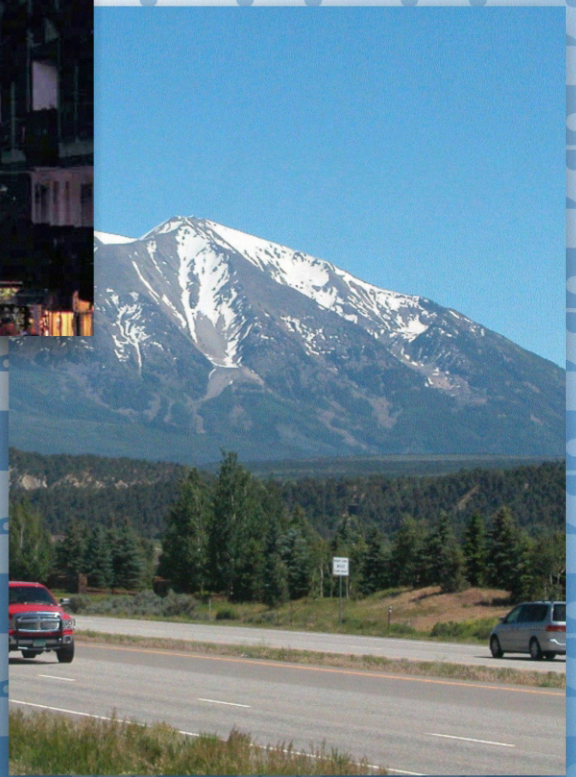


Intermountain 2035 Regional Transportation Plan



Intermountain Transportation Planning Region 2035 Regional Transportation Plan

Final Report

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Intermountain Transportation Planning Region

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EXECUTIVE SUMMARY

The 2035 Intermountain Regional Transportation Plan is the result of a comprehensive process to examine priorities established in the previous 2030 Plan and then to validate or modify those priorities as appropriate. To do so, planners solicited public input through a succession of activities and met regularly with the Regional Planning Commission to develop this update.

The Intermountain Transportation Planning Region (TPR) includes the geographic center of Colorado. It is composed of Eagle, Garfield, Lake, Pitkin, and Summit Counties, including the cities of Breckenridge, Frisco, Aspen, Eagle, Vail, and Glenwood Springs. In 2008, it will be home to approximately 168,000 people.

The area offers opportunities for outdoor recreation with major ski resorts, rafting, fishing and hunting, as well as limited stakes gambling. The entire region is being impacted by the increase in population and tourist growth.

Major components of the process included:

- **Key Issues and Emerging Trends** – Through the Regional Transportation Forum and other input opportunities, planners identified what evolving socioeconomic and transportation factors affect transportation decision-making.
- **Vision Plan** – includes a set of visions, goals, and strategies for each corridor, including the costs to make the desired improvements.
- **Constrained Plan** – identifies available funding and matches resources with high priorities for the entire planning period from 2008 to 2035.
- **Mid-term Implementation Strategies** – selects strategies that require attention during the first 10 years of the planning period.

Key Issues and Trends

The planning process identified a series of key issues and emerging trends that influenced the direction of the plan. These were the basis of discussion at public meetings and for the Regional Planning Commission. While there are many details, the primary issues for the region can be summarized as follows:

- **System preservation as the primary need** – Increasingly high volumes of cars and trucks have contributed to the need to accelerate maintenance and repair of the existing system. The highest priority is to provide acceptable levels of maintenance on the significant infrastructure investment already in place.
- **Population growth and commuting patterns** – Outlying areas of the region continue to grow at a rapid rate. Many of the residents commute long distances for employment.
- **The plan should address safety and congestion throughout the region** – A general increase in traffic, largely a result of significant population and employment growth, and

compounded by longer commutes to employment and service centers, has raised the level of concern about safety issues resulting from regionwide congestion.

Vision Plan

The Regional Planning Commission (RPC) examined all the available background data; matched unmet needs with the Regional Vision, Values, and Goals; and developed a vision for each corridor that is consistent with the needs and desires of the residents.

The plan addresses these and other needs through the Vision Plan, summarized below. All dollar amounts in this plan are expressed in 2008 dollars.

Table ES-1 2035 Vision Plan Summary	
Vision Plan Costs	
Highway Corridors	\$10.3 B
Transit	\$17.7 B
Aviation	\$.340 B
Total	\$28.41 B

Constrained Plan

The TPR will be allocated about \$1.9 billion in available funds for the period 2008-2035. Since the TPR's vision plan for the region identifies needs which significantly exceed the level of available funding, the Regional Planning Commission reviewed options and priorities for funding, assigning program amounts for each corridor and mode as summarized in the table below.

**Table ES-2
2035 Constrained Plan**

Corridor Number	Corridor Name	Description (from/to)	Primary Investment Category	Region RPP Percent		SP Percentage	2035 Constrained Total (\$000)				
				R 1	R 3		*Highway R 1	*Highway R 3	Transit	Aviation	Total
		Regional Preliminary Engineering Environmental Pool			7.5		\$ -	\$ 1,761			\$ 1,761
		Regional Shoulder Pool			7.5		\$ -	\$ 1,761			\$ 1,761
		Pool (Generic Projects)					\$ 667	\$ -			\$ 667
		Operation Improvements					\$ 660	\$ -			\$ 660
PIM7001	I-70	Glenwood Springs to Summit County Line	Mobility		10.75		0	\$ 2,524		\$ 93,500	\$ 96,024
PIM7001	SH 6	Glenwood Springs to Summit County Line	Mobility		10.75	35	0	\$ 2,524			\$ 2,524
PIM7001	I-70	Summit County Line to Eisenhower Tunnel	Mobility	9		35	\$ 20,000				\$ 20,000
PIM7001	SH 6	Summit County Line to Eisenhower Tunnel	Mobility				\$ 1,000				\$ 1,000
PIM7002	I-70	West of Glenwood Springs	Mobility		6.25	10	\$ -	\$ 1,467			\$ 1,467
PIM7002	SH 6	West of Glenwood Springs	Mobility		6.25		\$ -	\$ 1,467			\$ 1,467
PIM7003	SH 9	Frisco to Breckenridge	Safety	58			\$ 4,000	\$ -			\$ 4,000
PIM7004	SH 9	Breckenridge to I-70	Mobility	33			\$ 31,460	\$ -			\$ 31,460
PIM7005	SH 9	North of I-70 to Kremmling	Safety				\$ -	\$ -			\$ -
PIM7006	SH 13	Rifle to Meeker	Safety		12.5		\$ -	\$ 2,934			\$ 2,934
PIM7007	SH 24	Dowd Junction to Leadville	Safety		5		\$ -	\$ 1,174		\$ 11,500	\$ 12,674
PIM7008	US 24	Leadville to Buena Vista	Safety		1		\$ -	\$ 235			\$ 235
PIM7009	SH 82	Glenwood Springs to Aspen	Mobility		12.5	20	\$ -	\$ 2,934	\$ 120,000	\$ 54,000	\$ 176,934
PIM7010	SH 82	Aspen to SH 24	Safety		1		\$ -	\$ 235			\$ 235
PIM7011	SH 91	Leadville to Copper Mountain	Safety		1		\$ -	\$ 235			\$ 235
PIM7012	SH 131	Wolcott to Steamboat Springs	Safety		1		\$ -	\$ 235			\$ 235
PIM7013	SH 133	Hotchkiss to Carbondale	Safety		5		\$ -	\$ 1,174			\$ 1,174
PIM7014	SH 139	I-70 to Rangely	Safety		1		\$ -	\$ 235			\$ 235
PIM7015	SH 300	SH 24 to End	Maintenance		1		\$ -	\$ 235			\$ 235
PIM7016	SH 325	SH 13 to CR 217	Maintenance				\$ -	\$ -			\$ -
	Local Transit						\$ -	\$ -	\$ 1,759,758		\$ 1,759,758
	Regional Intermodal Facilities				10		\$ -	\$ 2,348	\$ -		\$ 2,348
Total							\$ 57,787	\$ 23,475	\$ 1,879,758	\$ 159,000	\$ 2,120,020

Source: CDOT, 2006 and LSC, 2007. (* Includes SP-1 funding)

Mid-Term Implementation Strategy Corridors

The identification of Mid-Term Implementation Strategy Corridors directs currently available funds toward a set of improvements determined to be most critical. The TPR selected four corridors for priority implementation, including a set of key strategies from the respective corridor visions. These offer the most benefits to moving people, goods, and services throughout the region and should form the basis for project selection and programming over the mid-term or the next ten years.

Table ES-3 Mid-Term Implementation Strategy Corridors		
Corridor	Major Issues	Selected Strategies
SH 82	Population growth Commuting traffic Mobility	Completion of Maroon Creek Bridge Implementation of a Bus Rapid Transit System
SH 9	Population growth Commuting traffic Safety	Provide safety and mobility improvements from Frisco to Breckenridge
SH 133	Trucks Safety Population growth Commuting	Reconstruct highway to address safety and mobility needs Implement a circulator shuttle to link with BRT service along SH 82 corridor
I-70	Population growth Peak-hour commuting Congestion Safety Spur road connection	Improve spur roadway that links to I-70 Implement the I-70 PEIS Implement transit extension and enhanced services Provide connections among intraregional transit systems
SH 13	Trucks Safety	Reconstruct from Rifle to Rio Blanco County line
Regional	Population growth Peak-hour commuting Congestion Safety	Improve shoulder on state highway throughout the region Coordinate regional transit systems and establish transfer agreements

I. PLANNING PROCESS

Overview

Since the early 1990s, the Colorado Department of Transportation (CDOT) has followed a cooperative process, involving state and local representatives, for long-range planning efforts in the development of the Statewide Transportation Plan. The state has been divided into 15 Transportation Planning Regions (TPRs) based on geographic location, common transportation corridors, and socioeconomic similarities.

Each of the 15 TPRs develops a preferred plan identifying a vision of future transportation needs. A financially-constrained plan then identifies a reasonable expectation of which projects might receive funding over the next 28 years.

The Statewide Transportation Plan combines the 15 TPRs into an overall perspective of Colorado's transportation needs for the next 28 years. The Statewide Transportation Improvement Program (STIP) includes projects scheduled for implementation in the next six years. Only projects consistent with the Regional Transportation Plan are eligible for inclusion in the Statewide Transportation Plan, and, consequently, only these projects are eligible for state and federal funding through the STIP. Figure 1 shows Colorado's 15 Transportation Planning Regions, and highlights the location of the Intermountain TPR within the state.

As presented in Figure 2, the Intermountain TPR consists of five counties—Eagle, Garfield, Lake, Pitkin, and Summit. This region includes 22 cities or towns, separated by large expanses of rural and often mountainous countryside. There are several major ski resort areas, including A-Basin, Keystone, Breckenridge, and Copper Mountain in Summit County; Vail and Beaver Creek in Eagle County; and Aspen and Snowmass in Pitkin County. There are also several smaller ski areas, such as Ski Cooper in Lake County and Sunlight Resort in Garfield County. In addition to winter attractions, the Intermountain TPR offers tourists year-round outdoor recreational opportunities, including camping, hiking, biking, golf, hunting, fishing, and sight-seeing. The Intermountain Regional Planning Commission (RPC) was established to facilitate the regional transportation planning process. The Intermountain RPC is composed of representatives from all five counties and from the 22 communities within the TPR.

Every four years, each TPR must update its Regional Transportation Plan (RTP) to establish multimodal transportation needs and priorities. The resultant RTPs are then integrated into the Statewide Transportation Plan. This plan was updated three years ago.

In 1994, the Intermountain TPR prepared the first RTP, which identified transportation improvement needs projected to the year 2015. In 1999 and 2005, the RTP was updated and extended the projected needs to the years 2020 and 2030. This document updates the planning process to extend to 2035. As CDOT is currently in the process of developing the 2035 Statewide Transportation Plan, the Intermountain TPR has prepared this update to the 2030 RTP, with refinements that expand the planning horizon to 2035. This document alters the plan from a project-based document to a corridor-based transportation plan.

Figure I
Statewide Map

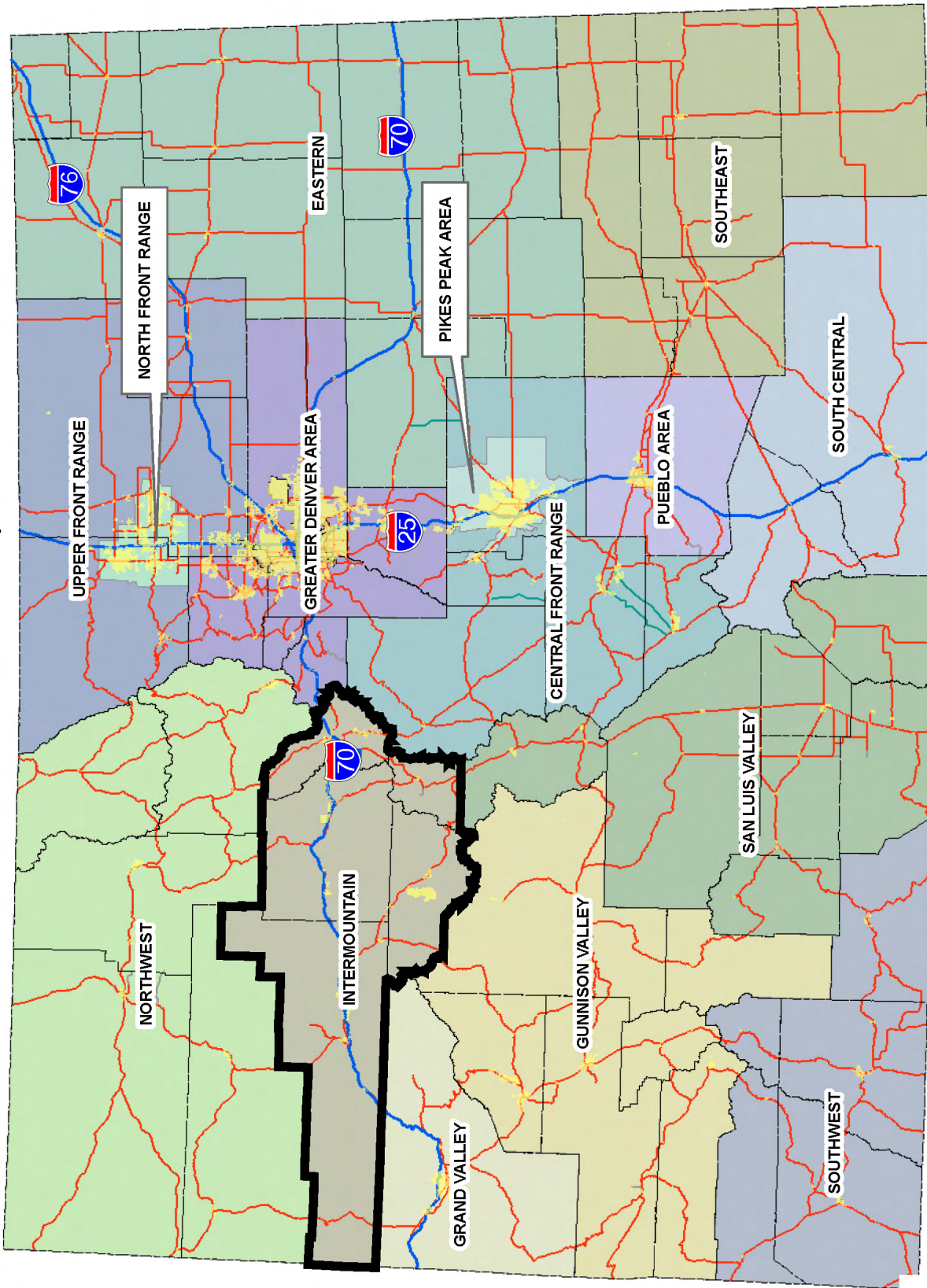
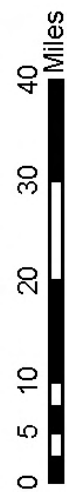
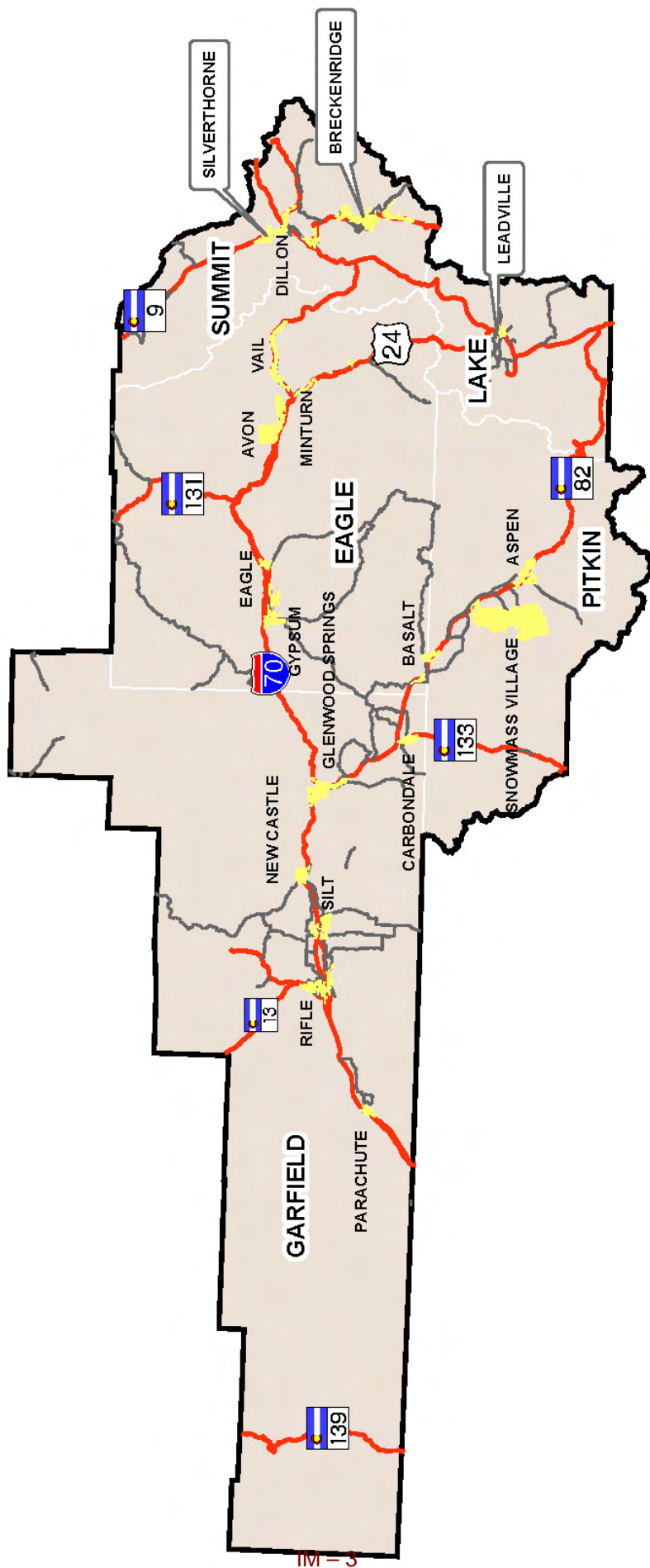


