

Front Range Transportation Challenges

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Pikes Peak Area
Council of Governments
Communities Working Together

Top 10 Challenges:

1. Managing our growth
2. Demographic changes
3. Technology changes
4. Safety
5. Natural setting
6. Air quality
7. Economy
8. Workforce & affordable housing
9. Interagency coordination
10. Investment in our system



Managing our growth

- Front Range population: 4.9 million in 2020, and 6.6 million in 2045 (+35%)
- Difficulty keeping pace with infrastructure needs
- Pikes Peak region
 - ✓ Includes largest county by population (or a close 2nd) - El Paso County
 - ✓ Also the county with lowest population density - Park County
- Mobility and commuting challenges
 - ✓ 17% of El Paso County residents commute to Denver and North Front Range for work (over 50,000)
 - ✓ An even larger number (60,000) work in El Paso County but live in another (led by Denver, Arapahoe, Jefferson, Adams, Douglas)
 - ✓ Similar trend beginning from Pueblo to El Paso County



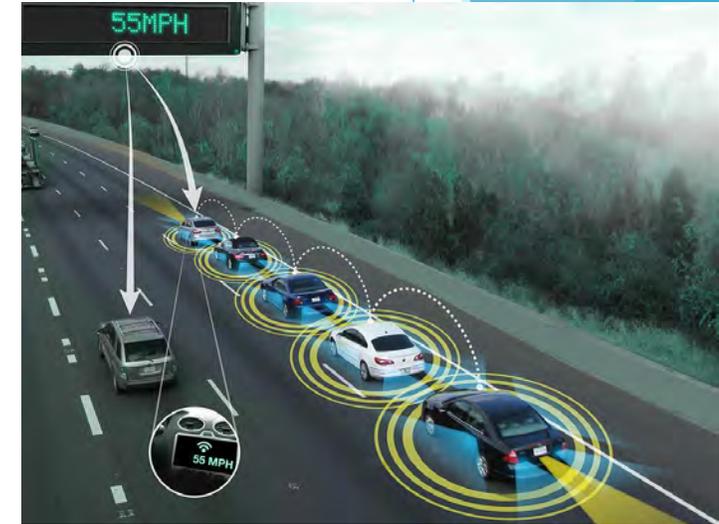
Demographic Changes

- Continue to be attractive to millennials
 - ✓ Different expectations around mobility
 - ✓ **Rates of drivers' licenses and car ownership?**
- Aging population and *silver tsunami* coming
 - ✓ Increasing statewide / 65+ represents our fastest growing age group
 - ✓ By 2040, nearly 1 in 5 residents will be 65+ (10% in 2010)
 - ✓ Very high median population already in Park and Teller (around 50 years)
 - ✓ Highest priority senior needs: affordable housing and transportation (survey of seniors; 2019 Four-Year Plan for Area Agency on Aging; PPACG)



Technology Changes

- We're planning in an increasingly uncertain world
 - ✓ Autonomous / Connected Vehicles
 - ✓ Mobility-as-Service
 - ✓ Delivery drones
- Legal, regulatory and security issues
- We need to keep planning for our traditional modes - highways, bridges, freight movement, transit, etc.
- But also remain flexible



Safety

- What can we do about our increasing rate of serious and fatal crashes?
- In El Paso County, higher rate of serious and fatal crashes than statewide.
- #1 issue from our recent Needs Assessment community input process.
- #1 goal and top performance measure in our plan and funding decisions.



Natural Setting

- Mountains & weather - obvious tourism benefits
- But also comes with a cost
- **Nearly ½ of CDOT's budget goes to maintenance**
- Snow removal, boulders, pavement management, wildfires and subsequent stormwater run-off



