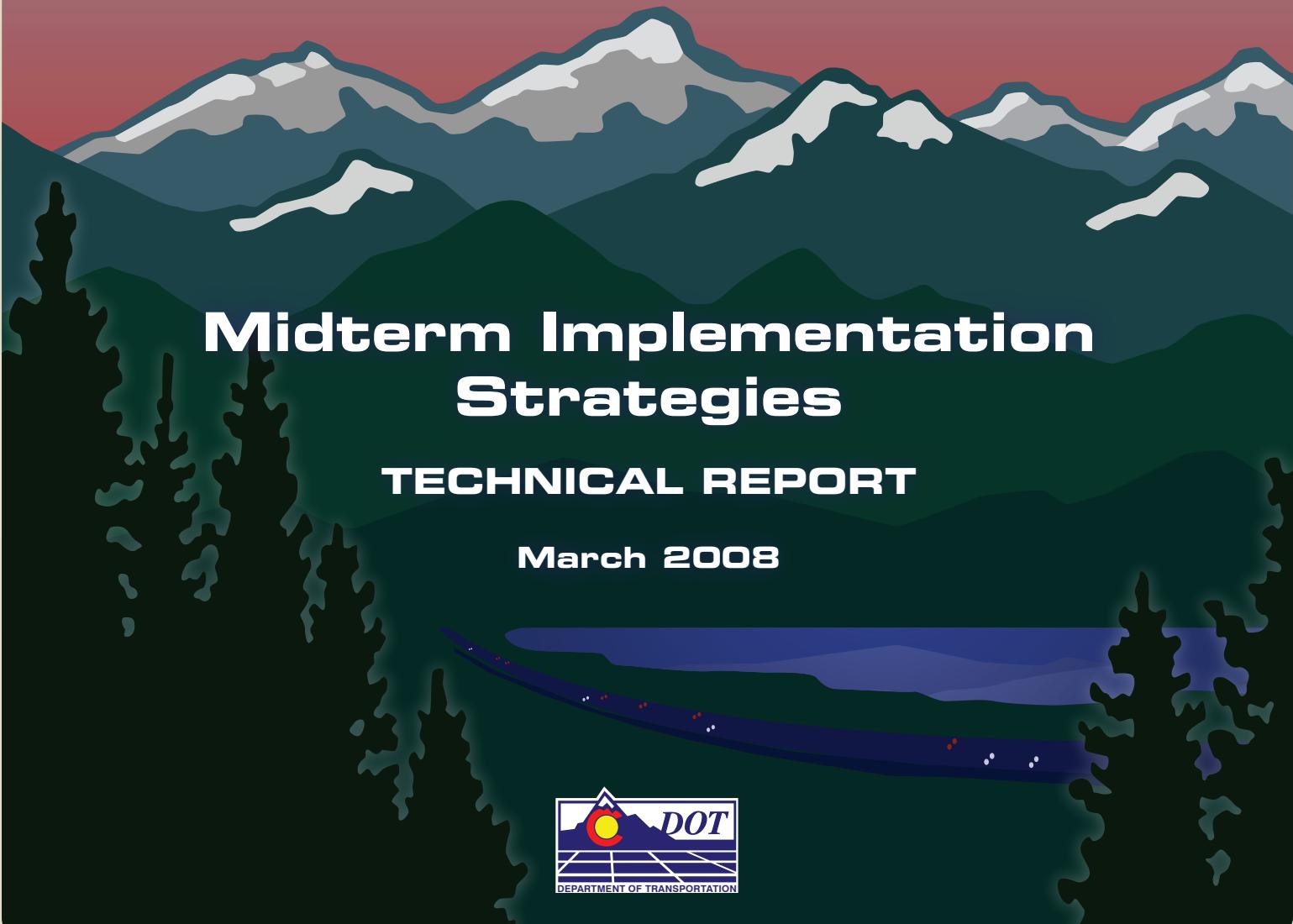




2035 Statewide Transportation Plan



The background of the lower half of the cover features a stylized illustration of the Rocky Mountains. The mountains are depicted in shades of blue, teal, and grey, with white snow-capped peaks. In the foreground, there are dark green pine trees on the left and right sides. A winding dark blue road or path leads from the bottom center towards the mountains. The sky above the mountains is a gradient of red and orange, suggesting a sunset or sunrise.

Midterm Implementation Strategies

TECHNICAL REPORT

March 2008



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INTRODUCTION

The inclusion of Midterm Implementation Strategies in the 2035 Regional and Statewide Transportation Plans is new to the planning process. The purpose of these strategies is to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next ten years, knowing there are limited funds and increasing costs. Midterm implementation strategies have been developed on a regional level and on a statewide level. The Colorado Department of Transportation and the Transportation Commission need to make broad-ranging decisions relating to how transportation revenues can be most effectively utilized to optimize the statewide system.

In addition, the state's ten rural Transportation Planning Regions (TPRs) have developed a series of strategic policies to support the increase of transportation revenues and preserve the system, as well as specific implementation strategies for their highest priority corridors.