Figure 2
Intermountain Region



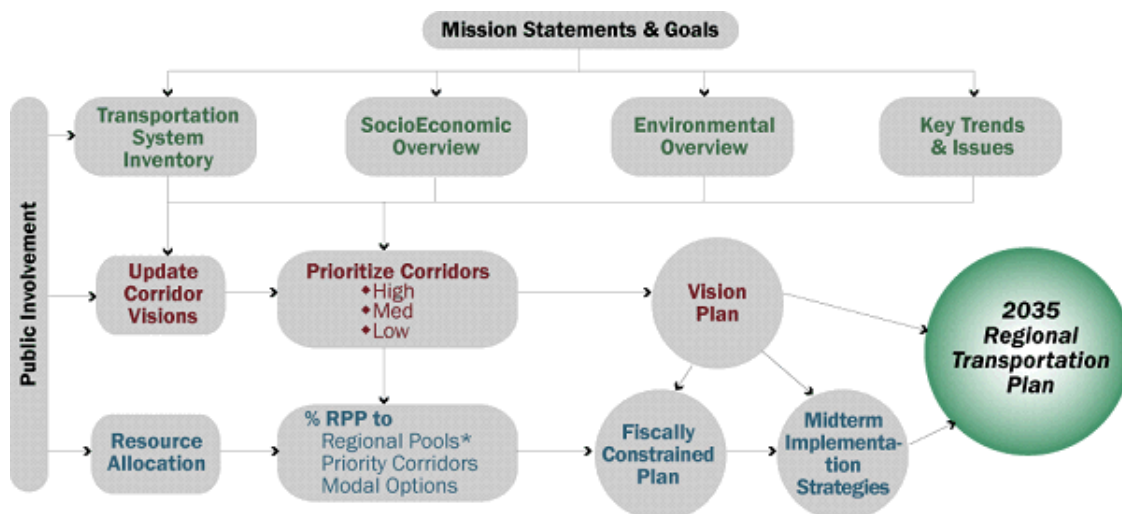
Planning Process

Long-range transportation planning is a critical element in the transportation development process. This is the first step in integrating citizen goals into a comprehensive plan, protecting and enhancing community values, and gaining access to available or potential funding. The plan is based on a number of steps, all designed as a thoughtful and efficient method to relate the wishes of the citizens to effective transportation programs and projects, within a realistic financial picture.

Figure 3 provides a diagram depicting the planning process that has been followed in developing the Intermountain 2035 RTP. The planning process began with a review of the mission statement and goals as established in the 2030 RTP. Representatives of the communities in the region and the general public were asked to help identify recent trends in the region that affect the transportation system and the long-range needs of the region. Overviews of the existing transportation system, socioeconomics, the environment, and projected growth in the region were completed based on information provided in the CDOT planning dataset.

The inventory and initial public input were used to update the corridor visions which were established in the 2030 RTP. Each of the 18 multimodal corridors in the Intermountain TPR has a vision, goals, and specific strategies to achieve the vision and goals. Since this is corridor-based plan, the corridors have been divided into high, medium, and low priority. The corridor visions and the prioritized corridors comprise the vision plan for the region. A fiscally-constrained plan was then developed by assigning the estimated available funding to the corridors and to the improvement pools. Lastly, a mid-term implementation strategy was developed to identify what can be done to address difficult trade-offs that are necessary to manage the transportation system over the next ten years, given the limited funds and increasing costs.

**Figure 3
Planning Process**



* as appropriate

Table 1 presents the members of the RPC. These members are key stakeholders in the planning process for the future transportation system within the Intermountain TPR. These members include cities and counties.

Table I-1	
Intermountain Regional Planning Commission	
Name	Affiliation
John Evans	Alpine Bank
Jon Staveney	Beck Building Company
Ann Skinner	CDOT
Brian Pinkerton	CDOT
Casey Peter	CDOT
Darin Stavish	CDOT
Ed Fink	CDOT
Irene Merrifield	CDOT
Jeff Kullman	CDOT
Joe Elsen	CDOT
Weldon Allen	CDOT
Mark Rogers	CDOT
Pete Mertes	CDOT
Peter Kozinski	CDOT
Tammie Smith	CDOT
Travis Vallin	CDOT
Zac Graves	CDOT
John Krueger	City of Aspen
Randy Reedy	City of Aspen
Chris McGovern	City of Glenwood Springs
Mike McDill	City of Glenwood Springs
Sabrina Harris	City of Glenwood Springs
Arn Menconi	Eagle County
David Johnson	Eagle county
Ellie Caryl	Eagle County
Harry Taylor	Eagle County
Helen Migchelbrink	Eagle County
Tom Stone	Eagle County
Caroline Bradford	Eagle River Watershed Council
Dick Cleveland	ECO/Eagle Valley Trails Committee
Craig Larson	Federal Highway Administration
Jeff Nelson	Garfield County
John Martin	Garfield County
News Desk	Glenwood Springs Post Independent
Florine Raitano	I-70 Coalition
Brian Pettet	Pitkin County
Dorothea Farris	Pitkin County
Mick Ireland	Pitkin County
Julia Kintsch	Restore the Rockies
Dan Blankenship	Roaring Fork Transportation Authority
Kristin Kenyon	Roaring Fork Transportation Authority
Monique DiGlorgio	Southern Rockies Ecosystem Project
Bob French	Summit County
John Jones	Summit County
Thad Noll	Summit County
Bob Reed	Town of Avon
Jane Burden	Town of Avon
Jeff Schneider	Town of Avon
Larry Brooks	Town of Avon
Norman Wood	Town of Avon
Dave Graves	Town of Basalt
Tom Daugherty	Town of Breckenridge
Doug Dotson	Town of Carbondale
Larry Ballenger	Town of Carbondale
Jack Benson	Town of Dillon
Tom Gosiorowski	Town of Eagle
Tim Mack	Town of Frisco
Ann Martens	Town of Gypsum
Jim Hancock	Town of Gypsum
Ann Capella	Town of Minturn
Wiley Smith	Town of Minturn
Greg Smith	Town of New Castle
Juanita Satterfield	Town of Parachute
Bill Sappington	Town of Rifle
Matt Sturgeon	Town of Rifle
Janet Steinbach	Town of Silt
David Peckler	Town of Snowmass Village
Greg Hall	Town of Vail
Mike Rose	Town of Vail
Rod Slifer	Town of Vail
Tom Kassmel	Town of Vail

Public Participation

The public participation process for the 2035 plan update was geared to gather information on emerging issues that have risen since the completion of the 2030 plan in November 2004 and that might influence a reprioritization of goals. Two major opportunities for this input were held early in the process. The Pre-Forum input provided an opportunity for the regional planning commission, other community leaders, transportation professionals, and the public to discuss the state of transportation in the region and identify key problems and issues that should be addressed in the plan. The second event, the Regional Transportation Forum, was then held to discuss those issues in more detail and begin providing input on **how** the transportation problems could be best addressed. Finally, a public meeting is scheduled for Fall 2007 to present this draft plan and receive comments.

Pre-Forum Meeting

Due to time constraints and the preference of the RPC, no actual Pre-Forum Meeting was held. LSC requested that members of the RPC send (by mail or e-mail) their individual issues and concerns. The following issues were identified.

- Congestion of the regional corridors (Interstate 70, US Highway 24, SH 9, SH 82, SH 131, and SH 133).
- The impact of natural resource exploration on the transportation system.
- Increase impact of truck traffic along the I-70 corridor and in the western portion of the region.
- The impact of increased tourism on the transportation system.
- Increased need for public transportation to link low-income persons to employment centers.
- Access to affordable housing for low-income families.
- Population growth may have a negative impact on the environment.

Regional Transportation Forum

The Regional Transportation Forum was held in Glenwood Springs on October 5, 2006 to provide a significant point of public input to the 2035 plan update. It was attended by over 50 people. The primary purpose of the meeting was to review the 2030 priorities; discuss emerging regional issues and trends; determine the audience's preferences regarding future priorities and issues; and discuss funding issues, needs, and solutions. The forum lasted approximately two hours. The meeting featured a presentation about the planning process in general, the need for the update, background on the 2030 Plan, costs of transportation, and general funding expectations. An innovative audience polling technique was used to electronically solicit preferences and opinions. In addition, an interactive exercise allowed meeting participants to "spend" a set allocation of funds on their preferences. Topics included:

- Changes in Population/Employment
- Driving Forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long-Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resources Development
- Environmental Concerns
- Recreation/Tourism Industry
- Access to Affordable Housing
- Integration of the Various Transportation Modes (Auto, Public Transit, Aviation, and Rail) into an Effective System
- Funding for Transportation

The primary issues discussed at the meeting are briefly summarized below. A complete summary report is provided in Appendix A.

- Road maintenance and repair; preserving the existing system emerged as the primary need.
- Addressing safety and congestion throughout the region, largely a result of significant growth.
- Creating a multimodal transportation system.
- Interstate 70 is important, but US 24, SH 9, SH 13, and SH 82 are also important.
- The development of regional and fixed guideway transit should be concerned in the improvement of any transportation corridor.
- Wildlife habitats are a major concern in the region.
- Affordable housing is of major importance in terms of the social issues facing the region.
- The lack of transportation funding for the highway system.

Prioritization Meeting

The Prioritization Meeting was held in Gypsum on April 5, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan priorities as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations and directed the consultant to make appropriate changes. The Corridor Visions and 2035 Vision Plan, as amended, appear later in this document.

Draft Plan Review

The Draft 2035 Plan was released in the latter half of 2007, incorporating as appropriate all input from the public and decisions by the RPC. After a period of review, the draft plan was presented at a public meeting on November 1, 2007 in Glenwood Springs. The meeting was held jointly with CDOT to enable review of the draft Statewide Plan at that time. This approach

was useful so that attendees could see the regional plan in context with other regions and the state as a whole. Comments received at that meeting were incorporated as appropriate in the final plan prior to its adoption by the RPC in early 2008.

2035 Regional Values, Vision, and Goals

The following is a review of the 2035 regional visions, goals, and objectives that were created in the last planning process. This document will serve as a review of the existing statements and as an update to the statements based on new local and state input.

Values

Many of the communities within the Intermountain TPR are experiencing increasing pressure for growth. As new development occurs, increased demand on the transportation system impacts the quality of life for area residents and recreational visitors. Therefore, to provide a framework for long-range transportation planning, the RPC identified regional values on which to base an overall vision for the region, as well as goals for achieving that vision. Consistent with the 2030 plan, the following two questions were revisited with the RPC to reconfirm previous criteria and establish any needed modifications:

What is it about the region that commits you to its future?

What is it about the region that you want to pass along to the next generation?

The Regional Values established by the RPC are as follows:

- Quality of life – clean air, clean water, vegetation, trees, wildlife, quiet.
- Aesthetics – views, streams, sky, physical setting.
- Undeveloped land, open space, rural environment.
- Access to recreation, access to public land.
- Mobility – unconstricted/uncongested, link subregional areas.
- Transportation options – bus, rail, highway, bicycle/pedestrian, local and regional airports, and other options.
- Transportation safety, intermodal connections, major distribution/freight, Transportation Demand Management.
- Communication links – telecommunications.
- Good paying jobs, healthy economy, year-round economy.

- Diverse communities, diverse population, diverse economies.
- Keep community “Main Street” character.
- Sense of community, economic and social vitality, adequate and affordable housing, equity.
- Adequate health, human, and community services, and access to them.
- Low crime, quality family life, quality education, cultural activities.
- Affordable recreation, no stress, creativity.
- Manageable population growth, integrated/coordinated regionally.

Vision

Based on the above identified values, the following Vision Statement was adopted by the RPC:

“Our vision is for a region that is composed of physically distinct, unique, diverse communities interconnected by a multimodal transportation network that promotes preservation of the unique character of each community through open space buffering, while providing economic, cultural, environmental, and outdoor recreational benefits.”

Goals

The following Regional Goals were then established for the 2030 Intermountain Regional Transportation Plan and updated for this 2035 planning process:

Coordination of Planning

- Develop a regional perspective or vision for the geographic distribution of people, goods and services, and recreation.
- Better coordinate land use and multimodal transportation planning.
- Address existing and future needs/inadequacies.

Funding

- Integrate funding of multimodal options.
- Phase in useable increments.
- Evaluate projects based on total costs of construction and maintenance through the year 2035.
- Provide maximum flexibility for use of funds.
- Tap into all potential funding sources.

Environment

- Provide for efficient energy use.
- Preserve land and critical environmental values.
- Reflect direct and indirect environmental impacts (e.g., air quality, water quality, noise, etc.).
- Maximize system efficiency and minimize needless trips.

