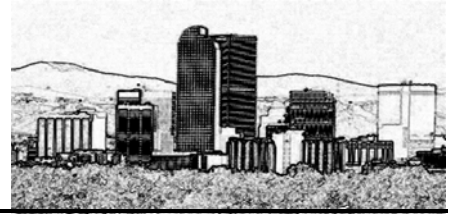


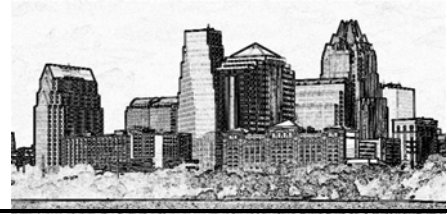
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PLANNING AND TRANSPORTATION

Councils of Governments are voluntary associations of counties, cities, and special districts. These associations deal with problems and planning needs that cross the boundaries of individual local governments, or that require regional attention. Although known by several different names, including council of governments (COGs), regional planning commissions, association of governments and area councils, they are most commonly referred to as "COGs".

Metropolitan Planning Organizations (MPOs) are designated for all urbanized areas having a population greater than 50,000 as identified by the U.S. Census Bureau. MPOs currently operate under the Transportation Equity Act for the 21st Century (TEA-21), signed into law on June 9, 1998 by President Clinton.



DENVER

Denver Regional Council of Governments

The Denver Regional Council of Governments (DRCOG), an association of 52 local governments, is dedicated to making the nine-county Denver region a great place to live, work and play since 1955. DRCOG serves as the Council of Governments (COG) as well as the Metropolitan Planning Organization (MPO) for the Denver Region. The organization is funded by membership dues and federal and state grants.

DRCOG is a valuable planning resource for smaller local governments with limited staff or technical expertise. DRCOG can help with a variety of planning projects. DRCOG programs include efforts related to:

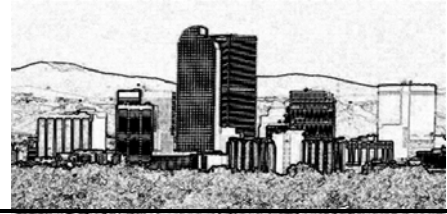
- Air quality
- Water planning
- Aging services
- Public safety training & testing
- Regional planning
- Regional data and maps
- Transportation
- Commute solutions

As a regional planning organization, DRCOG has the statutory responsibility to prepare and adopt a regional plan. This plan provides policies to guide where, how much and when growth and development occur in the region. This plan is now known as "Metro Vision." Metro Vision is the foundation of all of the regional council's long-range planning activities, establishing the need and demand for regional facilities and services.

DRCOG works with the Colorado Department of Transportation, the Regional Transportation District and others to prepare transportation plans and programs. DRCOG, responsible for both long- and short-range roadway and transportation plans, selects and approves projects for federal funding based on regional priorities and develops ways to reduce traffic congestion.

In addition, DRCOG promotes alternatives to the car for regional commuters. The COG also determines policy on transportation services for the region's elderly and disabled residents.

Furthermore, DRCOG focuses on reducing travel delay and congestion by improving traffic signal timing and coordination throughout the region. By working with various jurisdictions and the Colorado Department of Transportation, traffic flow on the region's major thoroughfares can be improved, saving time for motorists, reducing fuel use and improving air quality.



Metro Vision 2030 Plan

The Metro Vision 2030 Plan is a single, comprehensive guide for regional planning that integrates previously separate plans for growth, development, transportation, and water quality management. Metro Vision outlines strategies that will help the region preserve its quality of life while also positioning it to benefit from growth. The plan recognizes that today's issues cross community lines and each community's actions affect the region as a whole, and gives each community an opportunity to make its own decisions within a larger framework of regional principles. Metro Vision is designed to preserve the community differences and flexibility that give the region its vitality and character.

One component of Metro Vision is the 2030 Metro Vision Regional Transportation Plan (2030 MVRTP) that presents the vision for a multimodal transportation system needed to respond to future growth, as well as to influence how the growth occurs. The Fiscally Constrained 2030 Regional Transportation Plan is a federally required component.

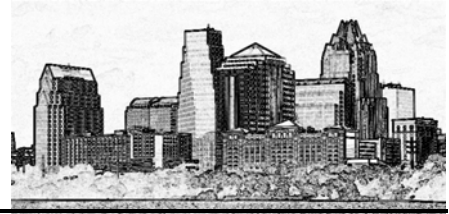
Transportation challenges considered by the MVRTP include:

- Increase of 800,000 jobs and 1,234,200 people by 2030;
- Growth in neighboring regions;
- Dominance of automobile use and increased congestion;
- Relationship of job and housing locations;
- Air, water, and noise quality;
- Limited transportation funding.

Transportation elements of the 2030 Regional Transportation System:

- Multimodal regional transportation system in key corridors;
- Total cost approximately \$88 billion;
- 70 percent of jobs and 55 percent of population within one mile of key corridors;
- Roadway system;
- Rapid transit system and statewide rail corridors;
- Bus and other transit services;
- Pedestrian facilities & bicycling facilities;
- Multimodal passenger facilities;
- Freight facilities;
- System management and operational improvements;
- Travel demand management; and
- System preservation, safety, security, and aviation.

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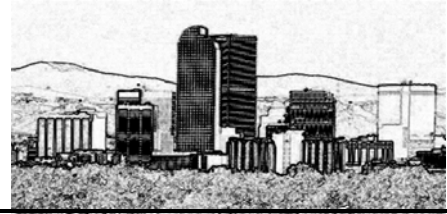


\$63 billion is expected to be available to address the \$88 billion system needs. Regionally significant projects must be identified in the Fiscally Constrained RTP to be eligible to receive future federal funding. Funds are anticipated from CDOT/DROCOG (15 percent) after agency RTD (30 percent).

