two-lane stretch in fall 2019. He said the plan still needs to become part of the long-range transportation plan of the Denver Regional Council of Governments. He does not see a problem with getting it included in the Pikes Peak Area Council of Governments’ long-range plan. The PEL study long-term vision for the 34 miles would be to add a fourth lane in 20 years.

Attardo’s comments included:
- Gas taxes generate only half the per-person revenue they did in 1991, due to more total people and increased overall fuel efficiency.
- The 20-year transportation plan projects a $24.9 billion shortfall.
- The more regional support and partnerships with local governments for a specific project, the greater chance that a project will get state funding.
- High-speed rail does not solve it all for this corridor.
- Short-term alternatives include...