial, see map)
- El Paso County Roads- Informal estimates of up to \$1,000,000,000
- City of Colorado Springs - informal estimates of up to \$1,500,000,000

Total: About \$5 Billion

- Context: PPRTA has built \$1,000,000,000 in projects since 2005

What are the Consequences of
Failing to Keep up with Mobility
Demands of a Growing Population?

Growing Transportation Infrastructure Deficiencies are a Threat to the Pikes Peak Region Visitor Industry

- Primary Visitor Corridors are I-25 and US-24 West
- Both Corridors are approaching gridlock every day of the week, worsening as population increases
- Longer, less predictable, travel times are highly likely to influence decisions by travelers/travel planners to the Pikes Peak Region by road and by air, as both DIA and COS access times are becoming longer and more uncertain

Growing Transportation Infrastructure Deficiencies are a Threat to the Pikes Peak Region Basic (Exporting) Employer Base

- **Longer, more uncertain commute times:**
 - Reduce quality of life and productivity, impacting attractiveness to talent and employers
 - Reduce efficiency and increase cost of freight deliveries
- Increase accidents causing bodily injury and property damage
- Reduce overall economic competitiveness

Growing Transportation Infrastructure Deficiencies Represent a Major Threat to the Ability of the Pikes Peak Region to Support Growth and Retention of its Critical Military missions

Base	Major Serving Arterials	Requirements specified	Status of funding to address future capacity needs
Fort Carson	I-25, CO 115, US-24E	No	No material funding, relative to need, is available
USAFA	I-25, CO-21 (Powers)	No	No material funding, relative to need, is available
Peterson AFB	I-25, CO-21 (Powers), CO-94	No	No material funding, relative to need, is available
Schriever AFB	I-25, US-24E, CO-21 (Powers), CO-94	CDOT-funded study underway re 94, not including US Space Command	Partial funding for 94 has been identified for current Shriever mission levels.
NORAD	I-25, CO-21 (Powers)	No	No material funding, relative to need, is available

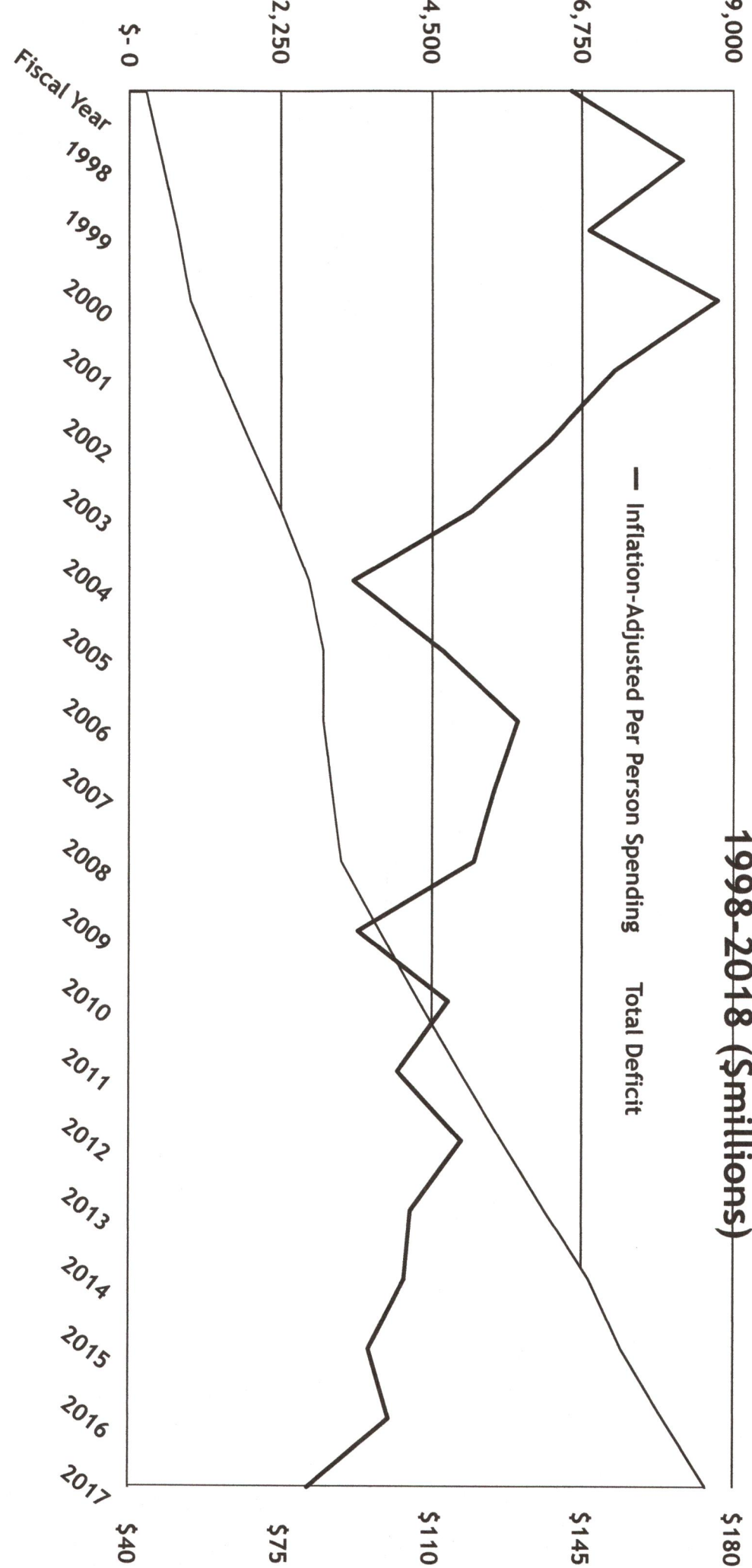
Why?