Socioeconomic

- Minimize travel to attainable/accessible housing, medical, and overall community services.
- Recognize the uniqueness of individual communities.
- Provide equity of funding for services.
- Recognize diverse needs of transportation users.
- Support/preserve existing transportation patterns that enhance economic development.
- Consider social costs of transportation projects.

Implementation

- Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the region's needs and goals.

II. INVENTORY OF EXISTING TRANSPORTATION SYSTEM

An inventory of the components which comprise the existing transportation system within the Intermountain TPR was conducted to provide a basis for identifying the region's existing and future transportation needs. Because the Intermountain TPR is generally a rural region with isolated urban areas interspersed throughout, the roadway network is the primary means of travel. The inventory includes the following elements: (Please note that the transit inventory and analysis is last in this document.)

- Roadway System
- Scenic Byways
- Bridges
- Rail System
- Bicycle/Pedestrian System
- Aviation System
- Transit

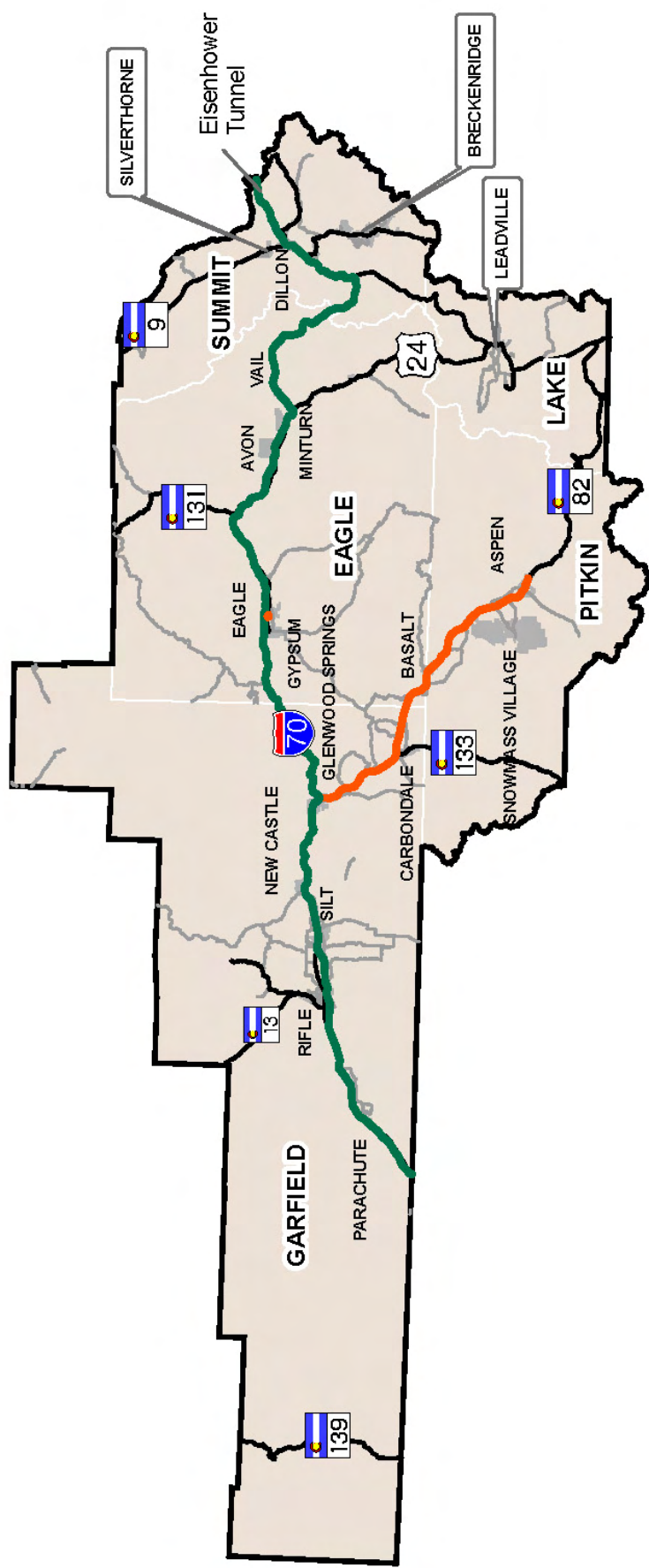
The majority of the data contained in the inventory was provided by the Colorado Department of Transportation. Information contained in CDOT's Transportation Planning Data Set was augmented with data from other sources or with information provided by the communities within the Intermountain TPR. Note that the transit inventory and analysis are in Appendix C of this document.

National Highway System

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established a National Highway System (NHS) to focus federal resources on roadways of national significance. NHS roadways provide for interstate travel, are important to national defense, facilitate international commerce, and connect to other modes of travel. As presented on Figure 4, there are two NHS facilities within the Intermountain TPR:

- I-70: throughout the region
- State Highway 82: between Glenwood Springs and Aspen

Figure 4
Intermountain NHS



Legend:

- Interstate NHS (Green line)
- Other State Highway NHS Route (Orange line)



Source: CDOT 2005 Planning Dataset

Functional Classification

Roadway functional classification is a description of the levels of mobility and access provided to its users. These two functions tend to compete; thus, as mobility increases, the level of access provided typically decreases. Conversely, as the need for mobility decreases, the ability to provide more access increases. The typical roadway functional classifications are defined as follows:

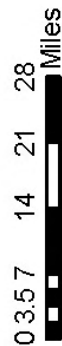
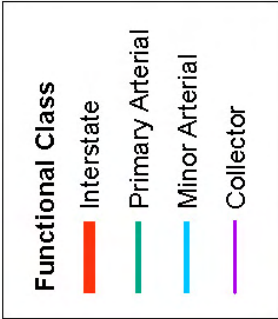
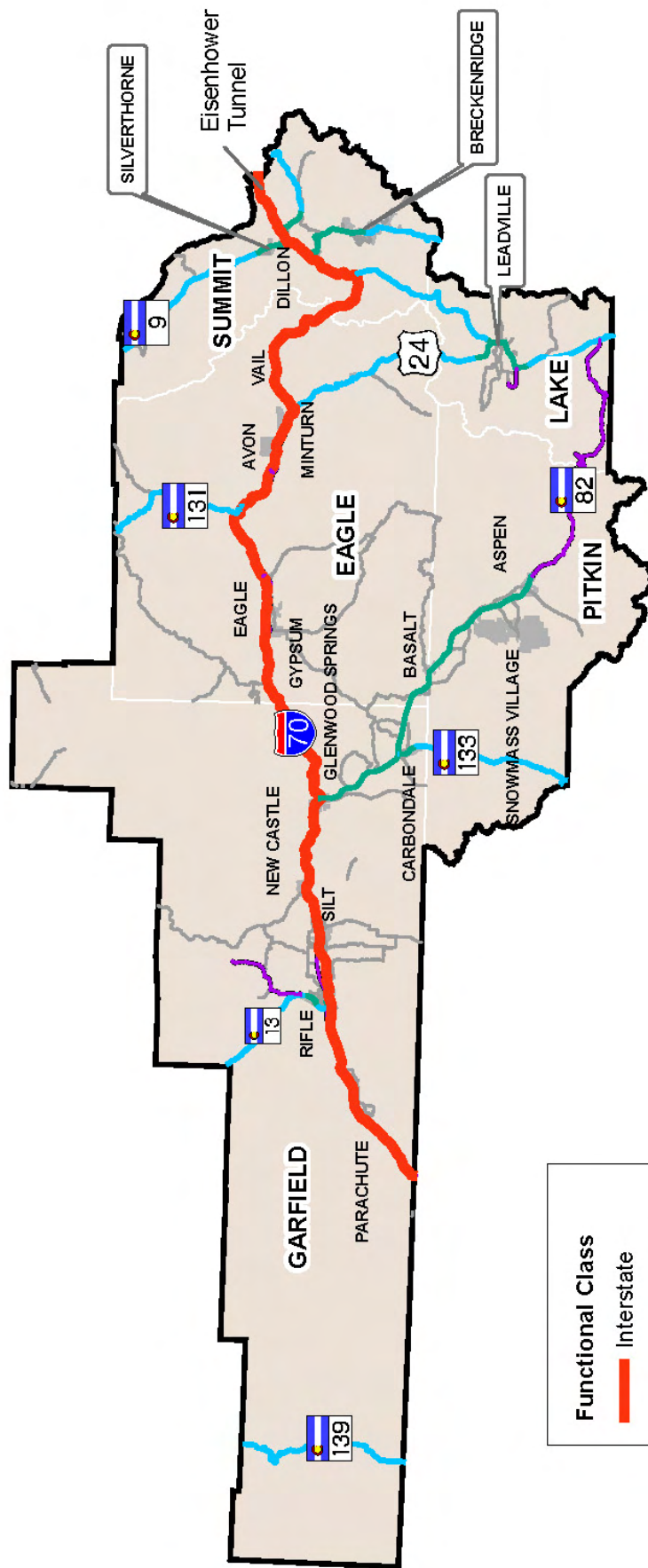
- **Freeways:** Freeways, which include interstate highways, primarily serve long distance travel needs between major communities and regions. Freeways provide the greatest mobility, but with strictly controlled access at grade-separated interchanges only.
- **Arterials:** Principal and minor arterial roads carry generally long distance traffic volumes between activity centers. Access is typically controlled, with at-grade signalized intersections spaced at a typical minimum 0.5 miles; unsignalized intersections are often restricted to right turns only.
- **Collectors:** The purpose of collector roadways is to link local streets with the arterial system. The function of collectors is generally split equally between mobility and access.
- **Local Roads:** The primary function of local roads is to provide access to adjacent properties; mobility is a secondary consideration for these roads.

Figure 5 illustrates the functional classification of the state highways and other major roadways within the Intermountain TPR. As shown, I-70 is the only interstate freeway. SH 82 from Glenwood Springs to Aspen, SH 9 between Frisco and Breckenridge, along with US Highway 6 are principal arterials. State Highways 13, 133, 131, 24, 91, and 9 (except between Frisco and Breckenridge) are designated minor arterials. The remaining roadways shown are collectors. Table 2 provides a summary of the state highway centerline miles by functional classification and local roads.

Functional Classification	Centerline State Highway Miles	Intermountain State Highway Lane Miles	Intermountain Local Road Centerline Miles
Interstate (freeway)	149.4	614.6	0.0
Primary Arterial	76.0	235.2	1.1
Minor Arterial	189.3	394.6	12.8
Major Collector	118.7	241.4	144.6
Minor Collector	2.9	5.9	365.6
Local Roads Rural	0.0	0.0	1,729.5
Regional Total	536.3	1491.5	2,253.5
<i>Source: CDOT Transportation Planning Data Set.</i>			



Figure 5
Intermountain Functional Classification



Source: CDOT 2005 Planning Dataset

Scenic and Historic Byways

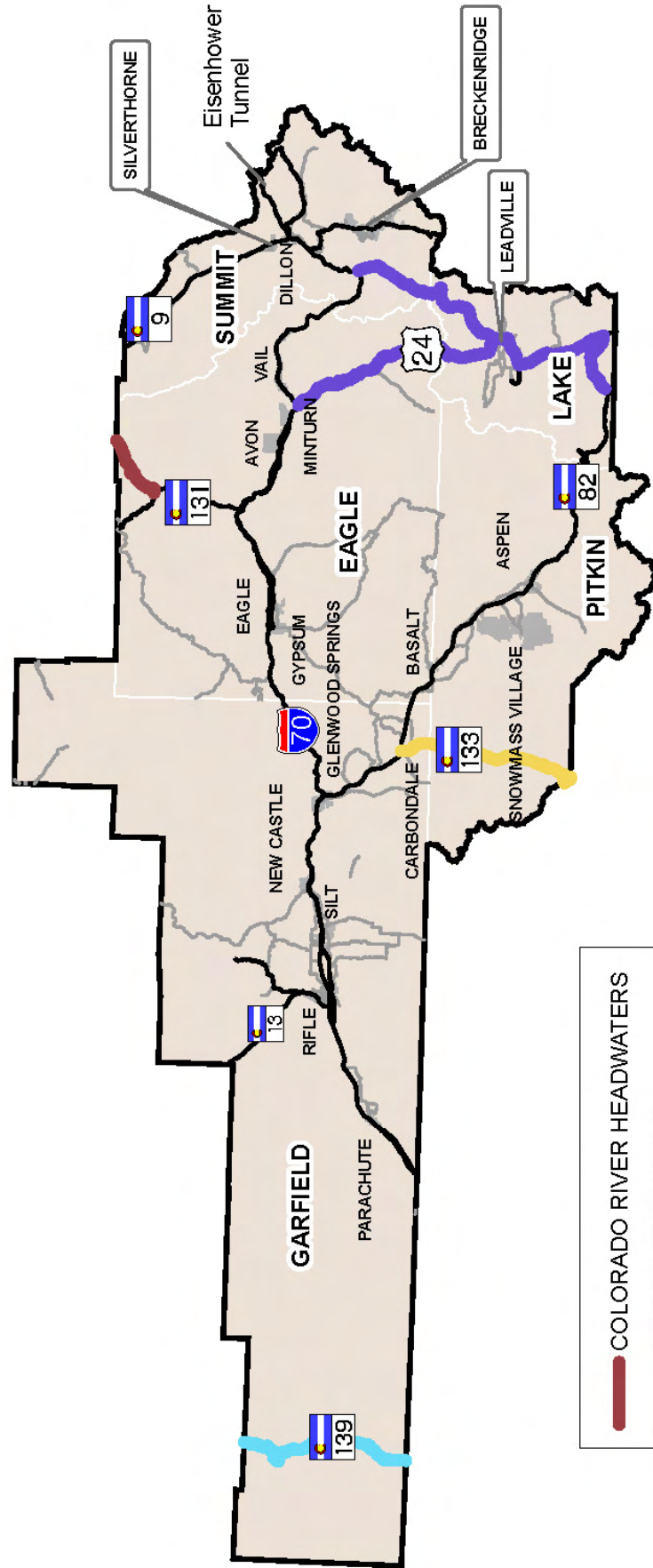
Scenic and historic byways have been identified in an effort to preserve corridors which have exceptional scenic, historic, cultural, or ecologic resources. The Colorado Scenic and Historic Byways Commission has established criteria to evaluate roadway corridors throughout the state for consideration under this program. There are four such designated byways within in the Intermountain TPR:

- **Dinosaur Diamond:** This scenic byway forms a loop through western Colorado and eastern Utah. SH 139 on the Dinosaur Diamond crosses through the Intermountain TPR over Douglas Pass at the westernmost end of Garfield County.
- **West Elk Loop:** SH 133, from Carbondale to the Pitkin County/Gunnison County line near McClure Pass, is on the West Elk Loop.
- **Top of the Rockies:** This scenic and historic byway consists of three state highways within the Intermountain TPR—SH 82 from Twin Lakes to SH 24, SH 24 from I-70 at Minturn over Tennessee Pass to SH 82 (near Granite), and SH 91 from I-70 at Copper Mountain over Fremont Pass to SH 24 at Leadville.
- **Colorado River Headwaters:** A portion of this scenic byway follows Trough Road from the Eagle County/Grand County line to SH 131 at State Bridge.

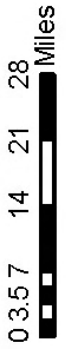
The scenic and historic byways in the Intermountain TPR are presented in Figure 6.