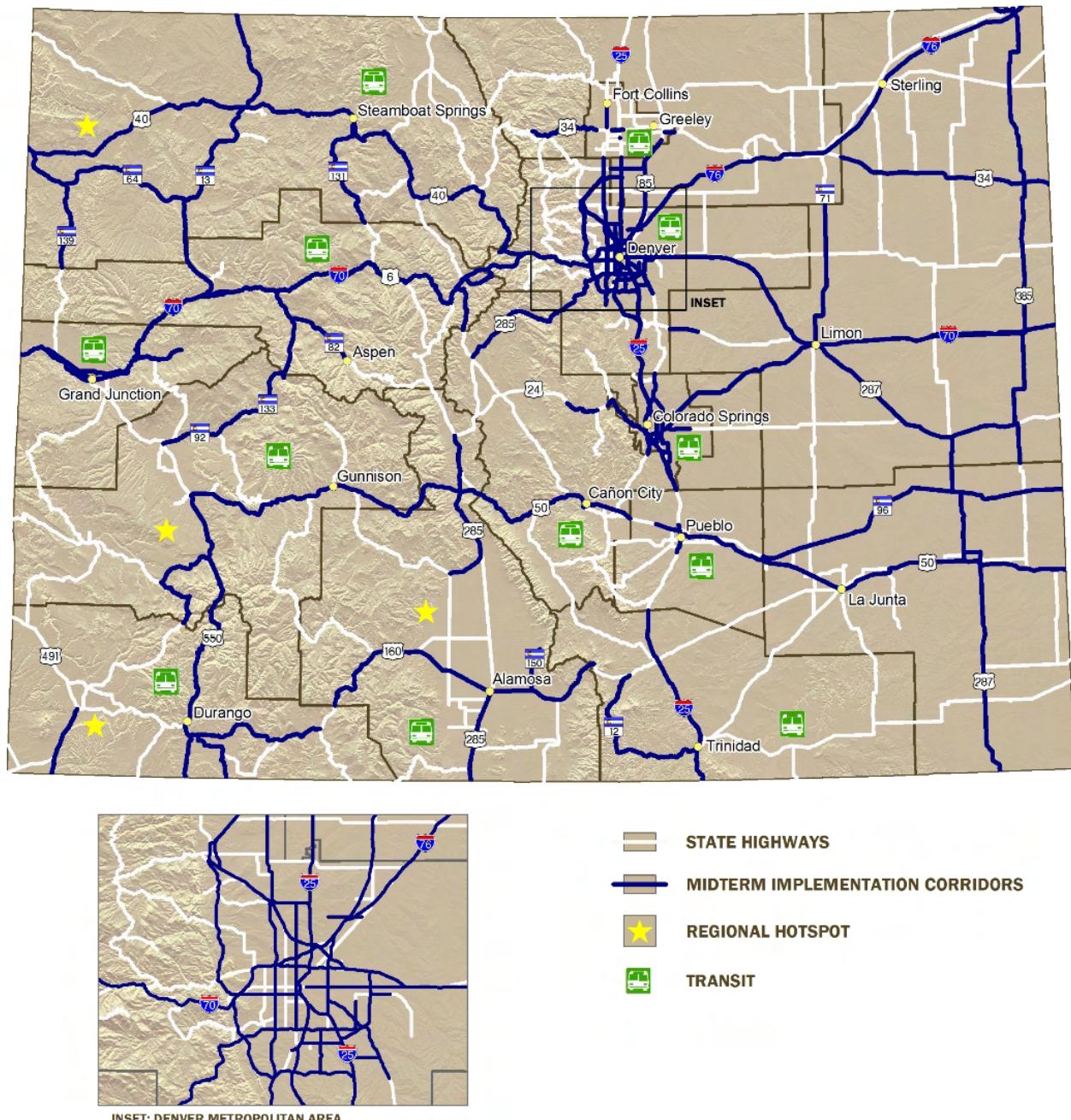
This report also summarizes midterm implementation strategies for the state's five Metropolitan Planning Organizations (MPO), representing the focus for major improvements. The TPRs and MPOs are known collectively as planning regions.

TPR MIDTERM IMPLEMENTATION STRATEGIES

At the regional level, each of the state's planning regions selected a set of corridors for priority implementation, including a set of key strategies from the respective corridor visions to address critical needs in the immediate future.

The map on the next page identifies highway corridor and transit priorities for each planning region over the next decade. These are the corridors for which specific midterm implementation strategies have been developed. Transit priorities are typically associated with a community service area, rather than a highway corridor. The map also shows a series of "regional hotspots" that identify general characteristics of the regional system that need to be addressed, for instance, intersection or safety improvements in many locations.

Additionally, the ten rural TPRs have expressed a strong desire to strengthen the transportation funding streams and have therefore developed strategies to increase transportation revenues. Many of the TPRs have also included planning strategies to best preserve the system. The following pages provide the midterm implementation strategies developed by each planning region.



Central Front Range TPR

Strategies to Increase Transportation Revenue and Improve Planning

- Tolling should be considered as one alternative to furnish additional funds for new capacity where required.
- Adjustments to the state gasoline tax should be considered as one alternative to help increase transportation revenues.
- Access Management Plans should be completed for corridors or portions of corridors where residential or commercial development is anticipated that may degrade existing level of service. CDOT is encouraged to participate in an advisory role with local governments to develop plans that are mutually beneficial.
- The RPC supports local initiatives to create Special Improvement Districts and Rural Transportation Authorities to contribute local funds to transportation projects on state facilities. Projects supported by such initiatives shall receive priority treatment in the planning and programming process.

Corridor Midterm Implementation Strategies

US 24 – Lake George to Divide

- Intersection improvements with left turn and accel/decel lanes should be constructed by development as it occurs in order to maintain current level of service.
- Other auxiliary lanes and/or shoulder improvements should be constructed in the segment between Florissant and Divide

US 285 – Fairplay North to Bailey and Conifer

- Implement the preferred alternative from the recently concluded Environmental Analysis on the segment from Bailey to Jefferson County. This option calls for a mix of capacity additions, intersection and interchange improvements, and expanded public transportation alternatives.
- For the midterm, roadway improvements between Fairplay and Bailey should focus on minor spot improvements designed to improve operations and safety at traffic hotspots, intersection improvements, widen shoulders and add passing/truck climbing lanes where possible.
- The addition of ITS solutions to provide traveler information should also help improve the reliability and safety of travel across this area which has frequent weather related incidents. Mitigation for blowing and drifting snow should be implemented where necessary.
- Intercity and regional bus opportunities, along with Park and Rides and other rideshare programs should be encouraged through public/private partnerships.

US 50 – East of Salida to Canon City

- Intersection and private access improvements that will help mitigate conflicting turning movements.
- Passing lanes that will provide safe opportunities to increase traffic flow.
- Geometric improvements, such as straightening and the addition of shoulders where needed, that will also improve safety.