COLORADO
Department of
Transportation

Colorado State Highway Transportation Spending per Person vs. Total Transportation Project Deficit

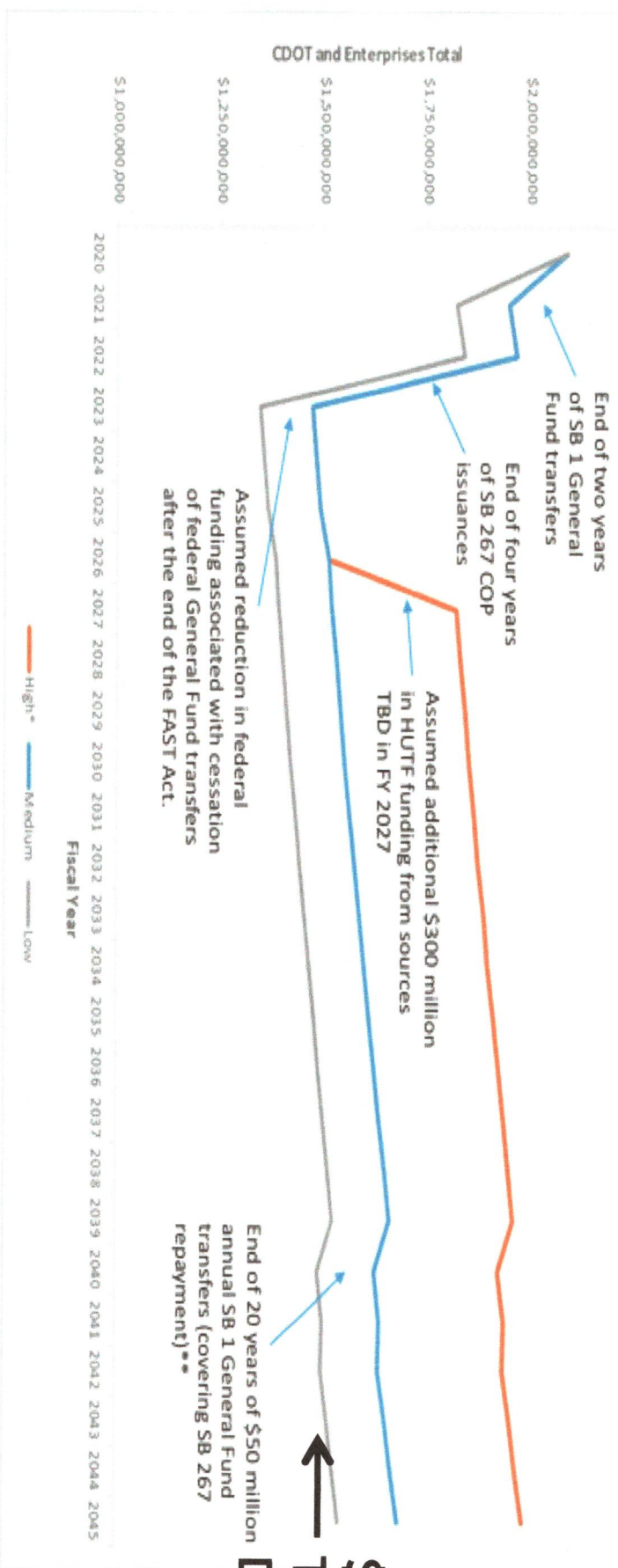
1998-2018 (\$millions)



What Funding Scenarios Lie Ahead?

