

MON. BOT (cont. from page 1)

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'

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**Above:** On Aug. 7, the Monument Board of Trustees recognized the accomplishments of Monument's U.S. Taekwondo Center (USTC) in the U.S. Open International Taekwondo Hamnadang held in Denver this summer. The USTC White Dragons demonstration team, shown here, took first place, and hundreds of USTC students earned competition medals. *Photo by Lisa Hatfield.*

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

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