US 24 – Elbert Road east to Limon

- A comprehensive corridor study should be undertaken that includes an access management component and design options for the entire corridor. Design options might include reconstruction to concrete with wider travel lanes and shoulders to accommodate the truck volumes.
- Other safety improvements, such as passing lanes and bridge upgrades, should be implemented.
- Commuter transit options, including expanded transit bus services and the construction of Park and Ride facilities should be encouraged through public/private partnerships. For more information about specific transit strategies, see the Central Font Range Local Transit and Human Services Coordination Plan, an appendix to this document.
- Improve traveler information through the application of ITS weather and incident management infrastructure, including blowing and drifting snow mitigation.

Eastern TPR

Strategies to Increase Transportation Revenue and Improve Planning

- Encourage local governments (counties and municipalities) and state and federal land management agencies to work directly with CDOT to develop local comprehensive plans that minimize the effects of growth and development on state operated transportation infrastructure.
- Complete Access Management Plans to preserve capacity and enhance safety on corridors or portions of corridors where significant residential or commercial development is anticipated.
- Support state initiatives to increase state and federal funding for transportation.
- Encourage joint planning between the state, counties, and municipalities to expedite the implementation of transportation projects.

Corridor Midterm Implementation Strategies

I-76 Northeast Colorado

- Secure Strategic Investment Program funding.
- Construct interchange improvements.
- Improve ITS incident response, traveler information and traffic management.

I-70 Plains

- Secure Strategic Investment Program funding.
- Improve ITS incident response, traveler information (including variable message signs) and traffic management.
- Construct interchange improvements.
- Add truck parking areas and rest areas

US 385 High Plains Highway

- Secure Strategic Investment Program funding.
- Implement recommendations from *High Plains Highway Corridor Development and Management Plan*.
- Add/improve shoulders.
- Construct intersection improvements and auxiliary lanes (passing, turn, accel/decel).

US 287 Ports to Plains

- Implement recommendations from *Ports to Plains Corridor Development and Management Plan*.
- Complete 7th Pot concrete reconstruction.
- Improve ITS incident response, traveler information (including variable message signs) and traffic management.
- Improve intersections and construct auxiliary lanes (passing, turn, accel/decel).
- Add/improve shoulders.

SH 71 Heartland Expressway

- Secure Strategic Investment Program funding.
- Construct auxiliary lanes (passing, turn, accel/decel lanes).
- Consolidate and limit access points and develop access management plans.
- Add/improve shoulders

US 34 Eastern Plains

- Consolidate and limit access points and develop access management plans.
- Add intersection improvements and turn lanes.
- Add/improve shoulders.

SH 86 Urban Section

- Implement *SH 83/SH 86 Corridor Optimization Plan* recommendations.
- Construct, improve, and maintain system of local roads.
- Consolidate and limit access points and develop access management plans.
- Construct intersection improvements and construct auxiliary lanes (passing, turn, accel/decel).

US 24 Colorado Springs to Limon

- Complete a corridor study.
- Preserve right of way for future widening.
- Improve intersections and construct auxiliary lanes (passing, turn, accel/decel).
- Consolidate and limit access points and develop access management plans.

Gunnison Valley TPR

Strategies to Increase Transportation Revenue and Improve Planning

- The RPC supports pursuing additional federal or state funds as well as developing options to better prioritize existing dollars for transportation improvements.
- The RPC supports CDOT initiatives regarding the pilot Maintenance Transfer Program in which local governments may assume maintenance responsibilities of certain limited state facilities in exchange for incentives from the Highway Users Tax Fund.
- The RPC encourages local governments to work with CDOT in an advisory role to develop local comprehensive plans and access management plans that minimize the effects of growth and development on state operated transportation facilities.
- The RPC supports the use of Regional Transportation Authorities as a mechanism to provide for transportation improvements within the TPR.

Corridor Midterm Implementation Strategies

US 50(B) Corridor – Montrose to Canyon City

- Add passing lanes where feasible within the TPR to help maintain the current level of service.
- Construct acceleration/deceleration lanes where appropriate to help maintain the current level of service.
- Develop a Regional Transportation Authority for Montrose, Ouray and San Miguel Counties to provide local and interregional public transportation.

SH 92(A)/SH 133 Corridor – Delta to Hotchkiss

- Add passing, accel/decel, and turn lanes where feasible to help maintain the current level of service.
- Add and improve shoulders in the corridor to enhance safety and support commuter, freight and recreation travel.
- Add geometric improvements to straighten curves and improve safety.

US 550/SH 62/SH 145 Corridor – Montrose/Ridgeway/Ouray/Telluride

US 550

- Develop effective intercity bus and/or TDM opportunities for commuters throughout the multi-segment corridor.
- Develop a Regional Transportation Authority for Montrose, Ouray and San Miguel Counties to provide local and interregional public transportation.
- Add passing lanes and/or shoulders where feasible between Ridgway and Ouray to maintain the current level of service.
- Construct acceleration/deceleration lanes where appropriate to help maintain the current level of service.

SH 62

- Add passing lanes where feasible between Ridgway and Placerville to help maintain the current level of service.
- Construct acceleration/deceleration lanes where appropriate to maintain the current level of service.

SH 145

- Construct acceleration/deceleration lanes where appropriate to help maintain the current level of service.
- Add passing lanes or shoulders where feasible between Placerville and Telluride to help maintain the current level of service.

Intermountain TPR

Strategies to Increase Transportation Revenue and Improve Planning

- The RPC supports state initiatives to modify provisions of the Energy Impact Funds to increase revenues available for transportation improvements for facilities affected by energy development.
- The RPC encourages local governments (counties and municipalities) and state and federal land management agencies to work directly with CDOT to develop local comprehensive plans that minimize the effects of growth and development on state-operated transportation infrastructure.
- Access Management Plans should be completed for corridors or portions of corridors where residential or commercial development is anticipated that may degrade existing levels of service.
- The RPC supports local initiatives to create Special Improvement Districts and Rural Transportation Authorities to contribute local funds to transportation projects on state facilities. Projects supported by such initiatives shall receive priority treatment in the planning and programming process.
- The RPC supports state initiatives to increase state and federal funding for transportation.