General Fund Spending Growth Trends and Projections

Multiple Projections Overview



*High scenario is coincident with the medium scenario for the years FY 2020 – FY 2026
 **SB 1 outcome if referred November 2019 ballot measure fails. If ballot measure passes, remaining three years of SB 267 is eliminated and replaced by ~\$2 billion bonding measure.

\$1B/Yr. Transp. Deficits

Can't we Just Change Our
State Spending Priorities to
Invest More in Transportation?

Per-Pupil funding has declined from \$2332 ABOVE the national average in 1985 to \$2,793 BELOW the average today.

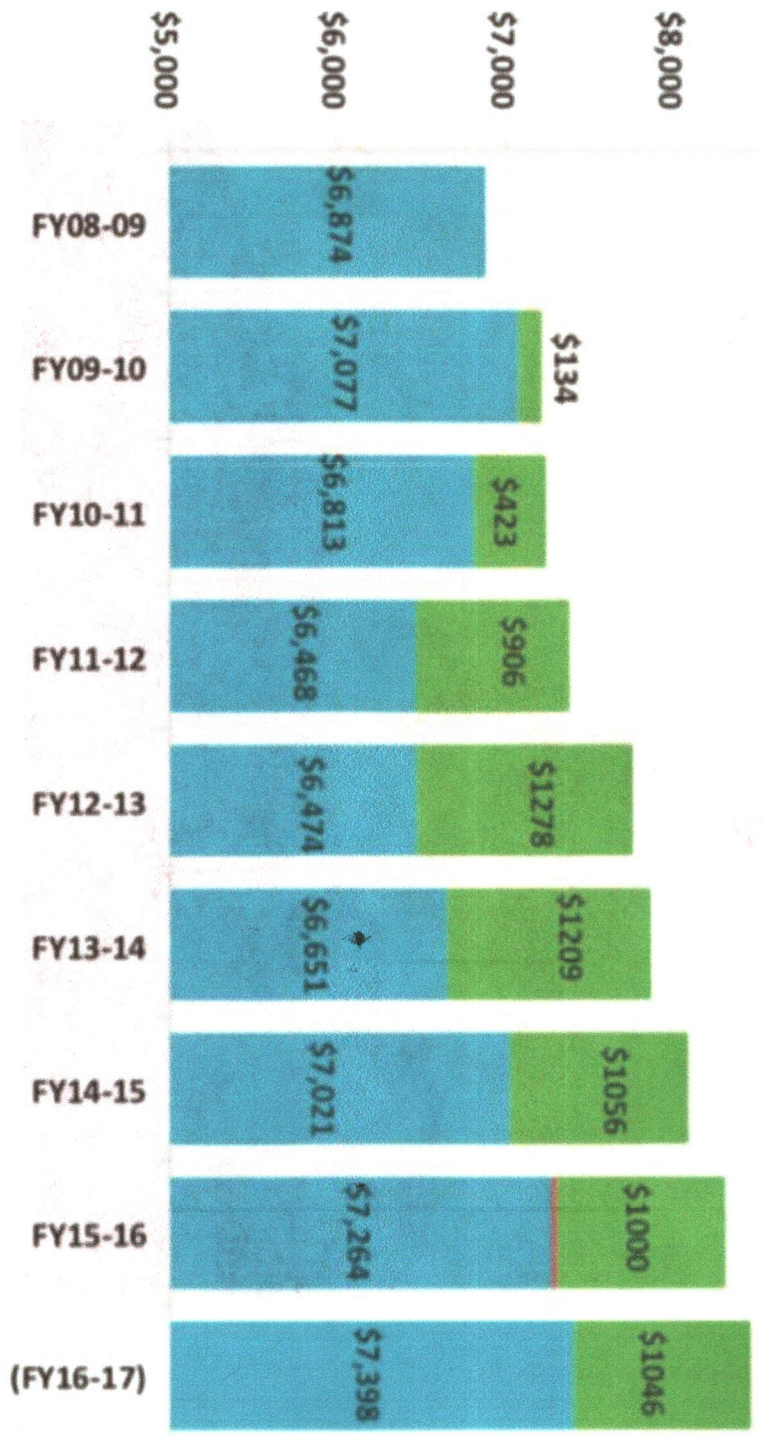


1982
Colorado spent \$2332 MORE per student than the National Average.

2018
Colorado spent \$2,793 LESS per student than the National Average.

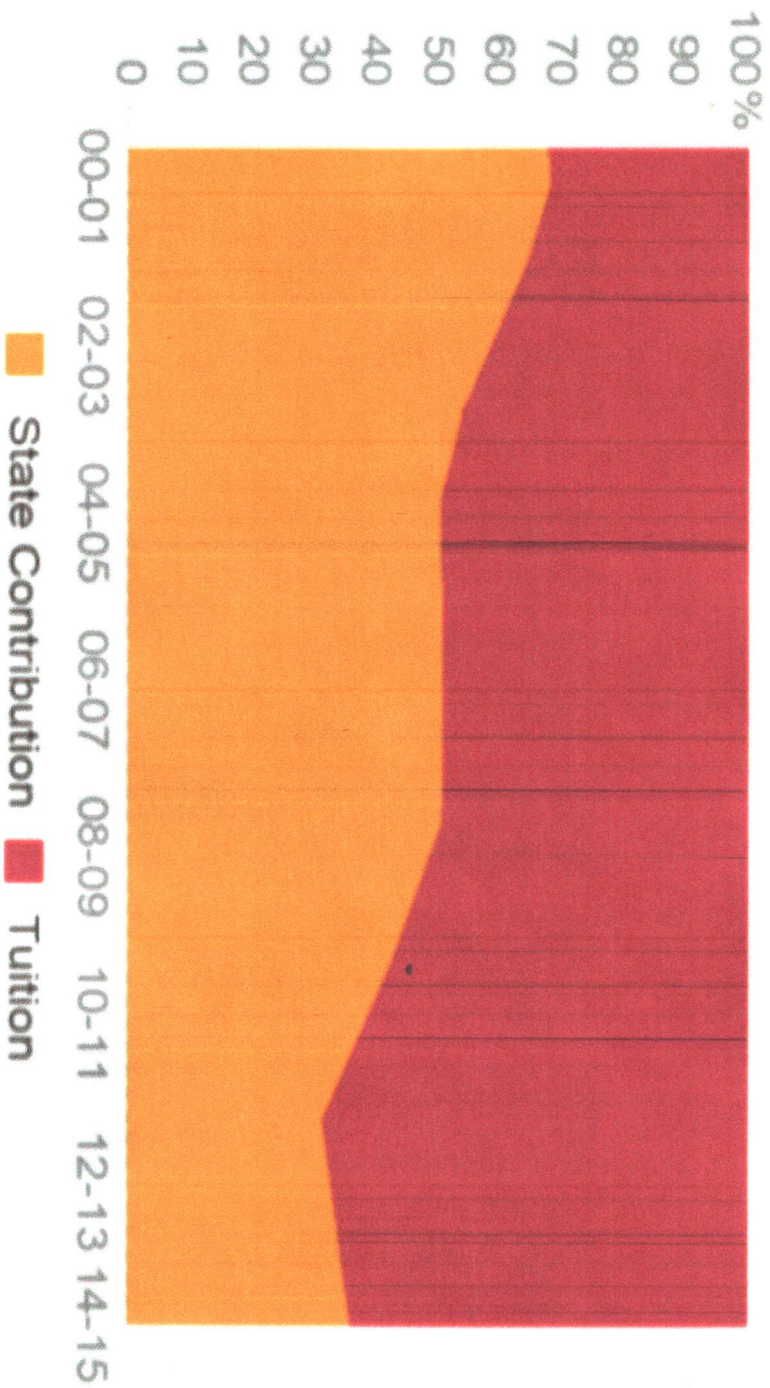
Source: Great Education

Average Per-Pupil Funding in Colorado



Source: GreatEducation.org

Students' Share of College Tuition has Increased as State Support has been Reduced