Figure 6
Intermountain Scenic and Historic Byways



- COLORADO RIVER HEADWATERS
- DINOSAUR DIAMOND
- TOP OF THE ROCKIES
- WEST ELK LOOP



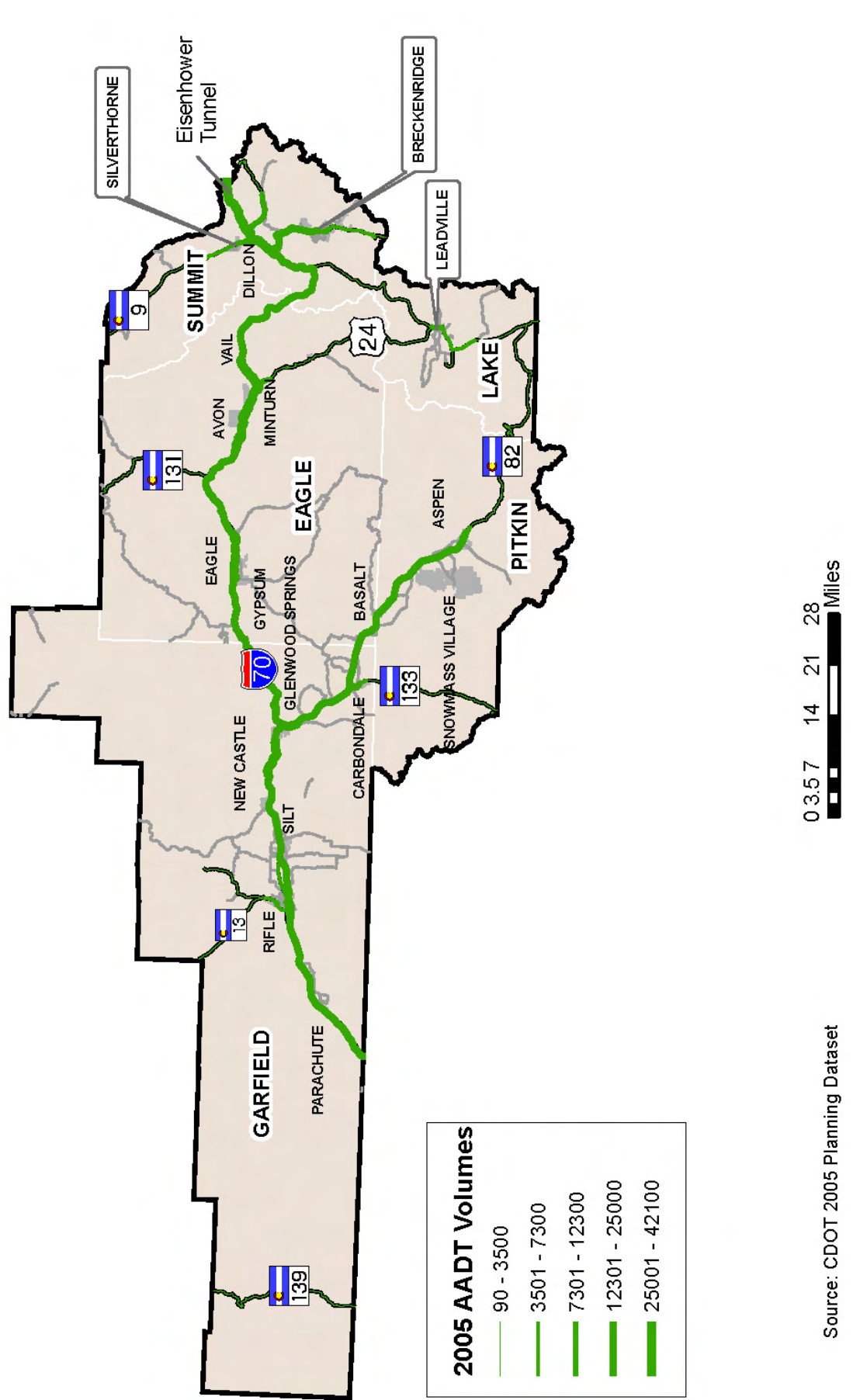
Source: CDOT 2005 Planning Dataset

Average Annual Daily Traffic

The CDOT Planning Data Set includes existing annual average daily traffic volumes (AADT), based on year 2005 data. Because these volumes represent an annual average, they tend to de-emphasize the peaking associated with the summer tourist or winter ski seasons. Figure 7 presents the Average Annual Daily Traffic (AADT) existing traffic volumes for roadways within the Intermountain TPR. The common definition of AADT is the total volume of vehicle traffic or flow in both directions of a highway or roadway for a year divided by 365 days.

As shown, traffic volumes along I-70 currently range from about 16,000 to 38,000 AADT. Table 3 details the AADT by corridor and highway section. The section of I-70 with the highest AADT is from Copper Mountain to the Eisenhower Tunnel at 37,500 vehicles with an annual growth rate of 3.8 percent. The section of I-70 with the lowest AADT is from Glenwood Springs to Gypsum at 16,000 vehicles with a 5.6 percent annual growth rate. SH 82 traffic volumes range from a low of approximately 1,300 AADT between Aspen and Twin Lakes (over Independence Pass) to over 23,300 AADT approaching Glenwood Springs from Carbondale. SH 9 currently carries about 18,000 AADT between Breckenridge and Frisco; between Breckenridge and Hoosier Pass, this roadway currently experiences about 5,700 AADT.

Figure 7
Intermountain 2005 AADTs



**Table 3
Historic Growth in Traffic on Selected State Highway Segments**

Roadway Segment	1991 AADT	1996 AADT	2001 AADT	2005 AADT	Annual Growth Rate 1991-2005
I-70					
Parachute to Rifle	7,700	8,350	15,000	17,800	6.17%
Rifle to Glenwood Springs	11,600	14,400	21,500	25,000	5.64%
Glenwood Springs to Gypsum	8,250	11,100	14,100	16,000	4.84%
Gypsum to Wolcott	9,200	12,800	18,300	24,400	7.22%
Wolcott to Dowd Junction	10,400	15,400	21,800	35,300	9.12%
Dowd Junction to Copper Mountain	14,500	16,800	18,400	19,900	2.29%
Copper Mountain to Eisenhower Tunnel	19,800	24,400	28,600	37,500	4.67%
SH 24					
At Tennessee Pass	1,200	1,850	1,900	2,200	4.42%
South of Leadville	4,100	5,550	3,070	5,100	1.57%
SH 82					
Glenwood Springs to Carbondale	11,800	14,500	20,400	23,300	4.98%
Carbondale to Aspen	11,700	14,100	15,700	17,000	2.70%
Aspen to Twin Lakes	680	1,250	1,270	1,300	4.74%
SH 6					
Gypsum to Eagle	2,600	3,650	5,720	8,700	9.01%
Edwards to Minturn	7,000	10,200	11,400	12,200	4.05%
Dillon to Keystone	8,750	9,700	11,400	12,100	2.34%
SH 9					
Hoosier Pass to Breckenridge	3,300	4,950	4,590	5,700	3.98%
Breckenridge to Frisco	11,800	15,400	18,600	18,200	3.14%
North of Silverthorne	3,400	5,000	5,880	5,900	4.02%
SH 13					
North of Rifle	1,750	2,450	3,050	3,100	5.51%
SH 91					
Copper Mountain to Leadville	2,450	5,100	4,140	3,400	2.37%
SH 131					
North of Wolcott	650	1,100	1,390	2,200	9.10%
SH 133					
South of Carbondale	910	1,200	1,900	3,200	9.40%
SH 139					
Through Garfield County	590	710	360	1,040	4.13%
SH 300					
West of SH 24	930	1,700	1,800	700	-2.01%
SH 325					
North of Rifle	1,200	1,000	1,140	1,500	1.61%

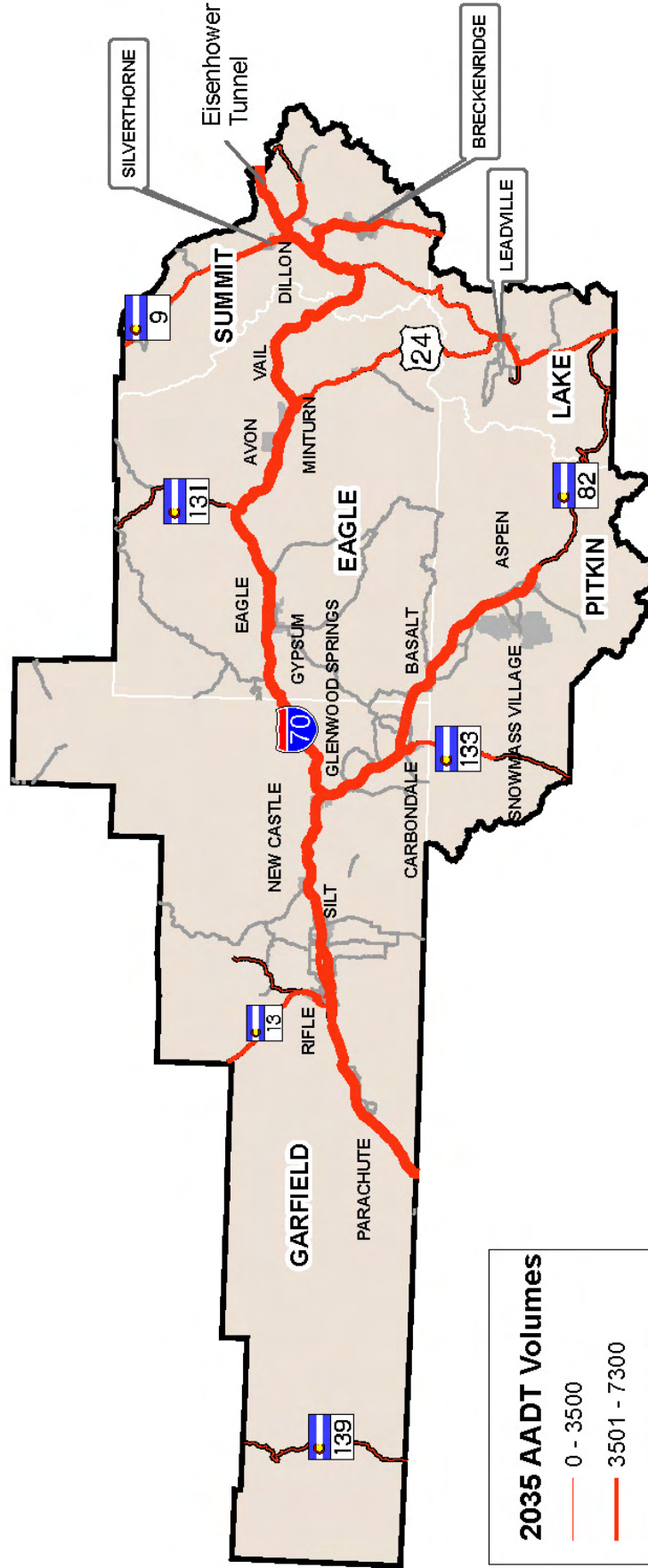
Source: CDOT Transportation Planning Data Set.

Figure 8 presents the AADTs forecasted for the year 2035. The upper range of traffic volume in the region increased from 42,000 AADT to 69,900 AADT in 2035. The lower range of traffic volume also increased from 90 to over 300 AADT in 2035. The traffic volumes also increased along State Highways 131, 133, and 139 and along US Highways 9 and 24. As shown, there is significant growth in traffic volume forecasted across the entire region.

Table 4 presents the percentage of the total centerline miles in the region. Based on the table, the AADT increases or shifts the number of centerline miles of roadway that will experience higher volume of traffic by 2035. Figures 7 and 8 are based on the information in Table 4. These figures present the AADTs for 2005 and the forecasted year of 2035.

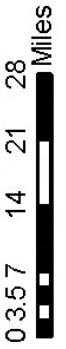
Table 4 Percentage of Centerline Miles				
AADT	2005 AADT Centerline Miles	Percentage of Total	2035 AADT Centerline Miles	Percentage of Total
0-3500	250.48	54%	134.565	33%
3501-7300	50.699	8%	125.568	23%
7301-12300	28.594	4%	41.01	6%
12301-25000	173.286	28%	34.235	5%
25001+	33.248	6%	200.929	32%
Total	536.307		536.307	

Figure 8
Intermountain 2035 AADTs



2035 AADT Volumes

0 - 3500
3501 - 7300
7301 - 12300
12301 - 25000
> 25001



Source: CDOT 2005 Planning Dataset

Volume-to-Capacity Ratios

The volume-to-capacity (V/C) ratio is a useful planning level measure of the levels of service experienced by roadway users. The V/C ratios for roadways within the Intermountain TPR were calculated based on existing traffic volumes and roadway capacities. The V/C ratios have been calculated for six categories; these may be further summarized into three groups:

- **Below 0.60:** This indicates that the roadway has generally sufficient capacity to accommodate the existing traffic volumes.
- **Between 0.60 and 0.85:** This indicates that the existing volumes are approaching the roadway capacity, and may imply some congestion and delays at peak times.
- **Greater than or equal to 0.85:** The volume on these roadways currently exceeds the capacity, resulting in traffic congestion with motorist delays during peak times.

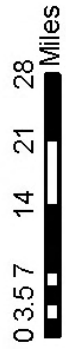
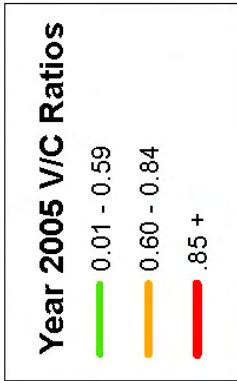
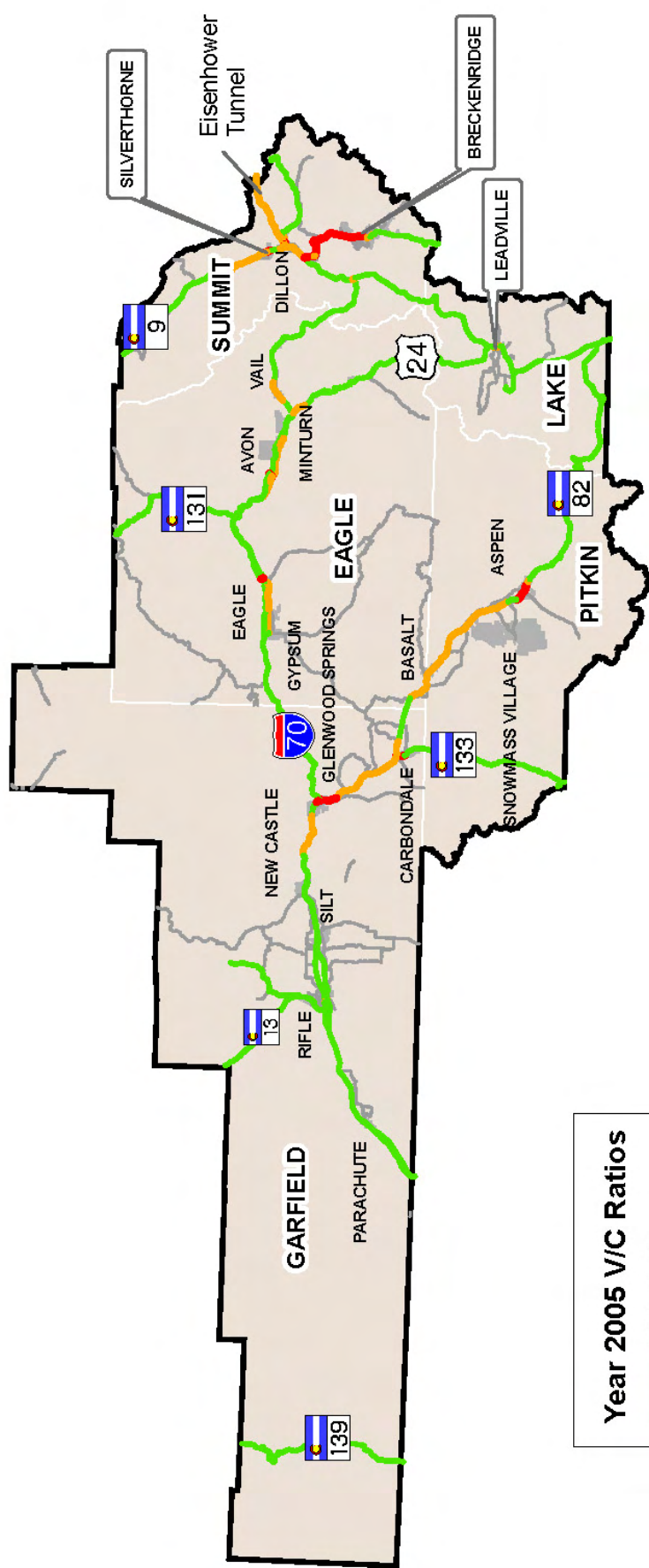
Figure 9 shows the 2005 V/C ratios on roadways within the Intermountain TPR. Roadways that currently have a V/C ratio greater than 0.85 include:

- SH 82, Glenwood Springs to Aspen.
- SH 6, Edwards/Avon area.
- SH 133, through Carbondale.
- SH 6, Dillon to Keystone.
- SH 9, Frisco to Breckenridge.
- SH 9, north of Silverthorne.