Corridor Midterm Implementation Strategies

- Improve mobility in the SH 82 corridor. This will include completion of the Maroon Creek bridge and improvements to implement Bus Rapid Transit in the corridor.
- Provide safety and mobility improvements in the SH 9 corridor between Frisco and Breckenridge.
- Reconstruct SH 133 in Carbondale to address safety and mobility needs and implement a circular shuttle to link with BRT service along SH 82 corridor.
- Improve shoulders on state highways throughout the region.
- Improve spur road connections in the I-70 corridor
- Coordinate regional transit systems and establish transfer agreements.
- Implement the independent utility projects from the I-70 PEIS.
- SH 13 will be constructed from Rifle to the Rio Blanco County line.

Northwest TPR

Strategies to Increase Transportation Revenue and Improve Planning

- Adjustments to the state gasoline tax should be considered as one alternative to help increase transportation revenues.
- Access Management Plans should be completed for corridors or portions of corridors where residential or commercial development is anticipated that may degrade existing level of service. CDOT is encouraged to participate in an advisory role with local governments to develop plans that are mutually beneficial.
- The RPC supports local initiatives to create Special Improvement Districts and Rural Transportation Authorities to contribute local funds to transportation projects on state facilities. Projects supported by such initiatives may receive priority treatment in the planning and programming process.
- The RPC supports state initiatives that provide energy impact funds for transportation improvements on facilities that are affected by energy or mineral extraction.
- Solicit federal funds associated with implementing the National Energy Policy, which promotes less dependence on foreign energy sources.

Corridor Midterm Implementation Strategies

Energy Development Corridors – US 40 (Dinosaur to Hayden)/SH 13/SH 64/SH 139

- Add auxiliary lanes (passing, turn, accel/decel) on SH 13, SH 64, and SH 139, where feasible, to maintain the current level of service and enhance safety.
- Construct shoulders on SH 13, SH 64, and SH 139 where technically, environmentally and fiscally prudent to maintain the current level of service and enhance safety.
- Construct intersection improvements at major intersections on US 40, SH 13, SH 64, and SH 139.

Recreation and Commuter Corridors – US 40 (Hayden to Winter Park)/SH 131

- Provide and/or enhance intercity/regional/local transit service.
- Construct shoulders where technically, environmentally and fiscally prudent to maintain the current level of service, and enhance safety.
- Construct auxiliary lanes (passing, turn, accel/decel) where feasible to maintain the current level of service and enhance safety.
- Implement land use planning and access management measures to maintain the integrity of the state highway system.

San Luis Valley TPR

Strategies to Increase Transportation Revenue and Improve Planning

- The RPC encourages local governments to work with CDOT to develop local comprehensive plans that minimize the effects of growth and development on state operated transportation facilities.
- The RPC encourages CDOT to perform Access Management Plans within transportation corridors where anticipated commercial and residential growth may adversely affect a facilities level of service.
- The RPC supports the use of Regional Transportation Authorities as a mechanism to provide for transportation improvements within the TPR.
- The RPC supports pursuing additional funds as well as developing options to better prioritize existing dollars for transportation improvements.
- The RPC supports state initiatives that provide energy impact funds for transportation improvements on facilities that are affected by energy or mineral extraction.

Corridor Midterm Implementation Strategies

US 50 Corridor

- Construct intersection improvements based on the current Region 5 Intersection Analysis Study, particularly the US 285/US 50 intersection where technically, environmentally and fiscally prudent.
- Construct shoulders on segments of US 50 that are identified as deficient.
- Add passing lanes on the US 50 roadway segment from Salida to Coaldale and from Parlin to Poncha Springs.
- Develop access management plan(s) and add drainage improvements on US 50 between Poncha Springs and Salida.

SH 150 – US 160 to Great Sand Dunes National Park and Reserve (GSDNPR)

- Construct shoulders between where technically, environmentally and fiscally prudent.
- Provide public transit access from the major communities in the San Luis Valley to the GSDNPR.
- Construct intersection improvements to improve access and overall safety for those entering or exiting the GSDNPR.
- Provide bicycle and pedestrian facilities as an alternative means of entering the GSDNPR.

US 160 Corridor

- Construct shoulders west of South Fork, in proximity of Monte Vista and in the eastern portion of US 160 within the SLVTPR where technically, environmentally and fiscally prudent.
- Provide public transit access between the major communities within the US 160 corridor. See Local Transit Plan in appendix C for more information.

- Identify and construct intersection improvements to improve access/egress and overall safety based on the current CDOT Region 5 Intersection Analysis Study.
- Add additional general purpose and passing lanes between Alamosa and Monte Vista where appropriate to reduce delays associated with congestion.

US 285 Corridor

- Construct shoulders south of Poncha Springs and east of Buena Vista where technically, environmentally and fiscally prudent.
- Provide public transit access between the major communities within the US 285 corridor.
- Identify and construct intersection improvements to improve access/egress and overall safety based on the current Region 5 Intersection Analysis Study.
- Add additional general purpose and passing lanes south of Alamosa and between Poncha Springs and Buena Vista where appropriate to reduce delays associated with congestion.

South Central TPR

Strategies to Increase Transportation Revenue and Improve Planning

- The RPC supports state initiatives to increase state and federal funding for transportation, including adjustments to fuel taxes.
- The RPC supports state initiatives to modify provisions of the Energy Impact Fund, the state Severance Tax, and/or the federal Mineral Leasing Act to increase revenues available for transportation improvements for facilities affected by energy development. Any modifications should require that additional revenues are dedicated to transportation improvements in the areas affected by the energy development.
- The RPC encourages local governments and state and federal land management agencies to develop local comprehensive plans that minimize the effects of growth and development on state operated transportation infrastructure.
- Access Management Plans should be completed for corridors or portions of corridors where traffic from residential or commercial development is anticipated that may degrade existing level of service. CDOT is encouraged to participate in an advisory role with local governments to develop plans that are mutually beneficial.
- The RPC supports local initiatives to create Special Improvement Districts and Rural Transportation Authorities to contribute local funds to transportation projects on state facilities. Projects supported by such initiatives shall receive priority treatment in the planning and programming process.