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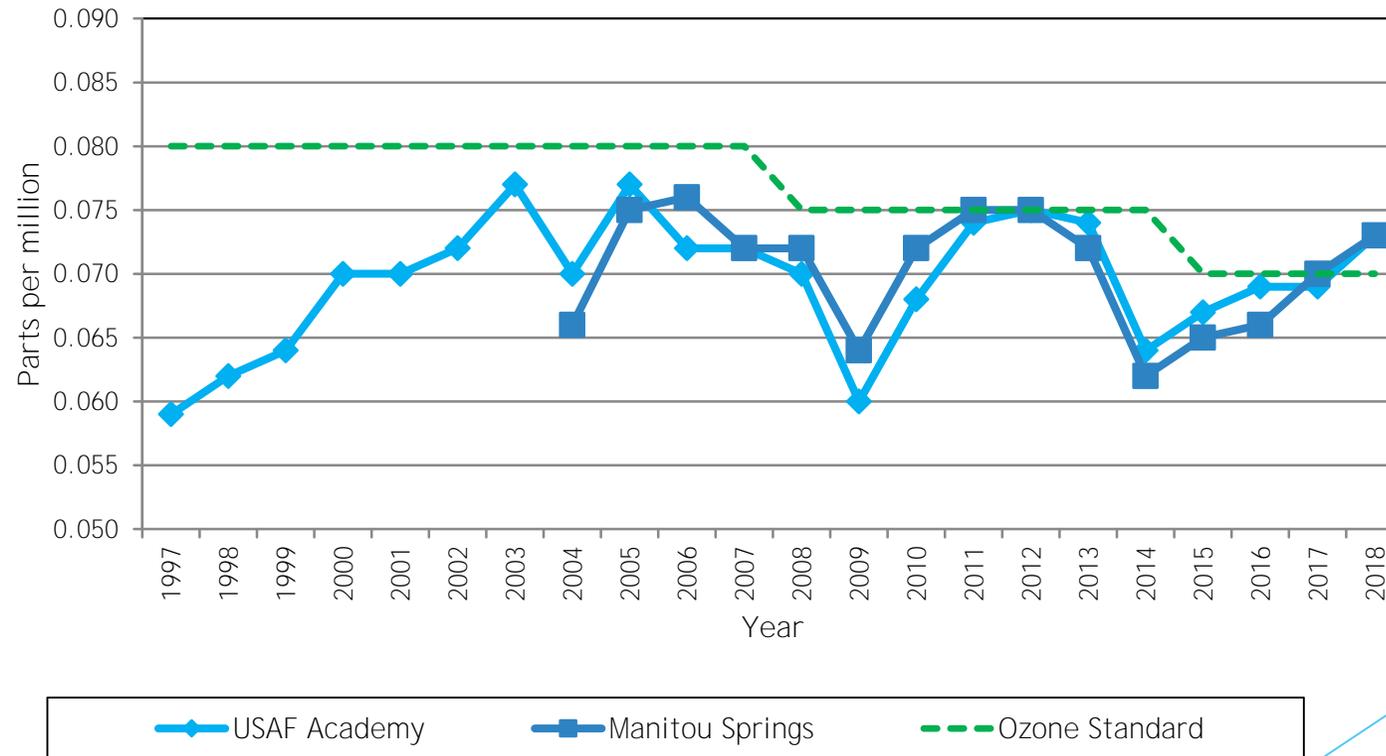


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Air Quality

Will the Pikes Peak region join the rest of the Front Range in ozone non-attainment after this year?

8-Hr Ozone --- 4th Maximum



Economy

- Overwhelmingly positive, but challenges too
- Very reliant on importing workers from other states
 - ✓ Impact on cost-of-living, housing costs
 - ✓ Workforce development?
- Freight and goods movement
 - ✓ **We're heavily reliant on bringing goods into and throughout the state** by truck over highways to our markets
 - ✓ 60% of goods in Pikes Peak region move on I-25
 - ✓ **How's our highway system holding up?**



Workforce & Affordable Housing

- Cost, availability, options and location of housing
 - ✓ Denver workers living in Monument / northern El Paso County
 - ✓ Colorado Springs workers in Pueblo
 - ✓ **“Drive ‘til you qualify”**
- We need to do a better job providing choices for housing and mobility



Coordination

- Among many partners - CDOT, MPOs, TPRs, COGs, Counties, Cities, Transportation Authorities, Special Districts, Private Sector, etc.
- Collaborative planning process through the CDOT Statewide Transportation Advisory Committee (STAC) and state Transportation Commission
- Is there a need for an on-going Front Range mega-region coordinating effort?
 - ✓ **We've had specific efforts around I-25, Front Range Passenger Rail, others**
 - ✓ **Other “mega-regions” have organized around broad, connected economic regions**
 - ✓ **Arizona's *Sun Corridor* - transportation/economic development focus**



Investing in our System

- All needs to work together as a system - local, regional, state
- 2045 LRTP for PPACG
 - ✓ **Projecting that we'll only be able to fund 60% of our needs**
 - ✓ And this includes extensions of our self-help revenue sources (regional and local voter-approved measures)
- **What's the long-term** viability of our transportation funding sources?
- Economic consequences
 - ✓ Reliable access to work
 - ✓ Inability to move goods into and throughout the state
 - ✓ Public safety
 - ✓ Cost of deferred maintenance