Figure 10 shows the 2035 V/C ratios on roadways within the Intermountain TPR. Roadways that are forecast to have a V/C ratio greater than 0.85 include:

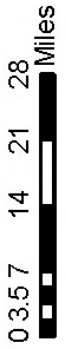
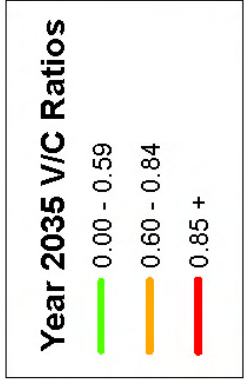
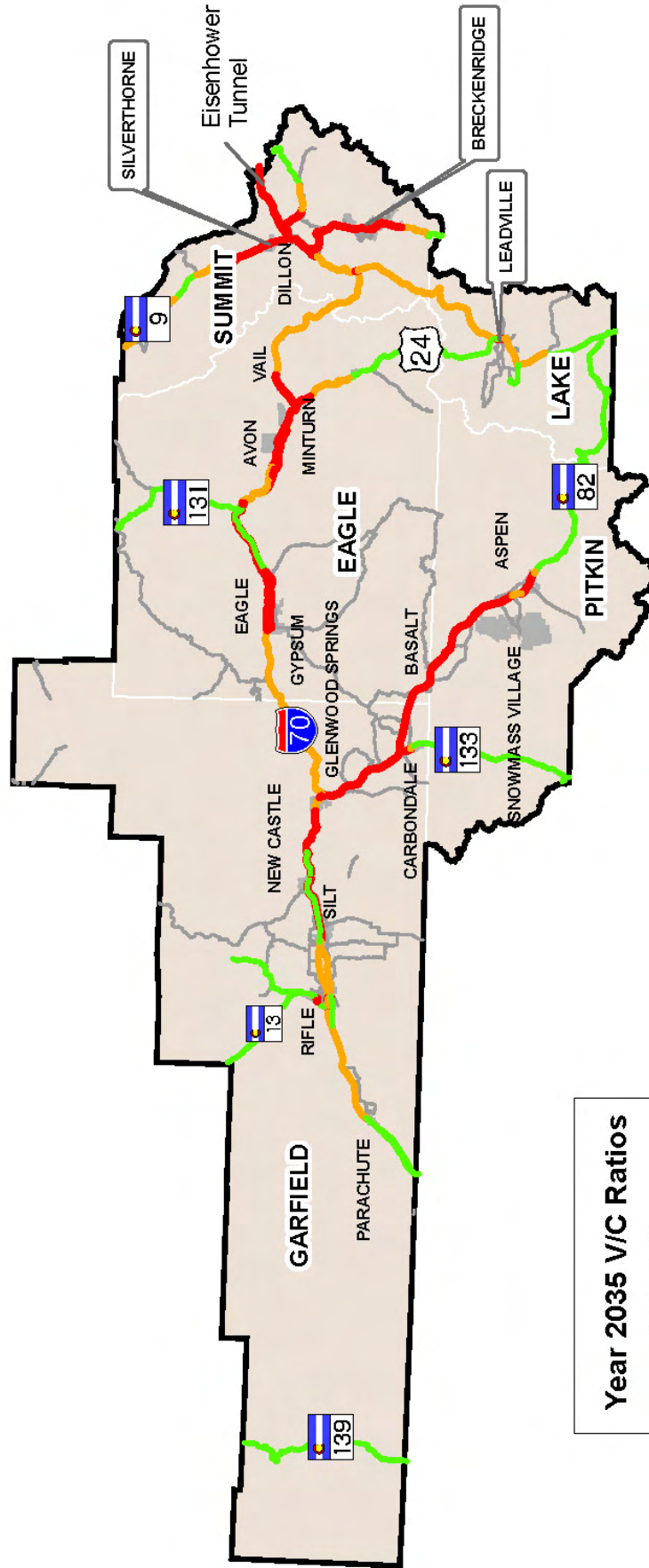
- I-70, Silt to Glenwood Springs.
- I-70, Gypsum to State Highway 131.
- I-70, Avon to Vail.
- I-70, Frisco to the Summit County Line.
- SH 82, Glenwood Springs to Aspen.
- SH 6, Edwards/Avon area.
- SH6, Gypsum to Eagle.
- SH 133, through Carbondale.
- SH 6, Dillon to Keystone.
- SH 9, Frisco to Breckenridge.
- SH 9, north of Silverthorne.

Figure 9
Intermountain 2005 V/C Ratios



Source: CDOT 2005 Planning Dataset

Figure 10
Intermountain 2035 V/C Ratios



Source: CDOT 2005 Planning Dataset

Table 5 illustrates that 24 percent of the centerline miles will have a V/C ratio of over 85 percent by 2035. This shows a significant shift over the next 30 years.

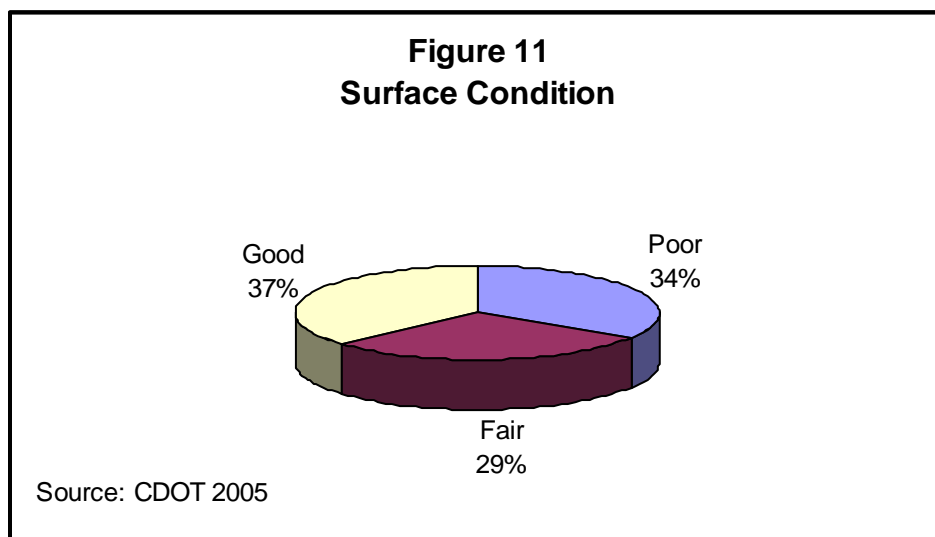
Table 5 Centerline Miles – Volume-to-Capacity Ratio				
V/C Ratio	2005		2035	
	Centerline Miles	Percentage of Centerline Miles	Centerline Miles	Percentage of Centerline Miles
0.01-.59	442.433	85%	236.617	51%
.60-.84	75.749	12%	148.114	25%
.85+	18.125	3%	151.576	24%
Total	536.307		536.307	

Source: CDOT, 2005.

Roadway Surface Conditions

CDOT annually monitors roadway surface conditions on state highways in Colorado. Roadway segments are evaluated based on surface roughness and the amount of cracking and patching.

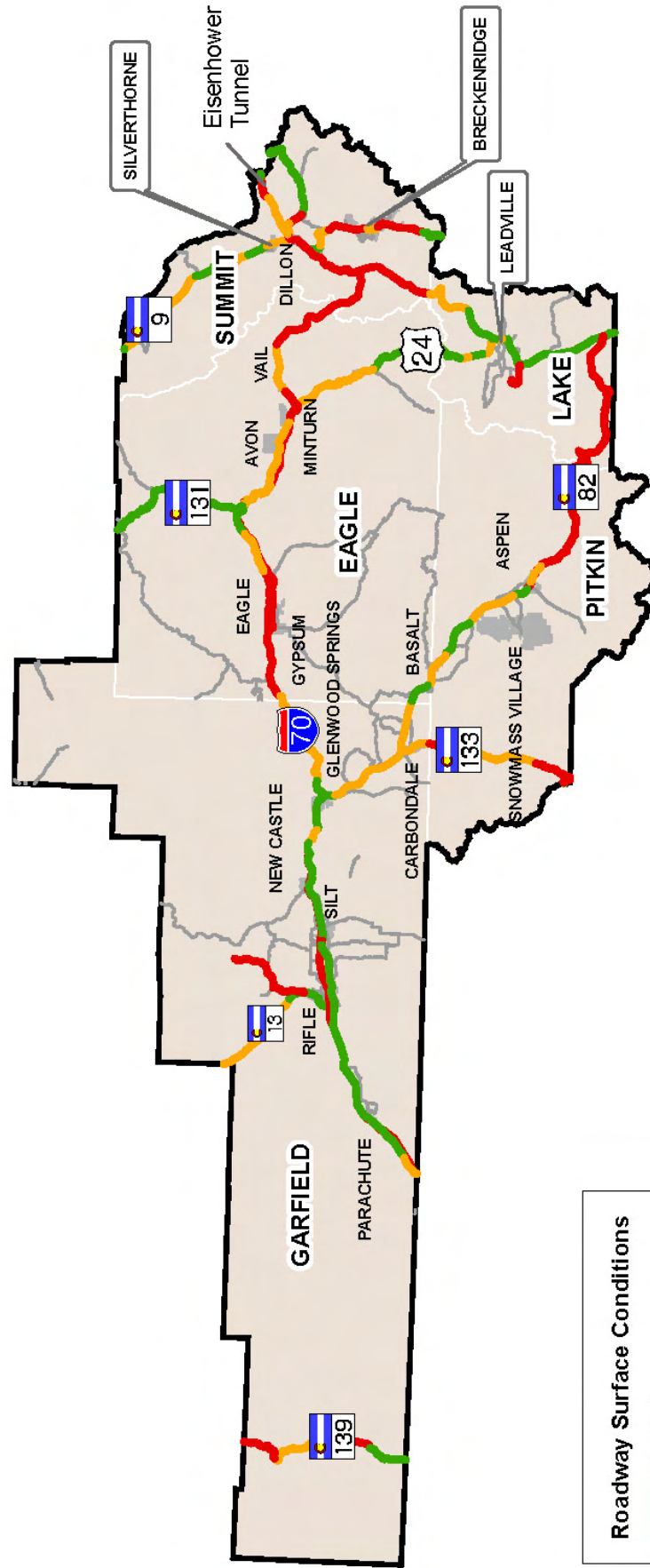
Figure 11 illustrates that currently 34 percent of on-system roadways are in poor condition, while 37 percent are in good condition.



Highway Surface Condition (2005)

A good surface condition corresponds to a remaining surface life of 11 years or more. A fair surface condition corresponds to a remaining surface life of 6 to 10 years, while a poor evaluation represents a remaining surface life of less than 6 years. Figure 12 identifies the surface conditions on the state highways within the Intermountain TPR.

Figure 12
Intermountain Surface Conditions



Source: CDOT 2005 Planning Dataset

Bridge Condition

Roadway bridges are an important element in the Intermountain regional highway system. Inadequate bridges can be the cause of both capacity and safety concerns. The Colorado Department of Transportation regularly inspects and evaluates all bridges on the state highway system. Two categories of inadequate bridges are as follows:

- **Functionally-Obsolete:** These bridges may have acceptable load carrying capacity, but are inadequate due to physical restrictions (e.g., narrow width, restricted vertical clearance, limited sight distance, speed reducing curvature, or insufficient waterway clearance).
- **Structurally-Deficient:** This designation includes bridges in advanced stages of deterioration, or which do not meet standard load carrying capacity requirements.

Table 6 summarizes those bridges in the Intermountain TPR that have a sufficiency rating of less than 80. Figure 13 illustrates the locations of these inadequate bridges. Bridges with a rating between 51 and 80 are eligible for rehabilitation, and those rated below 50 are eligible for replacement.

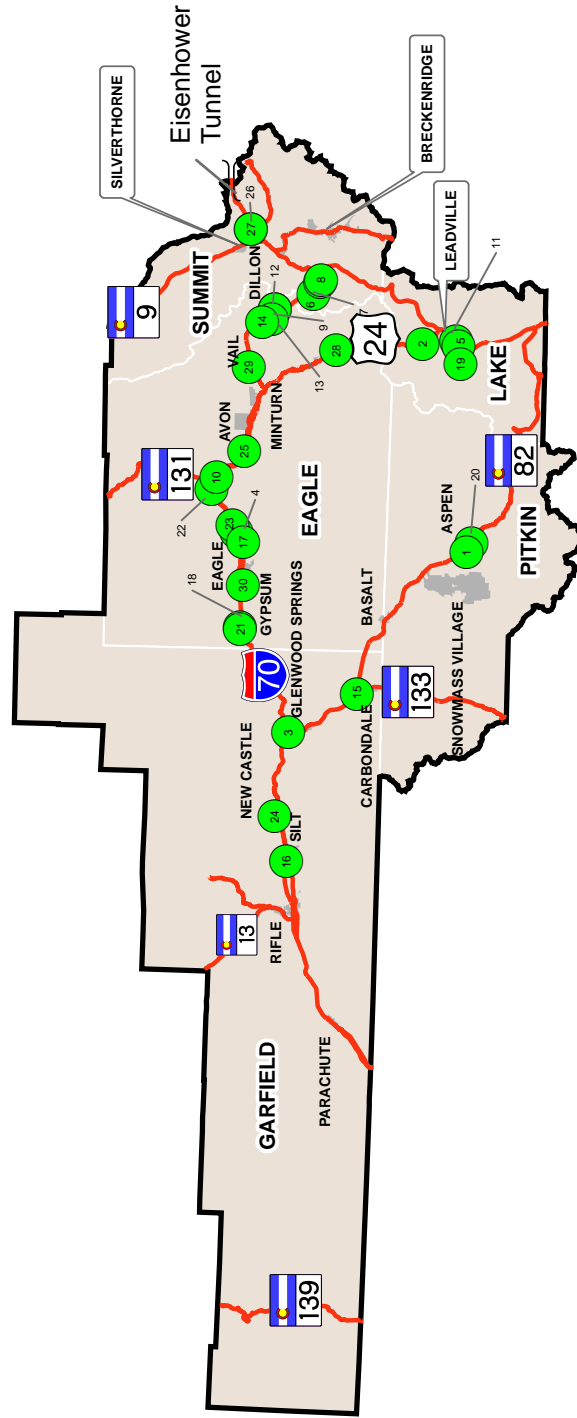
Table 6 Functionally and Structurally-Deficient Bridges (Based on Sufficiency Rating of >80)				
Structure ID	Structure Name	Description	Year Built/Rebuilt	Sufficiency Rating
H-09-E	MAROON CREEK	SH 82 ML	1927	24
G-11-F	UP RR	US 24 ML	1939	40
F-07-A	I70 ML, COLORADO RVR, RR	SH 82 ML	1953	43
F-09-H	EAGLE RIVER	US 6 ML	1933	47
H-11-F	CALIFORNIA GULCH	US 24 ML	1934	50
F-12-AL	CORRAL CREEK	I-70 ML WBND	1979	50
F-12-AO	GULLER GULCH	I-70 ML EBND	1977	50
F-12-AP	WEST TEN MILE CREEK	I-70 ML EBND	1977	50
F-12-AT	POLK CREEK	I-70 ML WBND	1978	51
F-10-B	EAGLE RIVER	SH 131 ML	1910	51
H-11-D	CALIFORNIA GULCH	US 24 ML	1934	52
F-12-AS	POLK CREEK	I-70 ML EBND	1978	52
F-11-AP	TIMBER CREEK	I-70 ML WBND	1977	52
F-11-AT	BLACK GORE CREEK	I-70 ML WBND	1977	52
G-08-B	ROARING FK RIVER	SH 133 ML	1958	57
F-06-T	UP RR	I-70 SILT SPUR	1972	58
F-09-O	BRUSH CREEK	US 6 ML	1935	59
F-08-F	COLORADO RIVER SR	I-70 SERVICE RD	1935	59
H-11-U	LAKE FORK CREEK	SH 300 ML	1954	60
H-09-B	CO RD, CASTLE CREEK	SH 82 ML	1961	61
F-08-D	UP RR SR	I-70 ML	1935	62
F-10-AB	US 6, RR, EAGLE RIVER	I-70 ML EBND	1971	65
F-09-K	CASTLE CREEK	US 6 ML	1933	66
F-06-A	ELK CREEK	US 6 ML	1933	69
F-10-C	EAST LAKE CREEK	US 6 ML	1942	70
F-12-P	FARM ACCESS ROAD	I-70 ML WBND	1964	72
F-12-Q	FARM ACCESS ROAD	I-70 ML EBND	1964	72
G-11-T	UP RR	US 24 ML	1941	73
F-11-Q	RED SANDSTONE CREEK SR	I-70 FRONTAGE RD	1984	73
F-09-L	GYP SUM CREEK	I-70 ML	1933	75

Source: CDOT, 2007.