Corridor Midterm Implementation Strategies

I-25A – New Mexico State Line to Pueblo County Line

- Complete the reconstruction of I-25 in Trinidad as soon as possible.
- Provide inter-modal connections – opportunities for a significant intermodal center exist in downtown Trinidad that could service Amtrak, local and intercity bus, several highways, and the regional trail system.
- Provide and expand transit bus services – Local service should be expanded to serve more of the general public as well as intercity options to connect the region to other Front Range cities. The opportunity to develop a Front Range passenger rail system should be explored and supported.
- Improve ITS traveler info, traffic management & incident management – Advanced ITS systems should be employed to notify travelers of weather and other incidents, as well as other information such directions to other facilities, travel times and distances.

SH 12 – US 160 (La Veta) to I-25 (Trinidad)

- Complete a Corridor Optimization Study to determine the range of issues to be addressed.
- Improve geometrics (straightening, shoulders, auxiliary lanes).
- Intersection improvements at heavy volume uncontrolled intersections.
- Provide and expand transit service

Southeast TPR

Strategies to Increase Transportation Revenue and Improve Planning

- Re-instate the “Ton-Mile Tax” designed to recover some maintenance costs associated with increased truck traffic.
- Senate Bill 1 should be continued and made to apply specifically to transportation only.
- Tolling of new facilities in urban areas should be considered as a form of “user pay” revenues.
- Colorado should seek additional federal support for the federal Strategic Initiative Ports to Plains Corridor.

Corridor Midterm Implementation Strategies

US 287 – Colorado/Oklahoma State Line to Kiowa/Cheyenne County Line

The US 287 Ports to Plains Corridor provides a major interstate/international truck route connecting from the Texas/Mexico border to Denver. Continuing to develop this corridor provides statewide benefits both economically and with a more direct alternative to the congested urban corridor on I-25 along the Front Range. Example strategies for implementation include completing Super-2 construction with concrete surfaces and wider travel lanes and shoulders on unfinished segments, complete design and implement recommendations from the Environmental Assessment for the Lamar Reliever Route, and adding ITS traveler information systems to assist truckers and other travelers, especially with weather-related information.

US 50 – I-25 in Pueblo to Colorado/Kansas State Line

The US 50 corridor is the primary link for the communities along the Arkansas River to the urban centers on the Front Range. It is important to the TPR to recognize the economic value of developing and maintaining this vital connection for commuters and truck traffic. CDOT should seek to implement projects that are consistent with the on-going Phased Environmental Assessment, including major and minor widening at critical locations and major intersections.

SH 96 – Pueblo/Crowley County Line to Colorado/Kansas State Line

The SH 96 corridor serves to connect farming communities to towns and cities in the region. The farm-to-market aspects are critical to sustaining the agricultural economy. Example improvements include maintaining adequate roads surfaces, safety improvements at spot locations, and other geometric improvements east of Haswell.

Southwest TPR

Strategies to Increase Transportation Revenue and Improve Planning

- The RPC supports state initiatives to modify provisions of the Energy Impact Fund, the state Severance Tax, and/or the federal Mineral Leasing Act to increase revenues available for transportation improvements for facilities affected by energy development. Any modifications should require that additional revenues are dedicated to transportation improvements in the areas affected by the energy development.
- The RPC encourages local governments – counties and municipalities – and state and federal land management agencies to work directly with CDOT to develop local comprehensive plans that minimize the effects of growth and development on state operated transportation infrastructure.
- Access Management Plans should be completed for corridors or portions of corridors where residential or commercial development is anticipated that may degrade existing level of service.
- The RPC supports local initiatives to create Special Improvement Districts and Rural Transportation Authorities to contribute local funds to transportation projects on state facilities. Projects supported by such initiatives will receive consideration in the priority planning and programming process.
- The RPC supports state initiatives to increase state and federal funding for transportation, including adjustments to the gas tax or sales tax.

Corridor Midterm Implementation Strategies

Regional Pools

The Regional Planning Commission seeks to maximize the CDOT Regional Priority Program funds through the use of three major investment pools: intersections, shoulders and design. These programs are a high priority both for the TPR and Region 5 and have been allocated 45% of the available RPP funds. The intersection pool invests in intersection improvements based on a combination of safety analysis and county priorities. The shoulder pool leverages resurfacing dollars to fund the construction of shoulders when resurfacing activities are undertaken. The design pool prepares Region 5 to quickly advance construction projects when funds become available. Specific projects are chosen by the Region 5 in consultation with the TPR and local governments.

Issue: Increasing and unacceptable levels of vehicle crashes, including, but not limited to, wildlife collisions, rockfall, and run-off-the-road crashes.

Strategies: Intersection Improvements Pool; US 160 at CR 222/223; US 160, west of Pagosa Springs; US 550 New Mexico State Line north (fencing and wildlife underpasses).

Issue: Congestion in regional corridors.

Strategies: US 491 passing lane; US 550, New Mexico State Line north (widening).

Issue: Deterioration of highway infrastructure.

Strategy: SH 172 resurfacing and auxiliary lanes.

Issue: Lack of modal choices including, local and regional public transportation.

Strategies: Durango Transit Center; bike path along US 160, east of Durango; shoulders added to resurfacing projects to accommodate bicyclists.

Upper Front Range TPR

Strategies to Increase Transportation Revenue and Improve Planning

- The RPC encourages local governments (counties and municipalities) and state and federal land management agencies to work directly with CDOT to develop local comprehensive plans (including transportation plans) that minimize the effects of growth and development on state operated transportation infrastructure.
- Complete Access Management Plans to preserve capacity and enhance safety on corridors or portions of corridors where significant residential or commercial development is anticipated.
- The RPC supports local initiatives to create Special Improvement Districts and Regional Transportation Authorities (RTA) to contribute local funds to transportation projects on state facilities. Projects supported by such initiatives shall receive priority treatment in the planning and programming process.
- The RPC supports state initiatives to increase state and federal funding for transportation.
- The RPC supports the pursuit of non-traditional federal funding sources for transportation.
- The RPC supports continued use of Energy Impact Funds for transportation improvements to facilities affected by energy development.