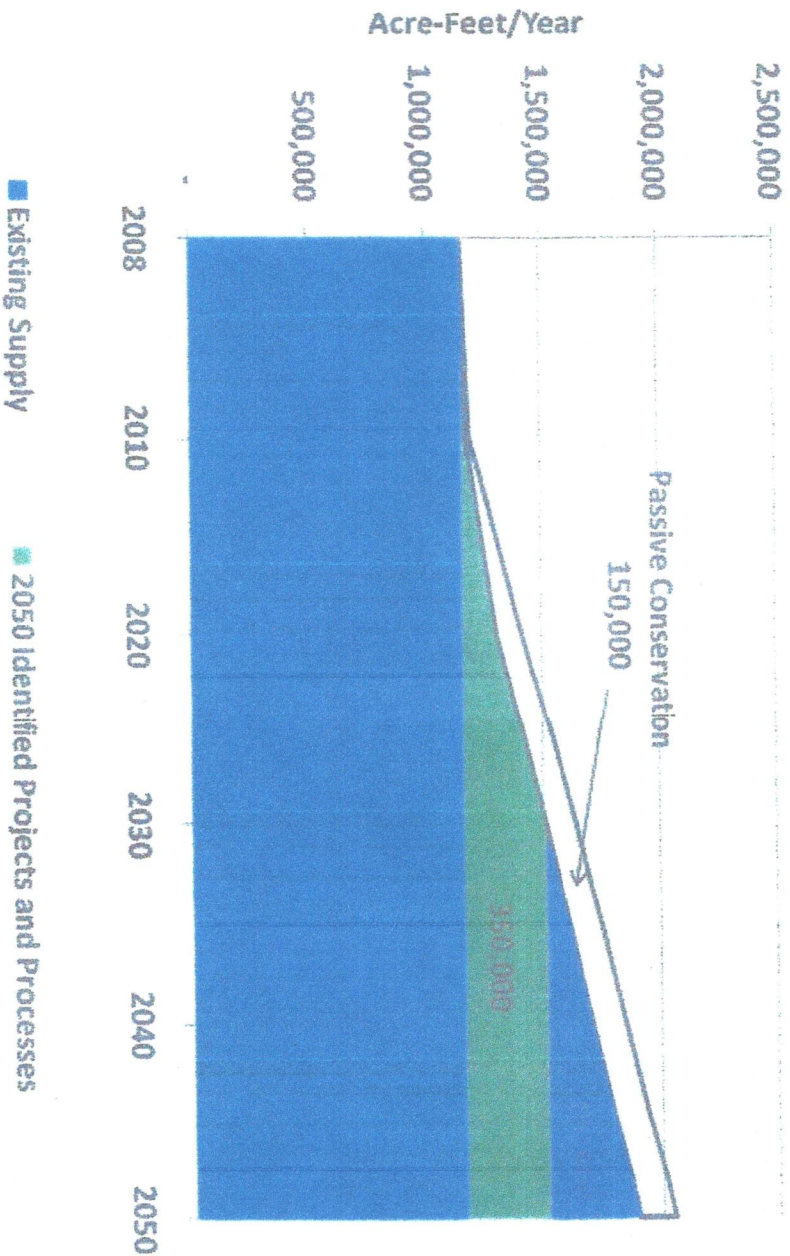


Source: [Bell Policy Center](#)

Colorado's Future Water Demand

(estimates thru 2050)

Colorado's Water Plan (2015) identifies a coming M&I supply gap of 560,000 AF to 0 AF by 2030, depending on the success of projects and conservation efforts. The chart above represents a medium gap scenario of 390,000 AF by 2050. The State has estimated an additional \$3 billion or \$100 million/year will be needed to fund water projects needed to avoid this gap.