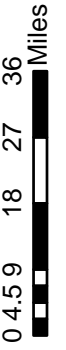


Figure 13 Intermountain Bridges

NUMBER	Structure ID
1	H-09-E
2	G-11-F
3	F-07-A
4	F-09-H
5	H-11-F
6	F-12-AL
7	F-12-AO
8	F-12-AP
9	F-12-AT
10	F-10-B
11	H-11-D
12	F-12-AS
13	F-11-AP
14	F-11-AT
15	G-08-B
16	F-06-T
17	F-09-O
18	F-08-F
19	H-11-U
20	H-09-B
21	F-08-D
22	F-10-AB
23	F-09-K
24	F-06-A
25	F-10-C
26	F-12-P
27	F-12-Q
28	G-11-T
29	F-11-Q
30	F-09-L



● Structurally Deficient/Functionally Obsolete Bridges



Accident History

CDOT maintains motor vehicle accident records for state highways in Colorado and determines accident rates, which are published in *ACCIDENTS AND RATES ON STATE HIGHWAYS*. These yearly reports categorize accidents as Property Damage Only (PDO), Injury, and Fatal accidents. Accident rates are calculated using the roadway segment length, the annual average daily traffic (AADT), and the number of accidents.

Current funding levels used in the 2030 Plan resulted in an estimated performance level of an average fatal crash rate of 1.47 per 100 million vehicle-miles of travel. Comparing a corridor's rate against an average crash rate could be an indicator of the relative safety of the corridor. Therefore, from a planning perspective, a relatively high crash rate will help identify areas that should be given further analysis. However, many factors play into actual decisions on where to make safety improvements, such as cost-benefit analysis, type of crash, and crashes caused by driver behavior, etc. Table 7 presents the average fatal crash information by corridor. SH 300 had the highest number of fatal crashes over the time period, while I-70 had the lowest at zero (from MP 0 to MP .527). This is due to the short length of the segment.

Paved Highway Shoulders

Figure 14 presents the highways in the Intermountain TPR that have paved shoulders at least four feet or greater. This is important in terms of safety and the movement of bicycle traffic along the highway system. According to Figure 14, the following highway segments are deficient in this category:

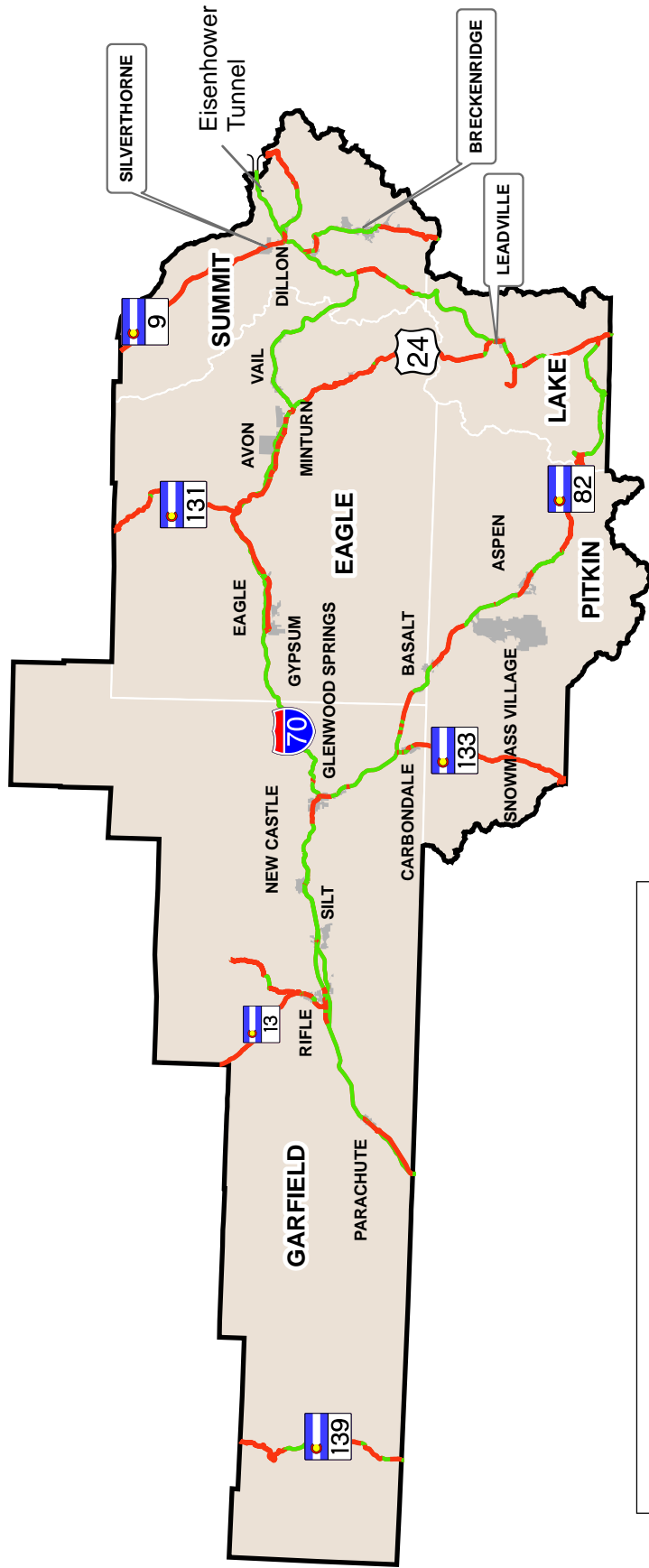
- SH 133 from Carbondale to Pitkin County line
- SH 13 north of Rifle
- SH 131 north of I-70
- US 24 from Minturn to south of Leadville
- SH 82 from Carbondale to Pitkin County line
- SH 9 north of I-70

Table 7 Fatal Crash Statistics						
Corridor Name	Beginning Mile Post	End Mile Post	Daily VMT (2005)	Total Fatal Crashes	Fatal Crash Rate (per 100 MMVMT)	
US 6	92.001	110.799	71,980	2	1.5	
US 6	142.001	174.541	203,825	7	1.9	
US 6	208.659	229.328	99,921	2	1.1	
US 6	0	0.338	5,273	0	0.0	
US 6	88.609	90.999	9,383	2	11.7	
US 6	65.411	75.422	15,298	1	3.6	
SH 9	71.307	96.998	243,667	3	0.7	
SH 9	101.562	101.768	144,851	11	4.2	
SH 13	0	18.268	76,570	9	6.4	
US 24	143.4	195.492	174,260	32	10.1	
I-70	64.87	216.185	3,367,264	217	3.5	
I-70	0	0.173	1,163	0	0.0	
I-70	0	0.279	4,404	0	0.0	
I-70	0	0.527	8,891	0	0.0	
SH 82	0	85.293	901,634	25	1.5	
SH 91	0	22.578	76,946	6	4.3	
SH 131	0.053	32.904	47,927	6	6.9	
SH 133	23.987	68.821	104,553	5	2.6	
SH 139	5.04	65.153	61,472	5	4.5	
SH 300	0	3.356	575	1	95.3	
SH 325	0	11.395	8,335	2	13.1	

Source: CDOT 2005, LSC 2007.



Figure 14 Intermountain Paved Shoulders



Sections of Roadway with Paved Shoulders at Least 4 Feet Wide or Greater
Sections of Roadway with Unpaved Shoulders or Paved Shoulders of Less Than 4 Feet

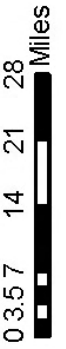
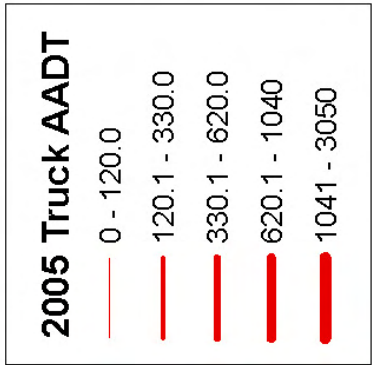
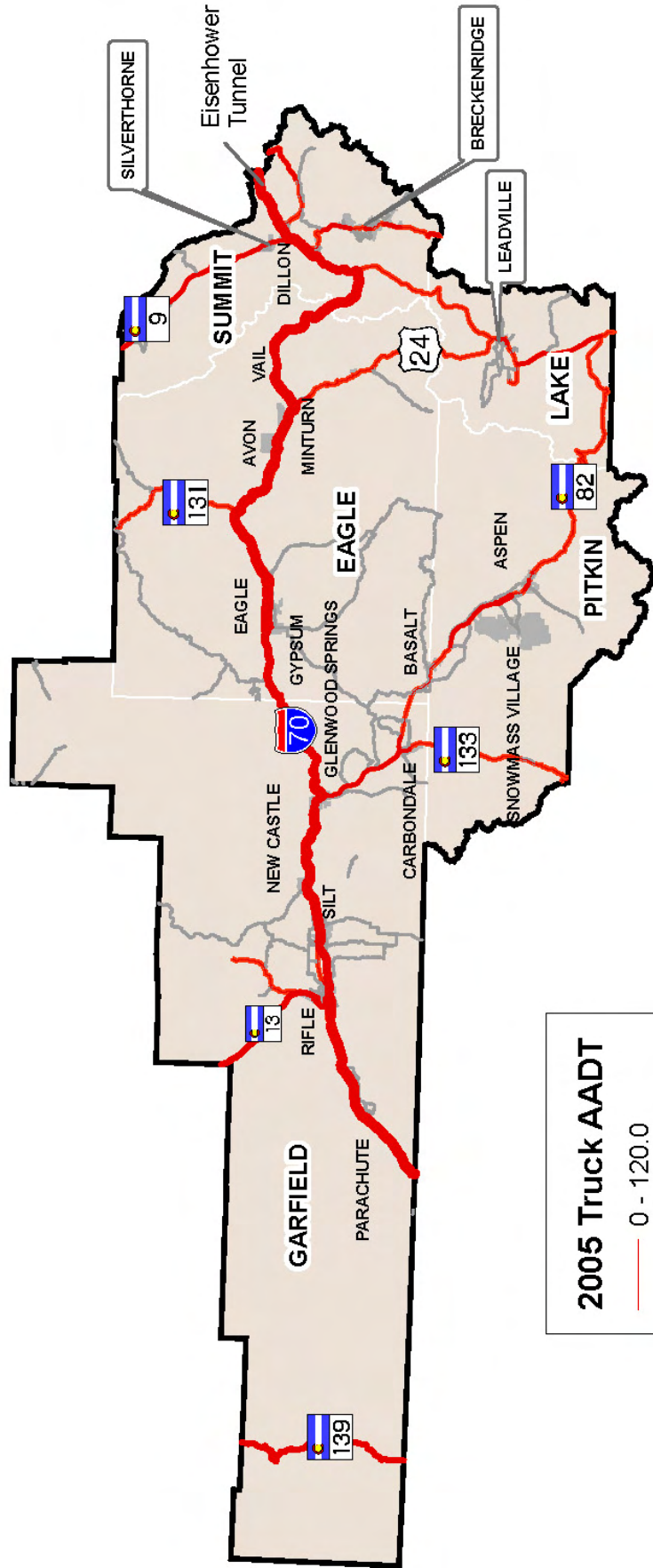
0 3.75 7.5 15 22.5 30 Miles

Source: CDOT 2005 Planning Dataset

Commercial Truck Traffic

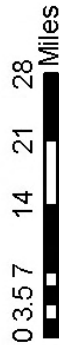
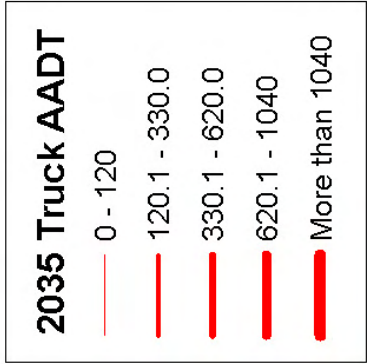
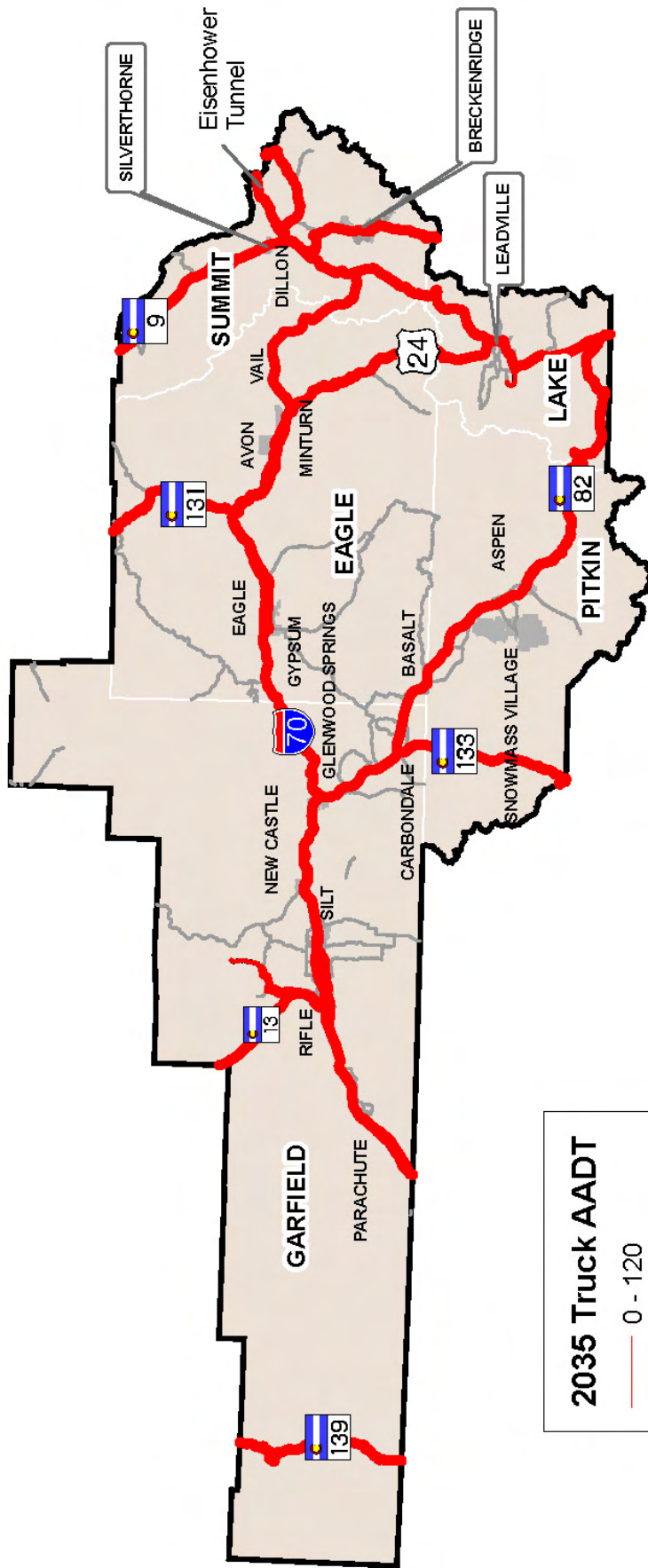
Commercial truck traffic is an important component of the distribution of goods, both on a regional and national basis. I-70 is the primary route for freight movements through the Intermountain TPR, although several other state highways experience a high percentage of truck traffic. Figure 15 shows the highway segments by average daily truck traffic volume. As presented in Figure 15, the I-70 corridor (including SH 6) has the greatest volume of truck AADT. SH 82 and SH 9 are the next highest, with SH 13, SH 82 north of Aspen, and SH 9 north of Silverthorne as having the lowest truck AADT. Figure 16 presents the same information, but for the year 2035. As shown in this figure, there is significant increase in truck volume on all the major highways.