Constrained expenditure allocations:

- 52 percent - Preserve, maintain, manage, and operate transportation system.
- 9 percent - Expansion of regional roadway system (+ 1,100 lane-miles, 26 new interchanges).
- 7 percent - Expansion of rapid transit and bus system (+ 150 miles, +350 buses in fleet).
- 32 percent - Other: local and private streets, aviation, bicycle/pedestrian, debt service.

<http://www.drcog.org/>



AUSTIN

Capital Area Council of Governments (CAPCOG)

The Capital Area Council of Governments (CAPCOG), formerly known as the Capital Area Planning Council (CAPCO), was organized in 1970 to serve local governments in its ten-county region. CAPCOG is a regional planning commission organized under Chapter 391, Local Government Code, and is one of 24 within the State of Texas.

The primary focus of CAPCOG is to serve as advocate, planner and coordinator of initiatives that, when undertaken on a regional basis, can be more effective and efficient than by one government alone including:

- Emergency services
- Elderly assistance
- Law enforcement training
- Criminal justice planning
- Solid waste reduction
- Infrastructure development
- Economic development
- Regional data and maps
- Housing
- Air quality

<http://www.capco.state.tx.us>

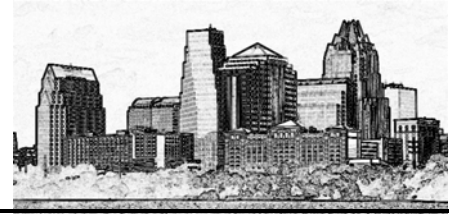
Capital Area Metropolitan Planning Organization (CAMPO)

The Capital Area Metropolitan Planning Organization (CAMPO) is the Metropolitan Planning Organization (MPO) for the Williamson, Travis and Hays Counties in central Texas. CAMPO was established in 1973 and is governed by the Transportation Policy Board (CAMPO Board) comprised of state, regional and local officials.

The purpose of CAMPO is to coordinate regional transportation planning with counties, cities, the Capital Metropolitan Transportation Authority (Capital Metro), the Capital Area Rural Transportation System (CARTS), the Texas Department of Transportation (TxDOT) and other transportation providers in the region. CAMPO approves the use of federal transportation funds in the region.

The CAMPO Mobility 2030 Plan (CAMPO 2030 Plan), adopted by the Transportation Policy Board on June 6, 2005, is a planning guide that contains transportation policies, projects, programs and action items for the next 25 years. The Plan includes programs and policies for congestion management, transit, bicycle and pedestrian facilities, roadways, freight and financing strategies. This long-range metropolitan transportation plan (MTP) must be revised every five years, at a maximum.

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By law, the cost of all transportation projects in the 2030 Plan cannot exceed the \$23 billion in transportation revenue that is anticipated over the next 25 years. This amount covers transit and roadway expansions as well as operations, maintenance, and transportation programs.

Revenues to fund highways are shrinking, relative to demand. State and federal gasoline taxes are set at 38.4 cents per gallon, and do not increase with inflation or gas prices. Even a moderate increase in the gas tax—which the 2030 Plan anticipates—will not make up for rising facility costs and increasing fuel efficiency over time.

As a result, the CAMPO 2030 Plan assumes that some new roads and express lanes will be tolled. The CAMPO 2030 Plan does not include any toll lanes beyond those that were approved under previous CAMPO plans; however, all future freeway lane construction will need to be evaluated for toll feasibility.

The CAMPO 2030 Plan's primary use is as a regional long-range plan for federally funded transportation projects. It also serves as a comprehensive, coordinated transportation plan for the jurisdictions and transportation providers within the three-county CAMPO area.

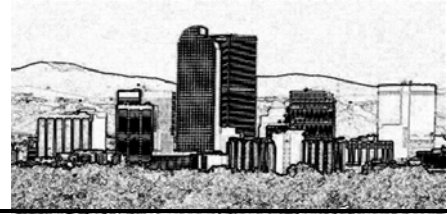
The CAMPO 2030 Plan promotes a change from existing transportation conditions and trends by encouraging alternatives to the single-occupant motor vehicle for travel, especially during peak periods of travel.

The plan assumes what is considered a mid-range population projection indicating a doubling in the region's population between 2000 and 2030 from 1.16 million in 2000 to 2.75 million in 2030.

Planned Transportation System Improvements:

- Completion of Phase 1 and 2 toll road projects and express lanes;
- Construction of new managed freeway lanes;
- New arterials and added lanes on existing roads;
- New transit options on road and rail;
- Bicycle and pedestrian improvements;
- New technology and management tools;
- More efficient freight mobility; and
- Future corridor studies.

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Over the next 25 years, regional transportation funding will be spent on a variety of projects benefiting motorists, transit users, bicyclists, pedestrians, and freight movement. The \$23 billion dollars in funding that is anticipated will come from various federal, state, and local sources.

Projected Funding Sources:

Traditional Highway Funding	\$7 B
Transit Fares	\$1 B
Capital Metro Sales Tax	\$3.6 B
Other Transit Funding	\$1.9 B
City and County Funding	\$4.9 B
Tolling	\$3.1 B
Gas Tax Increase	\$1.1 B

Planned Spending:

Roadway Projects	44%
Transit O&M	26%
Roadway O&M	22%
Transit Projects	6%
Bike Ped/Other	2%

<http://www.campotexas.org/>