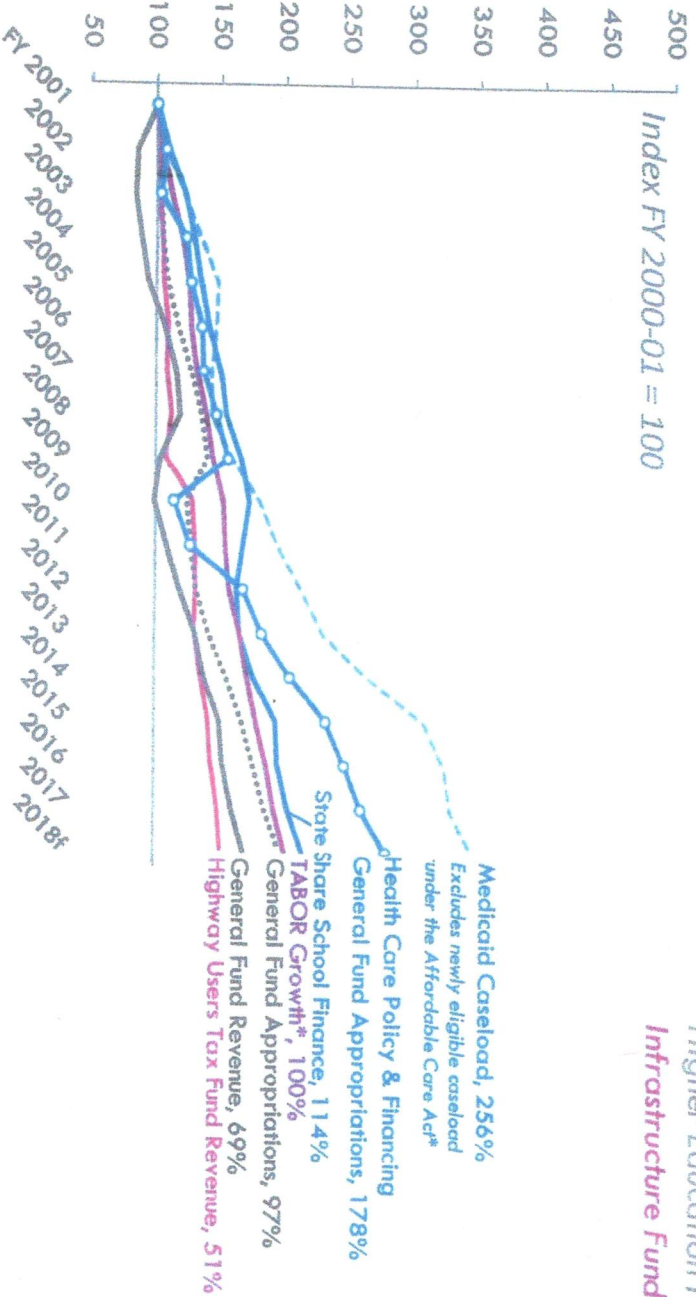


Source: Colo Water Conservation Board

General Fund Budget Trends

The state budget is structurally unsustainable: School Finance

Medicaid
 Higher Education Funding
 Infrastructure Funding



Sources: Colorado State Controller's Office, Joint Budget Committee Staff, and Legislative Council Staff. FY 2017 and FY 2018 figures are forecasts.
 *Excludes newly eligible caseload funded by the federal government pursuant to the Affordable Care Act, which added an additional 411,000 in FY 2015-16.
 **TABOR growth represents the cumulative growth from the population and inflation adjustments used to calculate each year's limit. It does not represent growth in the TABOR limit, which differs because the TABOR limit was also adjusted for changes in enterprise status.

Current State Policy Development

- No material new funding initiatives on the table
- Sales tax not a realistic option - cities' critical reliance
- Potential new funding approaches
 - Taxes - hard to pass, insufficient for need, compromise ability to adequately fund other key state programs (K-12, higher education, corrections, maintenance)
 - User pay - road usage charge
 - State, city, county revenue allocations
 - Statewide funding
 - Rural challenges (growing needs, shrinking tax base) impact urban consumers
 - Challenge - perceived privacy threat, can be managed
- Oregon trial

ROAD USAGE CHARGE

- As cars and trucks become more fuel efficient and electrified, gas taxes are becoming unsustainable as a way to pay for America's surface transportation system.
- An RUC system would solve that problem by using technology to log miles traveled and charge vehicles accordingly. It would collect adequate revenues from highly fuel-efficient vehicles and implement pricing based on actual costs imposed on the system.
- Opponents have voiced a number of concerns with the concept of an RUC system, from privacy issues to the share of costs rural drivers would pay. But a careful analysis reveals the lion's share of these concerns are either overblown or wrong.
- Congress should pass legislation to establish a national RUC system and include a transition period for automakers to adjust to the technology and for DOT to develop a national payment system.

RUC Next Steps

- State legislation - community support will be essential, esp. business leaders
- Regional progress - multistate compacts re interstate travel
- National legislation? Not likely at this point.
- RUC will be a challenge, the alternative is much worse

Difficult Mobility > Economic
Times Lie Ahead

Strong, Well Executed

Collaborative Action will be

Required to Avoid Prolonging
the Difficulties