Corridor Midterm Implementation Strategies

I-25 Front Range

- Implement and promote appropriate TDM mechanisms such as carpooling, vanpooling, telecommuting, and flexible work hours.
- Promote ITS strategies, such as variable message signs, incident response, traveler information and traffic management.
- Improve mobility by constructing interchange and intersection improvements, such as traffic signals and auxiliary lanes at ramp terminal intersections.
- Improve and maintain the system of local roads parallel to I-25.
- Ensure consistency with *North I-25 EIS*.

US 34 Big Thompson

- Add roadway pullouts for breakdowns, buses and slow vehicles.
- Improve ITS incident response, traveler information and traffic management.
- Maintain infrastructure by adding surface treatments/overlays and repairing/replacing bridges.
- Construct auxiliary lanes (passing turn, accel/decel).

SH 66

- Consolidate and limit access points and develop access management plans.
- Improve ITS incident response, traveler information (including variable message signs) and traffic management.
- Improve safety by improving geometrics, improving hotspots and improving railroad crossing devices.
- Maintain infrastructure by adding surface treatments/overlays and repairing or replacing bridges.
- Construct intersection improvements including constructing auxiliary lanes (passing, turn, accel/decel).

I-76

- Improve geometrics (flatten slopes and curves, improve visibility/sight lines).
- Construct interchange improvements.
- Improve safety by adding guardrails and improving hot spots.
- Maintain infrastructure by adding surface treatments/overlays, reconstructing the roadway, and repairing or replacing bridges.

US 85 Urban

- Implement recommendations from US 85 Access Control Plan.
- Add and maintain new interchanges and improve existing intersections.
- Promote carpooling, vanpooling, telecommuting and flexible work hours.
- Improve ITS incident response, traveler information and traffic management.
- Add guardrails (cable rail).
- Maintain infrastructure by adding surface treatments/overlays and repairing or replacing bridges.

SUMMARY OF TPR STRATEGIES

All ten of the rural TPRs feel that it is important to increase existing transportation revenues through various mechanisms. Additionally, many of the TPRs included planning strategies to best preserve the system. Nearly all of the TPRs support the development of Regional Transportation Authorities (RTAs) and/or special districts, general state or federal initiatives to increase transportation funding, and the development of access management plans and comprehensive plans. About half of the TPRs support an increase in the gas tax and the earmarking of energy impact fees for transportation. A few TPRs support tolling, a tax based on tonnage per mile or a tax based on vehicle-miles of travel. Only a few TPRs support the transfer of maintenance responsibilities for certain state highway segments from the state to local entities.

Each of the ten rural TPRs have identified their highest priority corridors and have developed corridor-specific implementation strategies. These corridor strategies are consistent with the respective corridor vision and provide direction for investments over the next ten years. In general, these strategies tend to be lower-cost improvements which are attainable in the short term and would provide significant benefit.

MPO MIDTERM IMPLEMENTATION STRATEGIES

Denver Regional Council of Governments

The Denver Regional Council of Governments (DRCOG) MPO has designated midterm implementation strategies on all arterials in the region. For the purpose of the statewide plan, only on-system corridors are identified here, along with a series of strategies for each.

DRCOG Midterm Implementation Strategies			Strategies					
Multimodal Corridors			Capacity / Major Capital	Transit	Bicycle / Pedestrian	System Mgmt	Travel Demand Mgmt	Preservation / Safety
Corridor		Description						
A-1	120 th Avenue (SH-128, US-287)	From SH-121 to E-470	✓	✓		✓	✓	✓
A-2	Arapahoe Road (SH-88)	From University Boulevard to Buckley Road	✓	✓		✓	✓	✓
A-4	Colorado/Vasquez Boulevard (SH-2/6/85)	From Hampden Avenue to I-76		✓		✓	✓	✓
A-5	East Colfax Avenue (US-40)	From I-25 to I-70	✓			✓		✓
A-6	Hampden Avenue/Havana Street (US-285/SH 30)	Lowell Boulevard to Parker Road		✓	✓	✓		✓
A-7	Parker Road (SH-83)	SH-86 to Havana Street	✓	✓	✓	✓		✓
A-8	SH-157 (Foothills Parkway)/SH-119 (Longmont Diagonal-Ken Pratt Boulevard)	US-36 to vicinity of I-25	✓	✓	✓	✓	✓	✓
A-9	University Boulevard (SH-177)	C-470 to Hampden Avenue	✓			✓		✓
A-10	US-6	SH-58 to I-70		✓		✓		✓
A-11	US-85 North	I-76 to Weld County Line	✓			✓		✓
A-12	US-85 South (Santa Fe Drive)	Castle Rock to I-25/Denver	✓	✓		✓	✓	✓
A-13	US-285	Park County Line to SH-8	✓					✓
A-14	US-287	US-36 to Larimer County Line		✓		✓		✓
A-15	Wadsworth Boulevard (SH-121)	C-470 to US-36	✓	✓	✓	✓	✓	✓
F-1	C-470	US-6 to I-25	✓	✓				✓
F-3	I-25 South	El Paso County Line to C-470	✓	✓			✓	✓
F-4	I-25 Southeast	C-470 to Broadway	✓	✓			✓	

DRCOG Midterm Implementation Strategies			Strategies					
Multimodal Corridors			Capacity / Major Capital	Transit	Bicycle / Pedestrian	System Mgmt	Travel Demand Mgmt	Preservation / Safety
Corridor		Description						
F-5	I-25 Central	Broadway to I-70	✓	✓		✓	✓	✓
F-6	I-25 North	I-70 to Weld County Road 8		✓			✓	✓
F-7	I-70 Mountain	Eisenhower Tunnel to C-470	✓	✓		✓		✓
F-8	I-70 West	C -470 to I-25	✓			✓	✓	✓
F-9	I-70 East	I-25 to E-470	✓	✓			✓	✓
F-10	I-70 Plains	E-470 to Elbert County line				✓		✓
F-11	I-76	I-70 to Weld County Line	✓			✓		✓
F-12	I-225	I-25 to I-70	✓	✓				✓
F-13	I-270	I-25 to I-70	✓	✓				✓
F-16	SH-58	US-6 to I-70	✓	✓				✓
F-17	US-6 (F-17)	I-70 to I-25	✓	✓				✓
F-18	US-36	I-25 to Baseline Rd	✓	✓			✓	✓
F-19	US-285	SH-8 to Lowell Boulevard	✓					✓

