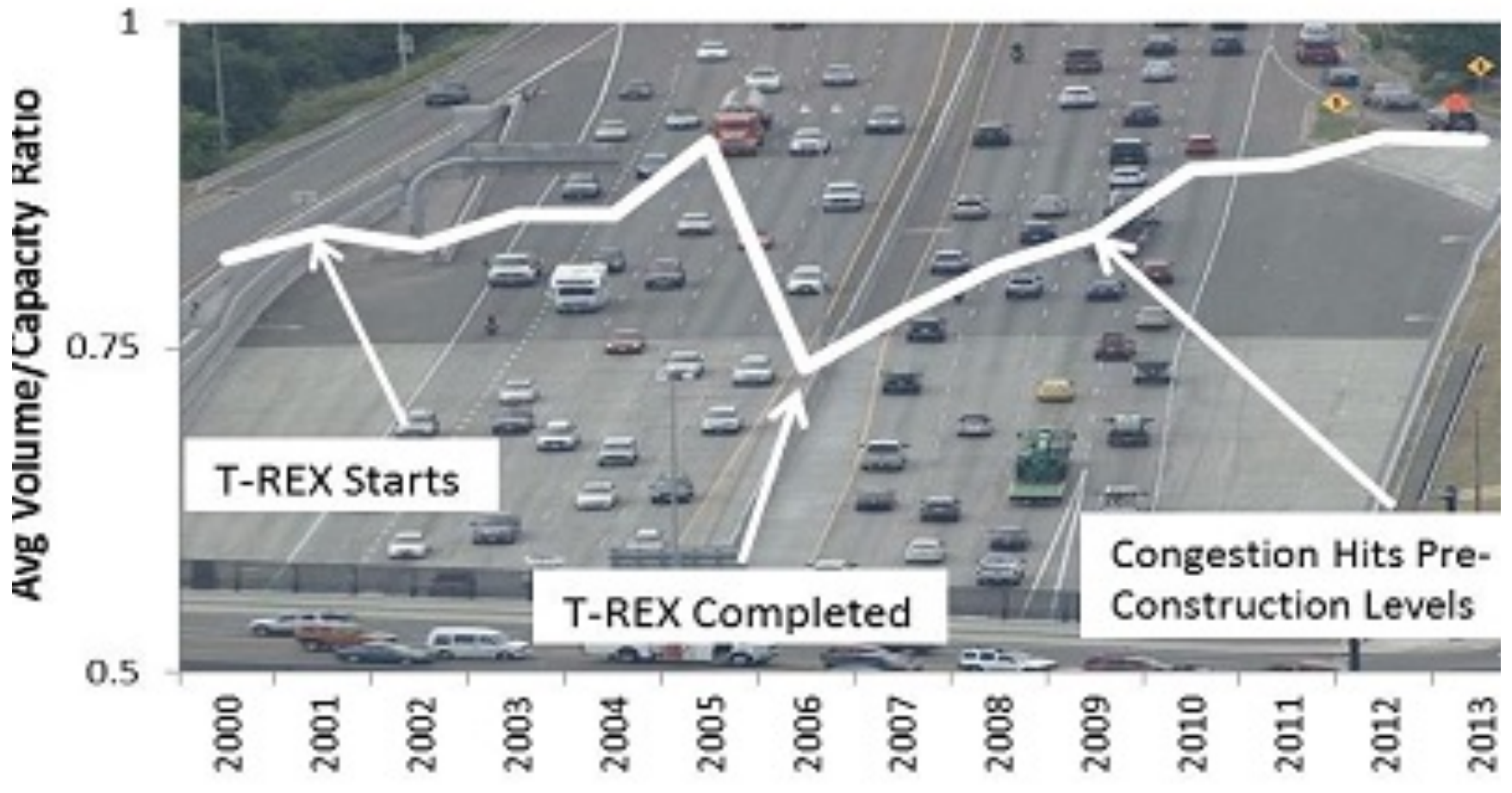


Transportation funding should be multimodal

Will Toor

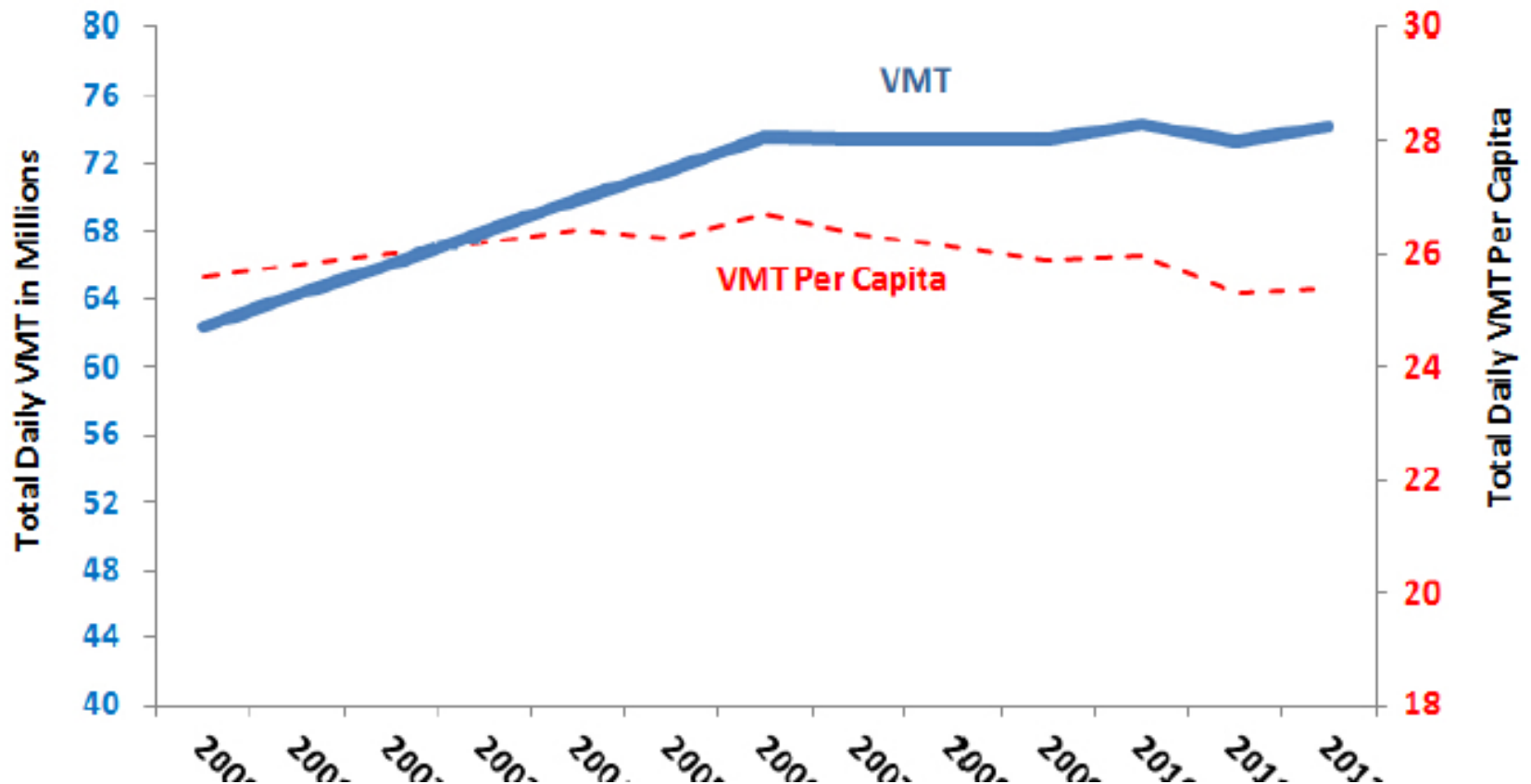
Southwest Energy Efficiency Project

Can't fix congestion with lanes



-while traffic was flat everywhere else

Figure 2 Denver Region Weekly VMT (2002-2022)



Voters want multimodal funding

transportation

Safety and transit projects are well received.	Very	Some-what	Not very
Safe Routes To School programs designed to make it safer for children to walk & bike to school	<u>53%</u>	30%	16%
Increased point-to-point service throughout the metro area for elderly, people with disabilities & those who are unable to drive (Denver metro only)	<u>50%</u>	37%	12%
On-demand or point-to-point transit services for the elderly & disabled (rural areas only)	<u>42%</u>	41%	15%
Improve bus service connecting, employment, educational & shopping areas in the Denver-metro area (Denver metro only)	<u>42%</u>	32%	26%
Rail lines that were previously approved by voters but that have not yet been completed because of rising costs & declining tax revenues during the recession (Denver metro only)	<u>40%</u>	35%	24%
Bicycle & pedestrian projects like new bike lanes, paths & underpasses, or improved sidewalks & safer road crossings	36%	36%	28%
Improve safety on rural roads, including the construction of turn lanes & shoulders (rural areas only)	31%	45%	22%
Local transportation projects determined by your county & municipalities	29%	49%	20%
Inter-regional transit services across the state, a competitive grant program & a fund for initial planning & development of future state passenger rail corridors (rural areas only)	27%	39%	31%
State road projects determined by the Colorado Transportation Commission	22%	50%	26%

Bike/ped Needs

- **4.4% of commute trips in Colorado are by walking or cycling**, according to the most recent American Community Survey numbers available through the US Census.
(http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_09_1YR_S0801&prodType=table)
- 2000-2011 bicycle commuting in our largest cities (Denver and Aurora) grew by over 150%, and by nearly 50% in Colorado Springs.
- Most oversubscribed application category in MPO applications

Transit needs

- Finishing FasTracks
- NAMS BRT corridors
- Colfax BRT
- RTD/DRCOG regional BRT study setting stage for what comes after FasTracks
- Bustang expansion
- BRT or commuter rail Denver-Ft Collins
- I-70 mountain
- CO Springs/ Ft Collins
- RFTA/Summit/Eagle – resort transit
- Smaller rural systems

MPACT 64 consensus

- 40% to CDOT
- 30% transit/multimodal
- 30% city/county distribution