Figure 15
2005 Intermountain Truck AADT



Source: CDOT 2005 Planning Dataset

Figure 16
2035 Intermountain Truck AADT



Source: CDOT 2005 Planning Dataset

Aviation System

Regional aviation needs include tourism, air freight, and connection to major airports outside the region. The high altitudes, mountainous terrain, and severe weather conditions can pose special challenges to air travel in the Intermountain TPR. There are five airports currently operating in the region, as shown on Figure 17. These airports include:

- Eagle County Regional Airport
- Garfield County Regional Airport
- Aspen/Pitkin County Airport
- Lake County Airport
- Glenwood Springs Municipal Airport

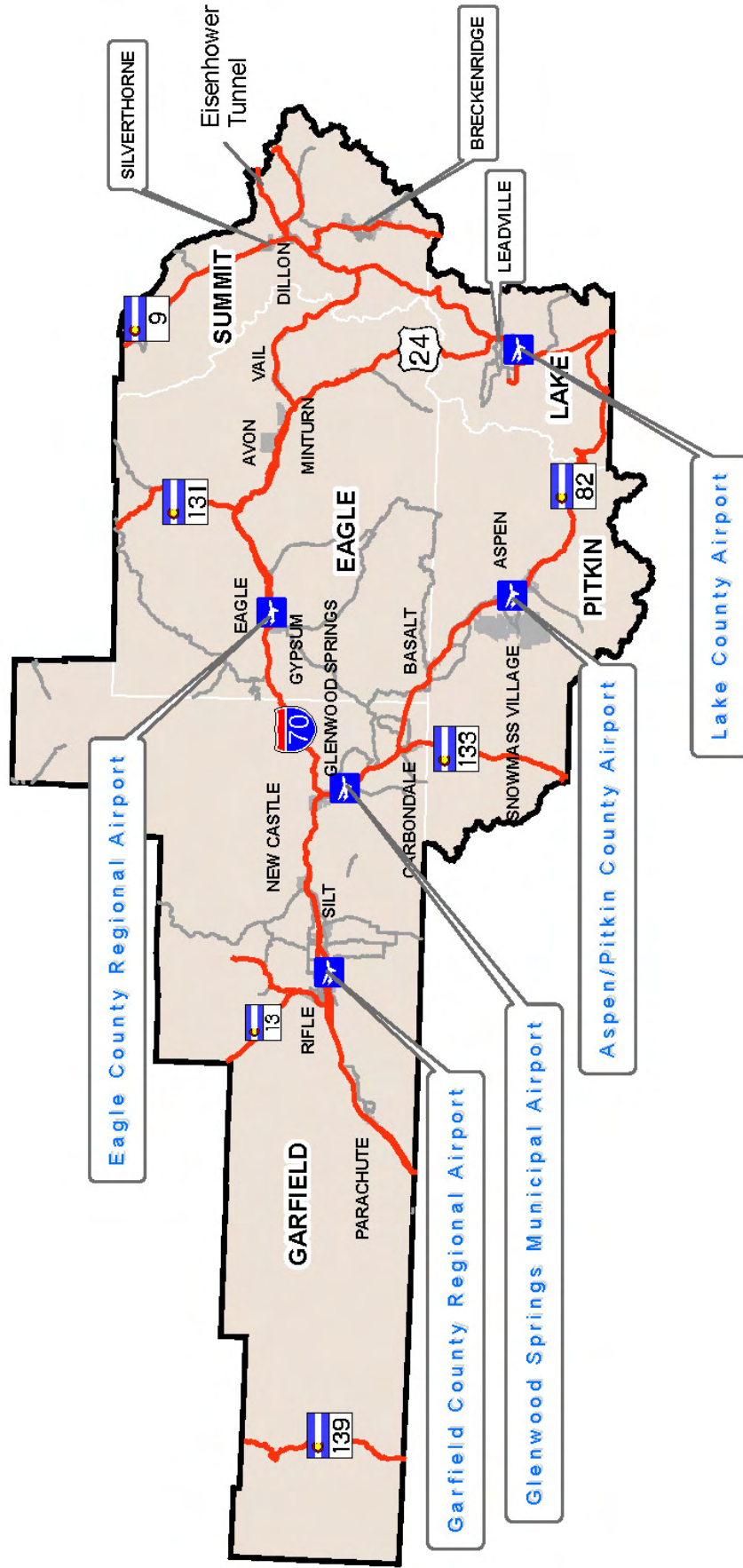
Table 8 presents each of the existing regional aviation facilities. The longest runway in the region is at the Eagle County Regional Airport, while the shortest runway is at the Municipal Airport in Glenwood Springs.

Table 8 Intermountain Aviation Existing Facilities								
Airport	NPIAS	Elevation (Ft)	Runway Orientation	Runway Length (Ft)	Runway Width (Ft)	Surface Type	Parallel Taxiway	Taxiway Width (Ft)
Aspen-Pitkin County	PR	7,820	15/33	7,006	100	Asphalt	Yes	50
Eagle County Regional Airport	PR	6,540	7/25	8,000	150	Asphalt	Yes	75
Garfield County Regional Airport	GA	5,544	8/26	7,000	100	Asphalt	PP	35
Glenwood Springs Municipal Airport		5,916	14/32	3,305	50	Asphalt	PP	25
Lake County Airport	GA	9,927	16/34	6,400	75	Asphalt	No	

Source: 2005 Colorado Aviation System Plan.

The following are acronyms for the aviation system:
 NPIAS – National Plan of Integrated Airport Systems
 PR– Primary Service Airports
 GA – General Aviation

Figure 17
Intermountain Airports



Source: CDOT 2005 Planning Dataset

In addition to general aviation use, scheduled commercial jet service is available at Eagle County and Aspen/Pitkin County Regional Airports. These two facilities are designated Primary Service Facilities, meaning that scheduled passenger airline service is provided, with annual enplanements of at least 10,000 passengers. The remaining three airports are considered general aviation airports and are typically used by smaller aircraft.

The Colorado Department of Transportation Division of Aeronautics maintains enplanement (passenger boarding) data for commercial service airports in Colorado. Table 8 shows airport facility information for the airports in the region.

As indicated above, passenger enplanements at the Eagle County Regional Airport have increased at an average rate of approximately 22 percent per year from 1994 to 1998. Enplanements at the Aspen/Pitkin County Regional Airport, however, have decreased over the same period with a two percent reduction. On average, enplanements have increased at a rate of about 2.8 percent per year in the Intermountain TPR. This information is presented in Table 9.

The *COLORADO STATEWIDE AIRPORT INVENTORY AND IMPLEMENTATION PLAN*, prepared by Wilber Smith Associates, Inc. in October 2005, contains historic general aviation operational data for the airports in Colorado. Table 10 summarizes these data for the Intermountain TPR. It can be seen that general aviation operations have increased at an annual rate of about 1.1 percent.

Table 9
Historic Commercial Passenger Service Enplanements

Airport	Annual Enplanements						Percentage Change	
	1994	1995	1996	1997	1998	2000		2005
Eagle County	62,347	85,500	109,118	164,415	173,041	184,600	215,500	245.65%
Aspen/Pitkin County	251,533	203,800	206,672	217,343	251,448	215,100	198,400	-21.12%
Intermountain Total	313,880	282,074	315,790	381,758	424,489	399,700	413,900	31.87%

Source: CDOT Division of Aeronautics.

Table 10
Historic Annual General Aviation Operations

Airport	Annual GA Operations						Av. Annual Growth
	1994	1995	1996	1997	1998	2005	
Eagle County	14,600	23,350	18,282	22,080	21,920	29,829	9.5%
Garfield County	7,240	16,662	16,006	16,440	20,680	13,882	8.3%
Aspen/Pitkin County	39,904	35,078	33,717	35,157	34,794	36,190	-0.8%
Lake County	5,532	5,532	8,000	8,000	8,000	7,800	3.7%
Glenwood Springs	23,100	25,300	18,210	26,900	26,900	13,310	-3.9%
Intermountain Total	90,376	105,922	94,215	108,577	111,664	101,011	1.1%

Source: CDOT Division of Aeronautics.

Rail Transportation

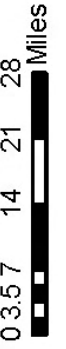
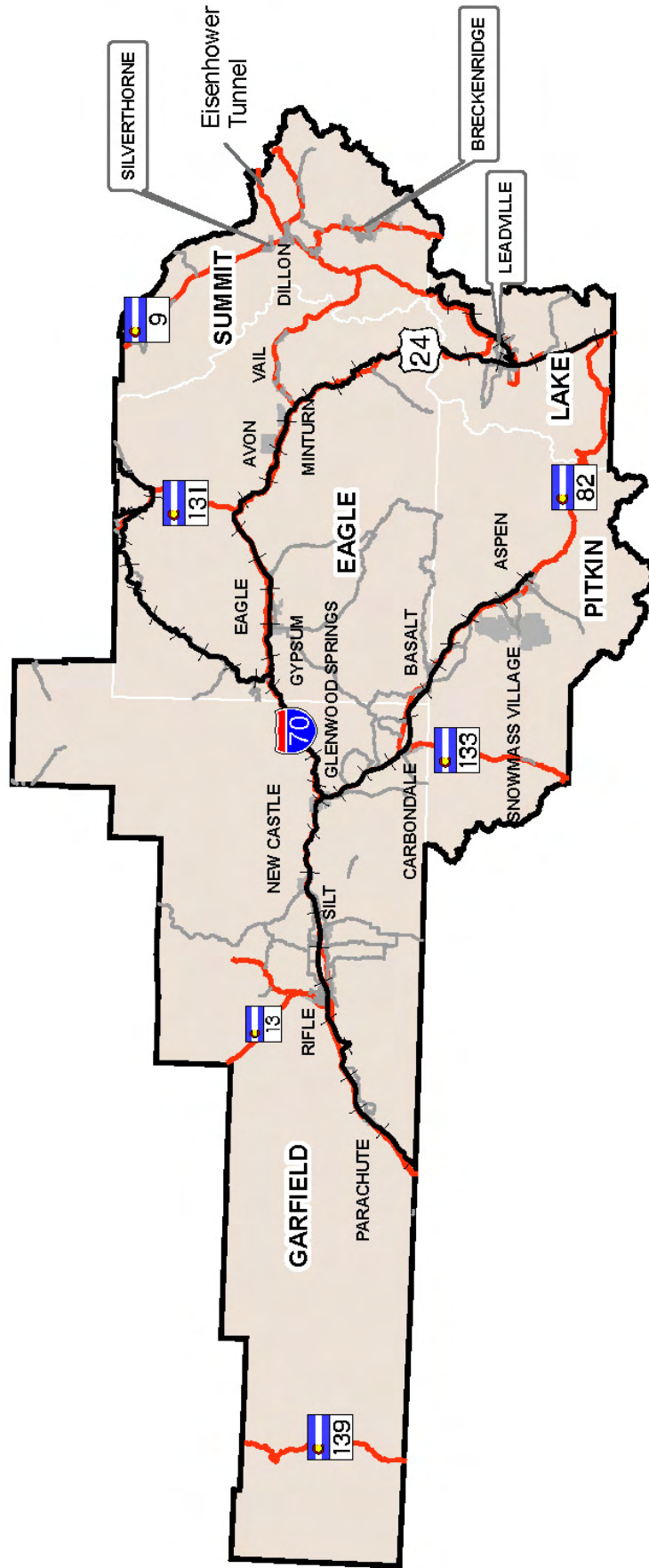
The rail system within the Intermountain TPR, which provides for the movement of both freight and passengers, is depicted on Figure 18. There are currently four railroad entities in the region:

- **Union Pacific (UP) Railroad:** The UP operates approximately 285 miles of track within the region. The line which follows the Colorado River is currently active, and carries approximately 18 freight trains per day. The Tennessee Pass line (Leadville to Dotsero) is inactive at this time.
- **AMTRAK:** Passenger service is provided along the active UPRR line between Denver and Salt Lake City, Utah with twice-daily train stops in Glenwood Springs (one east-bound, one westbound).
- **Roaring Fork Transit Authority (RFTA):** RFTA currently owns approximately 42 miles of track along the Roaring Fork River valley between Glenwood Springs and Aspen; however, this track is not currently in use.
- **Leadville, Colorado & Southern Railroad:** This is a seasonal tourist operation which generally follows the Arkansas River valley between Leadville and Fremont Pass.

Information on the condition of the tracks on the active UPRR/Amtrak line was obtained from the Union Pacific Railroad Condensed Profiles for the Glenwood Springs Subdivision (updated in 2001) as follows:

- **Glenwood Springs to Dotsero** – The rail is in good condition. The ties were replaced in 2000 and are of either wood or concrete.
- **Glenwood Springs to Rifle** – The rail is rated fair to good condition. The ties were replaced in the mid- to late 1980s. The UPRR is pursuing an aggressive program of replacing wooden ties with concrete.
- **Rifle to DeBeque** – The rail is in good condition. The ties were replaced in the mid- to late 1980s.