Corridor Strategies for Other State Highways in the DRCOG Region		
Mountain Roads		Strategies
US-6	I-70/Kermits to SH-93/SH-58 (Clear Creek Canyon)	<ul style="list-style-type: none"> • Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes, sight distance improvements) at unsignalized intersections as appropriate • Safety improvements such as curve flattening, lighting, guide rails, and rockfall mitigation • SH-119 southeast of Black Hawk would also have the following strategy: Add travel lanes
US-36	Larimer County line to west edge of Lyons	
US-40	Berthoud Pass to I-170	
SH-119	US-6 to Nederland	
SH-119	Nederland to Boulder (Boulder Canyon)	
SH-279	Central City to Black Hawk	
US-6	Loveland Pass to I-70	
SH-7	Larimer County line to Lyons (St Vrain Creek)	
SH-46	SH-119 to Jefferson County line (Golden Gate Canyon)	
SH-72	SH-7 to SH-93	
SH-74	Evergreen to Morrison	
SH-103	Idaho Springs to Squaw Pass	
SH-5	Mt Evans Highway	

Rural Plains Roads (outside UGB)		Strategies
US-36	Lyons (SH-66) to north Boulder	<ul style="list-style-type: none"> • Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes, sight distance improvements) at unsignalized intersections as appropriate
SH-52	SH-119 east to Weld County line (improvements primarily mobility)	
SH-66	Lyons (US-36) to west Longmont (75th Street)	
SH-79	Bennett to Weld County line	
SH-86	east Castle Rock to Elbert County line (improvements primarily mobility)	
SH-93	SH-72 to Boulder (SH-170)	
SH-83	Franktown (SH-86) to El Paso County line (per SH-83/SH-86 Corridor Optimization Study)	
SH-128	SH-93 to McCaslin Boulevard	
SH-170	Eldorado Springs to Superior	

Urban Roads		Strategies
SH-7/SH-119	Canyon Boulevard, Broadway, Arapahoe Avenue in Boulder	<ul style="list-style-type: none"> • Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections • Widen selected roadway segments • Improve bicycle and pedestrian accommodations and facilities • Provide additional FastConnects bus transit service as demand increases • Provide feeder bus connections to rapid transit stations
SH-7 (Arapahoe Road)	US-36 to 55 th Street	
SH-7	downtown Brighton	
US-36	downtown Lyons	
US-36 (28 th Street)	Broadway in north Boulder to US-36 freeway	
SH-74	I-70 to Evergreen	
SH-88 (Federal Boulevard)	Bellevue Avenue to Colfax Avenue	
US-287 (Federal Boulevard)	Colfax Avenue to 120 th Street	
SH-93 (South Broadway in Boulder)	SH-170 to Arapahoe Avenue	
SH-83 (Leetsdale Drive/Parker Road)	Colorado Boulevard to Havana Street	
SH-30 (Havana Street)	Parker Road to 6 th Avenue	
SH-88 (Bellevue Avenue)	Federal Boulevard to I-25	
SH-7	downtown Lafayette	
SH-8	C-470 to Wadsworth Boulevard	
SH-170	in Superior	

Suburban Transition Roads		Strategies
SH-7	55 th to US-287	<ul style="list-style-type: none"> • Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections • Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes, sight distance improvements) at unsignalized intersections as appropriate • Widen selected roadway segments • Improve bicycle and pedestrian accommodations • Provide additional FastConnects bus transit service as demand increases
SH-7	Lafayette to Brighton	
SH-8	C-470 to Kipling	
SH-66	75 th Street west of Longmont to Weld County line	
SH-72 (Coal Creek Canyon Road, Indiana Street)	SH-93 to 64 th Avenue	
SH-86	I-25 to east Castle Rock	
SH-7	SH-2 to I-76	
SH-8	US-285 to C-470	
SH-40	SH-26/I-70 to US-6	

Grand Valley

The Mid-Term Implementation Strategy has two parts. In general, the Grand Junction- Mesa County TPR felt that the funding *status quo* will not be sufficient to adequately address transportation needs in either the short or long term. The strategies to increase transportation revenue address the need to either increase existing revenue streams or seek additional funding mechanisms.

The second part of the Mid-Term Implementation Strategy, Implementation Strategy Corridors, directs currently available, and limited, funds toward a set of improvements determined through this planning process to be most critical. The Grand Valley TPR has selected five high priority corridors: I 70 (B), I 70, US 6, SH 330, and SH 340 for priority implementation. The TPR's Midterm Implementation Strategy consists of select strategies from the respective corridor visions. These strategies should be the focus of transportation investments over the midterm or the next ten years.

Strategies to Increase Transportation Revenue and Improve Planning

The Metropolitan Planning Commission (MPO) recognizes that CDOT investment in capital improvements using existing resources must necessarily be minimal over the midterm due to accelerating costs and declining revenues. To help offset costs, the MPO adopts the following Midterm Implementation Strategy Policies:

- The MPO encourages local governments to work with CDOT to develop local comprehensive plans that minimize the effects of growth and development on state operated transportation facilities.
- The MPO encourages CDOT to perform Access Management Plans within transportation corridors where anticipated commercial and residential growth may adversely affect a facilities level of service.
- The MPO supports the use of Regional Transportation Authorities as a mechanism to provide for transportation improvements within the TPR.
- The MPO supports pursuing additional funds as well as developing options to better prioritize existing dollars for transportation improvements.
- The MPO supports state initiatives that provide energy impact funds for transportation improvements on facilities that are affected by energy or mineral extraction.

Corridor Midterm Implementation Strategies

U.S. 50/I-70 (B) Corridor – 24 Road to 15th Street (MP 2.42 – 6.80)

- Reconstruct Roadways
- Consolidate and limit access and develop access management plans
- Synchronize/interconnect traffic signals
- Add signage

I-70 –Fruita to SH 65 (MP 0.00 to 65.0)

- Increase travel reliability and improve mobility
- Construct interchange improvements
- Rehabilitate/replace bridges
- Add signage

US 6 Clifton to Palisade (MP 37.496 to 45.820)

- Construct intersection/interchange improvements
- Add/Improve Shoulders
- Geometric improvements/widen travel lanes
- Expand public transportation

SH 330 –SH 65 to Collbran (MP 0.00 to 11.40)

- Add auxiliary lanes (passing, turn, accel/decel) on SH 330, where feasible, to maintain the current level of service and enhance safety.
- Construct shoulders on SH 330 where technically, environmentally and fiscally prudent to maintain the current level of service and enhance safety.
- Provide and expand transit bus and rail services.

SH 340 – West Entrance, Colorado National Monument (MP 0.00 to 2.80)

- Construct shoulders improvements between the State Park entrance and the Colorado River bridge, including associated bicycle/pedestrian trial improvements.
- Add auxiliary lanes (passing, turn, accel/decel) at SH 340/Colorado National Monument Road intersection.
- Construct intersection improvements at major intersections along SH 340. Assess the potential for future traffic signals or roundabouts at major intersections in the corridor.
- Access improvements (US 6 to Plum Street) including a roundabout or traffic signals (when warranted and justified) at Aspen Avenue /Cherry Street.

North Front Range

The Regionally Significant Corridors (RSCs) have been grouped into tiers to identify the top priority corridors, and to focus the Congestion Management System (CMS), corridor visions, goals and strategies, and the public involvement effort. The TAC worked extensively to develop a series of measures upon which to base the corridor tiering. The five tiering measures that have been established include:

- Safety
- Congestion
- Accessibility
- Freight
- Public Opinion

The North Front Range has designated On-system Tier One Corridors as the priority Implementation Strategy Corridors for the purpose of the statewide plan and includes significant expansion of transit services. These include:

- **I-25** – Johnson’s Corner, interchange construction
- **US 287** – Denver Avenue to Larimer County Road 3, major widening
- **US 34** – Harmony Road to Carpenter Road, major widening
- **Transit Service** - The vision for transit includes effective transit service for local travel needs in growing cities and regional transit service between the cities of the region and to cities outside the region. Important destinations outside the region include Denver (along US 85 and I-25 corridors) and Boulder County – especially Longmont and Boulder.

Pikes Peak Area Council of Governments

The Pikes Peak Area Council of Governments (PPACG) has identified the following major corridors on which to focus, both in the near-term TIP and the subsequent time period. These corridors carry the majority of interregional traffic and form the backbone of the system. Major mobility and capacity improvements are anticipated on each corridor.

PPACG Midterm Implementation Strategy Corridors		
Corridor	Description	Type
I-25	Entire length south to north through Colorado Springs from the Pueblo-El Paso County line to El Paso-Douglas County line	
US 24	Entire length west to east from Woodland Park in Teller County to Elbert County line	
Powers Blvd	Entire length north to south, including future connections to I-25	
SH 16	Including connections to I-25, US 85 and the Ft. Carson Main Gate	
SH 83	North of Shoup Road to Douglas County line	
SH 115	From Ft. Carson south to Penrose	
SH 94	From intersection with Platte Ave. east (to Schriever AFB)	

Pueblo Area

The Pueblo Area Council of Governments (PACOG) has designated two principal on-system corridors on which to focus, both in the near-term TIP and the subsequent time period. These corridors carry the majority of interregional traffic and form the backbone of the system. Major mobility and capacity improvements are anticipated on each corridor, including interchange construction and major widening.

PACOG Midterm Implementation Strategy Corridors		
Corridor	Description	Type
I-25	From the Huerfano County line on the south, north to the El Paso County line	<ul style="list-style-type: none">• Capacity• Safety• Operational• System Quality
US 50	From Pueblo West east through the city of Pueblo to the Otero County line	

CDOT MIDTERM IMPLEMENTATION STRATEGY

CDOT is developing a new midterm implementation strategy for handling the immediate funding crisis. At current funding levels, CDOT cannot continue to achieve the mobility levels of service that have been provided in the past. The midterm implementation strategy will provide guidance on the difficult tradeoffs that are necessary to manage the transportation system over the next decade, knowing there are limited funds and increasing costs. It will identify methods to most effectively utilize available dollars and make the wisest investments given the anticipated funding shortfall. This approach is necessary to maintain the current system and consider desired enhancement, mobility and capacity improvements in response to the state's continued growth. CDOT will always have a safety focus and as a result, other programs may be reduced to assure the safety of the traveling public on the state highway system.

CDOT is also working on leadership opportunities to minimize impacts to the state highway system. To optimize the current system and limit growth in vehicle miles traveled CDOT will consider greater emphasis on access management plans, corridor optimization studies, and a technical assistance program to aid local governments as they consider transportation implications of their land use decisions. In addition, a pilot Maintenance Incentive Program will provide the opportunity to transfer certain state highways that no longer serve the purpose of the state highway system to interested local governments on a voluntary basis.

CDOT Responds to Funding Shortfall

With Midterm Implementation Strategy

- CDOT needs to make tough decisions by investing available dollars on only the most critical purposes, targeting only the most significant corridors, and/or lowering performance standards, or some combination of the three.
- Strategies may include refocusing funding between and within programs such as Maintenance, Bridge and Surface Treatment.
- Improved tools will be developed to aid the Transportation Commission in analyzing and making the best trade-offs when establishing funding priorities. These could include establishing and focusing investments primarily on priority roadways using possible criteria such as roadway usage, truck traffic, system connectivity, and/or lifeline routes to communities.

CONCLUSION

The inclusion of Midterm Implementation Strategies in the 2035 Regional and Statewide Transportation Plans is an important step in establishing the priorities of transportation improvements in Colorado. The strategies recognize the state's transportation system cannot maintain the level of service that has been provided in the past without changes in the funding stream. By identifying steps to stretch available dollars and make the wisest investments given the anticipated funding in Colorado, the goal of the implementation strategies is to provide the best possible transportation system for the state over the next ten years. Recognizing the shortfalls of transportation funding and developing proactive approaches to mitigate the resulting problems is important on both a regional and statewide level.