Figure 18
Intermountain Railways



Source: CDOT 2005 Planning Dataset

Special Roadway Corridors

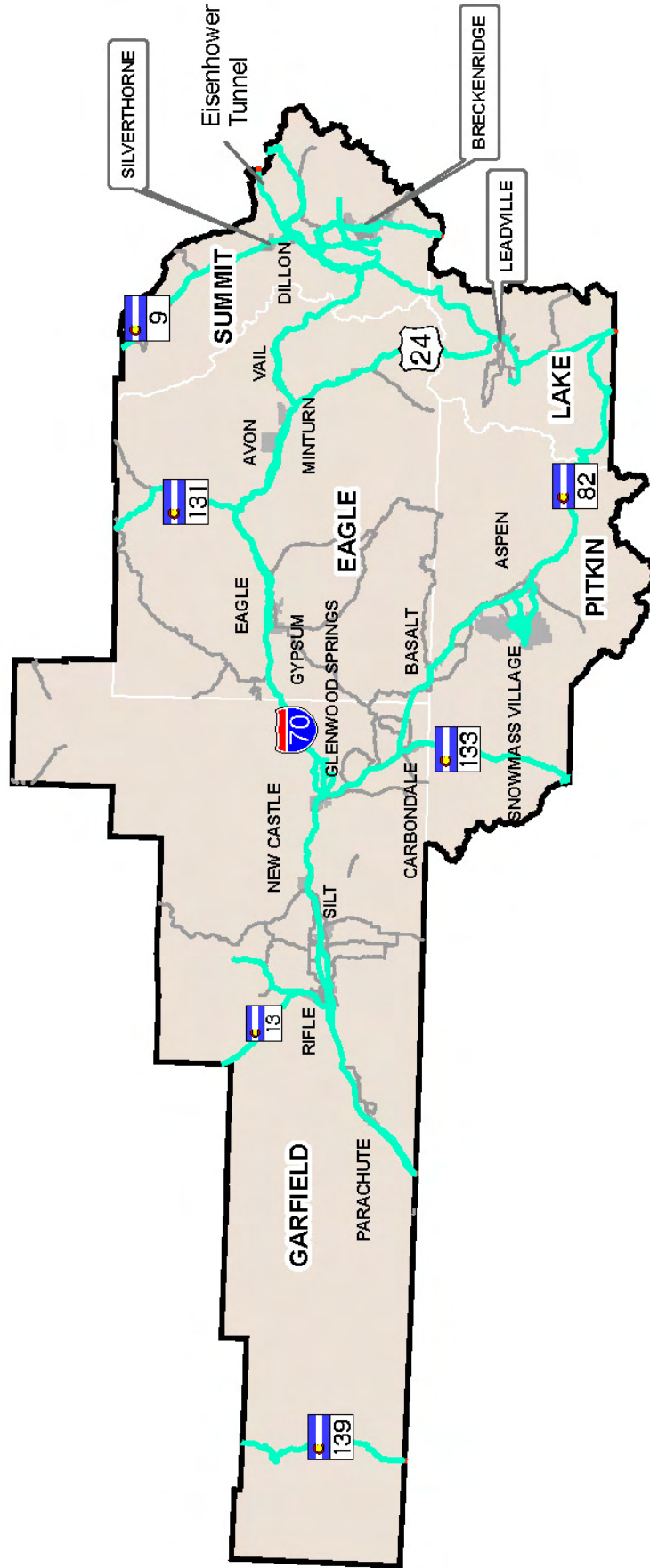
Within the Intermountain TPR, there are roadway corridors which either serve special purposes or have a special designation. These corridors include scenic and historic byways, truck routes, and restricted roadway corridors (such as hazardous materials routes). The following sections describe these special roadway corridors.

Bicycle/Pedestrian System

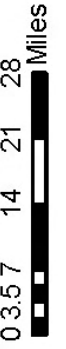
The Intermountain TPR has extensive bicycle and pedestrian facilities serving primarily recreational needs, although there is a significant commuter component to non-motorized travel in the region. The Colorado Department of Transportation has identified the state highways suitable for use as bicycle/pedestrian routes. Figure 19 depicts these on-system routes, and bike trails in the region. Typically, shoulder widths in excess of four feet are preferable for bicycle use; this criterion is also summarized on the figure.

In addition to the on-system facilities, there are numerous existing paved bicycle and pedestrian trails maintained by the counties and municipalities within the region. A network of such trails extends from Breckenridge to the Avon area over Vail Pass. The Mineral Belt Trail is a 12.5-mile National Recreation Trail that loops the City of Leadville, providing scenic and historic interest for recreational users. The 1990 Aspen Area Trails Master Plan identifies existing and planned pedestrian/bikeways in Pitkin County. The Rio Grande Trail follows the Roaring Fork River for 34 miles from Aspen to Glenwood Springs. As of 2007, the multimodal trail is paved from Woody Creek to Carbondale, with the remaining section from Carbondale to Glenwood Springs to be completed by summer 2008. The 2001 Eagle Valley Regional Trails Plan envisions a paved arterial core trail (the Eagle Valley Trail) that will span Eagle County from Vail Pass to Glenwood Canyon. Many of the ski resorts provide trail networks during the summer months. Together, the existing and planned components will provide non-motorized transportation alternatives to the many recreational opportunities in the region.

Figure 19 Intermountain Bike Routes



 Bike Routes



Source: CDOT 2005 Planning Dataset

III. DEMOGRAPHIC OVERVIEW

Travel demand is dependent on the socioeconomic characteristics of the region's population and employment. The need for improvements to existing transportation infrastructure is directly related to growth trends in these measures. The following sections summarize the existing and projected socioeconomic profile of the Intermountain TPR. This information was used in identifying the transportation needs of the region.

Population Estimates and Forecast 2000-2035

Table 11 summarizes the historic growth in population in the Intermountain TPR, based on 1990 - 2000 data from the US Census Bureau. This table also presents the estimated population for the region in 2035. As shown, the region experienced an average growth in population of approximately 5.2 percent. Summit County experienced the highest rate of population growth, at 10.5 percent, while Pitkin County experienced the lowest, at 1.6 percent between 1990 and 2000. For the forecasted years (2035), the region will experience an average growth in population of 2.82 percent. Garfield County is projected to have the highest rate of population growth at 3.5 percent, while Pitkin County will have the lowest at 1.9 percent

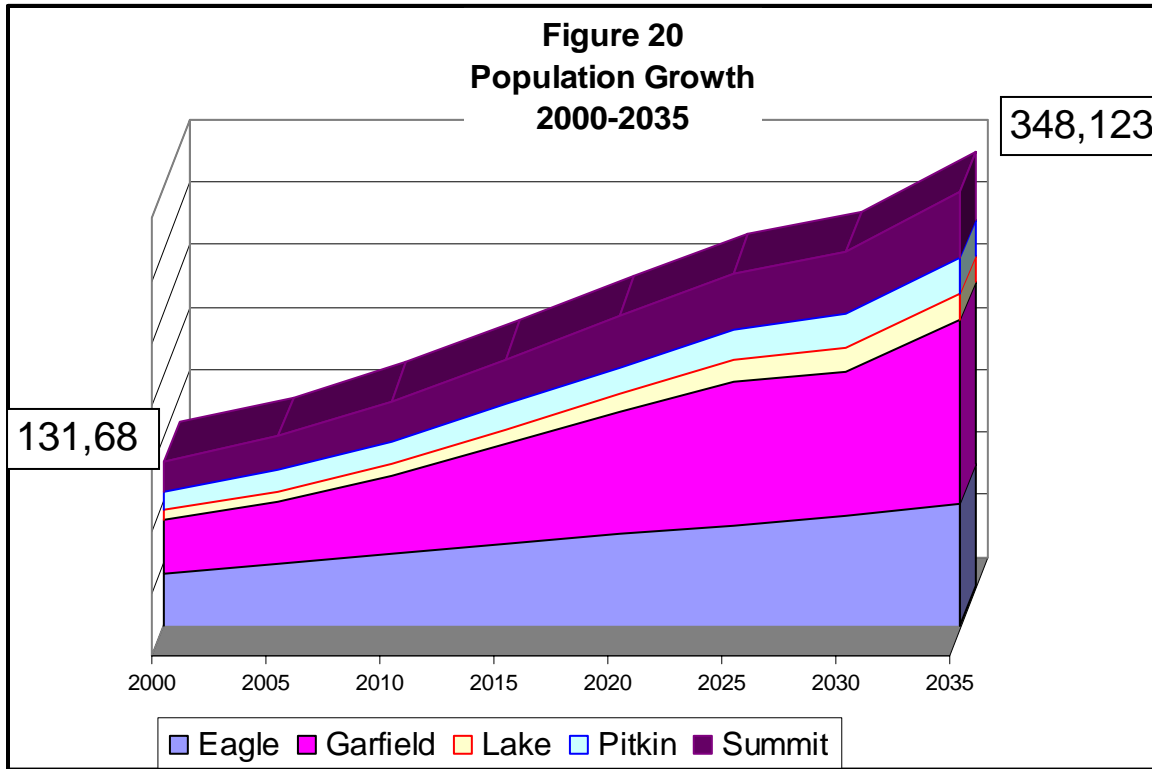
As indicated above, the region's total population in 1990 was about 79,243. By 2000 (the most recent census), the total population of the Intermountain TPR was approximately 131,682 persons, a growth of about 66 percent over the 10-year period. In comparison, the Colorado statewide growth in population was approximately 31 percent over the same 10-year period. For the forecasted years, the region's population growth is 164 percent between 2000 and 2035. Figure 20 presents the above information over time.

**Table 11
Historic Population Growth, 1990 to 2000, 2035**

County	1990 Total Population ⁽¹⁾	2000 Total Population ⁽¹⁾	2005	2010	2015	2020	2025	2030	2035 Total Population ⁽²⁾	Annual Growth (2000-2035) Rate
Eagle	21,928	41,659	49,373	57,881	66,113	73,667	80,955	88,968	98,150	2.48%
Garfield	29,974	43,791	50,676	63,265	80,204	98,107	115,290	115,290	146,271	3.51%
Lake	6,007	7,812	7,944	9,502	11,648	13,875	16,328	18,635	20,811	2.84%
Pitkin	12,661	14,872	16,420	17,588	19,646	21,871	24,166	26,534	28,849	1.91%
Summit	8,673	23,548	27,511	31,765	36,154	40,880	45,653	50,092	54,042	2.40%
Region Total	79,243	131,682	151,924	180,001	213,765	248,400	282,392	299,519	348,123	2.82%

1. 1990 and 2000 US Census Data

2. State Demography Section



Household Characteristics

Relevant demographic characteristics of the Intermountain TPR include per capita and household income, average household size, and age of the population. Table 12 summarizes these data by county for the region.

**Table 12
Summary of Selected Demographic Characteristics by County**

Characteristic	Eagle	Garfield	Lake	Pitkin	Summit
Per Capita Income	\$32,011	\$21,341	\$18,524	\$40,811	\$28,676
Median Household Income	\$62,682	\$47,016	\$37,691	\$59,375	\$56,587
Average Household Population	2.73	2.65	2.59	2.14	2.48
Population under 18 Years	23.5 %	27.1 %	26.9 %	16.7 %	17.4 %
Population 65 Years or Older	3.0 %	8.8 %	6.6 %	6.8 %	3.3 %

Source: 2000 US Census.

Housing and Vehicle Registrations

Year 2000 housing data were obtained from the US Census Bureau. As shown in Table 13, there were nearly 78,000 total housing units as of the most recent census. Almost 30 percent of these units were classified as seasonal or recreational homes. Of the total occupied housing units in the region, about 63 percent were owner-occupied, with the remaining 37 percent rental units.

County	Total Housing Units	Seasonal/ Recreational Units	Occupied Housing Units		
			Total	Ownership	Rental
Eagle	22,111	5,932	15,148	9,649	5,499
Garfield	17,336	484	16,229	10,576	5,653
Lake	3,913	585	2,977	2,029	948
Pitkin	10,096	2,728	6,807	4,027	2,780
Summit	24,201	13,235	9,120	5,375	3,745
Total	77,647	22,964	50,281	31,656	18,625

Source: US Census Bureau Census 2000.

Vehicle registrations in the Intermountain TPR are summarized in Table 14. As shown, a total of 162,931 vehicles were registered in the region in the year 2000. This total includes all types of vehicles, such as buses, farm equipment, commercial vehicles, and recreational vehicles. The number of passenger cars, light trucks, and motorcycles is also shown; there were a total of 132,331 such vehicles registered in the year 2000.

County	Total Vehicle Registrations	Passenger/ Motorcycle/ Light Trucks
Eagle	50,367	42,687
Garfield	54,244	40,296
Lake	8,927	7,252
Pitkin	17,791	15,323
Summit	31,602	26,773
Total	162,931	132,331

Source: Colorado Department of Revenue 2001 Annual Report.

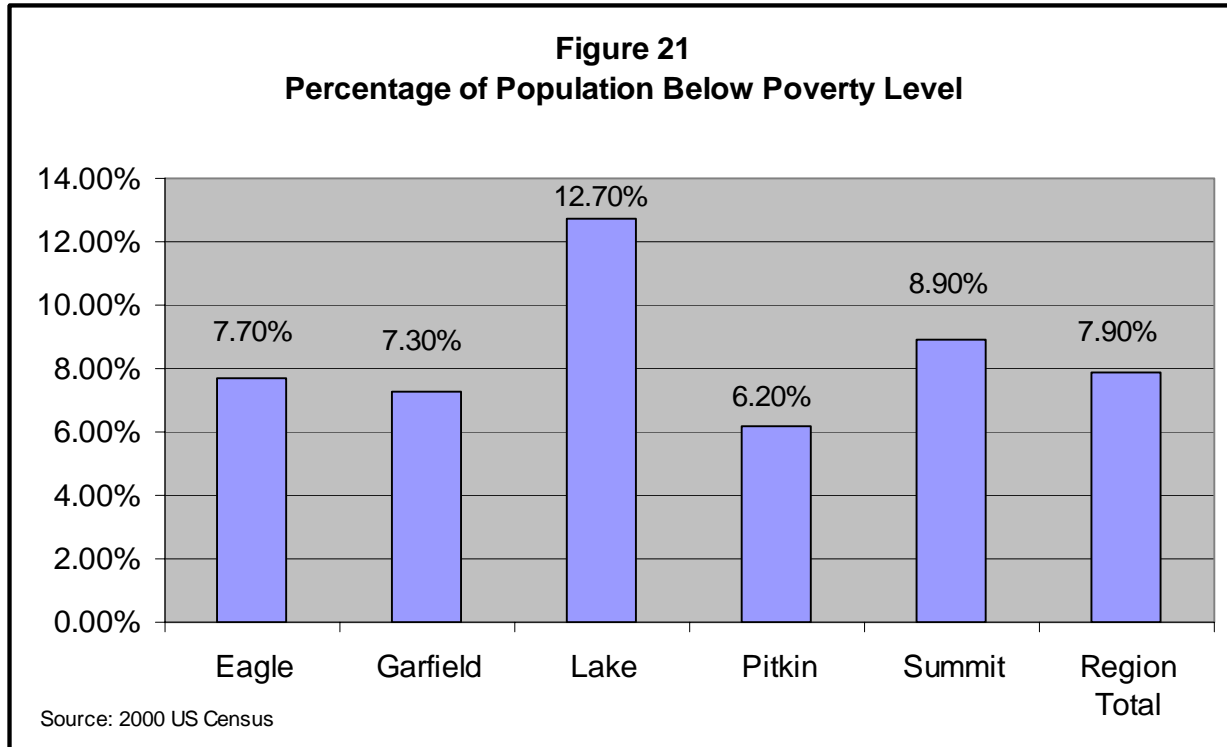
IV. SOCIOECONOMIC OVERVIEW

In terms of long-range transportation planning, socioeconomic information is a key element in assuring that the minority and low-income populations are not disproportionately impacted by transportation projects (such as widening a roadway through a low-income area) and have equitable access to transportation services and places of employment. This is a federal requirement under the NEPA process (Environmental Justice). Environmental Justice under NEPA requires an analysis of any federally-funded transportation project to determine if there is an impact to low-income households or minority populations. If there is an impact, this must be mitigated. The following section details the minority and low-income populations within the Intermountain TPR. Table 15 identifies the percent of the total population by county of individuals for all three population segments (low income, minority, and disabled). The population information in Table 15 is also presented in graphical form in Figure 21.

County	Individuals Below Poverty Level	Percent of Total Population	Minority Population	Percent of Total Minority Population	Disabled Individuals Population	Percent of Total Disabled Population
Eagle	3,221	7.70%	10,748	26%	917	2%
Garfield	3,206	7.30%	8,320	19%	1,551	4%
Lake	991	12.70%	3,000	38%	333	4%
Pitkin	917	6.20%	1,398	9%	184	1%
Summit	2,098	8.90%	3,132	13%	459	2%
Region Total	10,433	7.90%	26,598	20%	3,444	3%

Source: 2000 US Census.

In terms of the disabled individuals, Garfield and Lake Counties have the highest percentage of disabled people. Pitkin County has the lowest percentage.



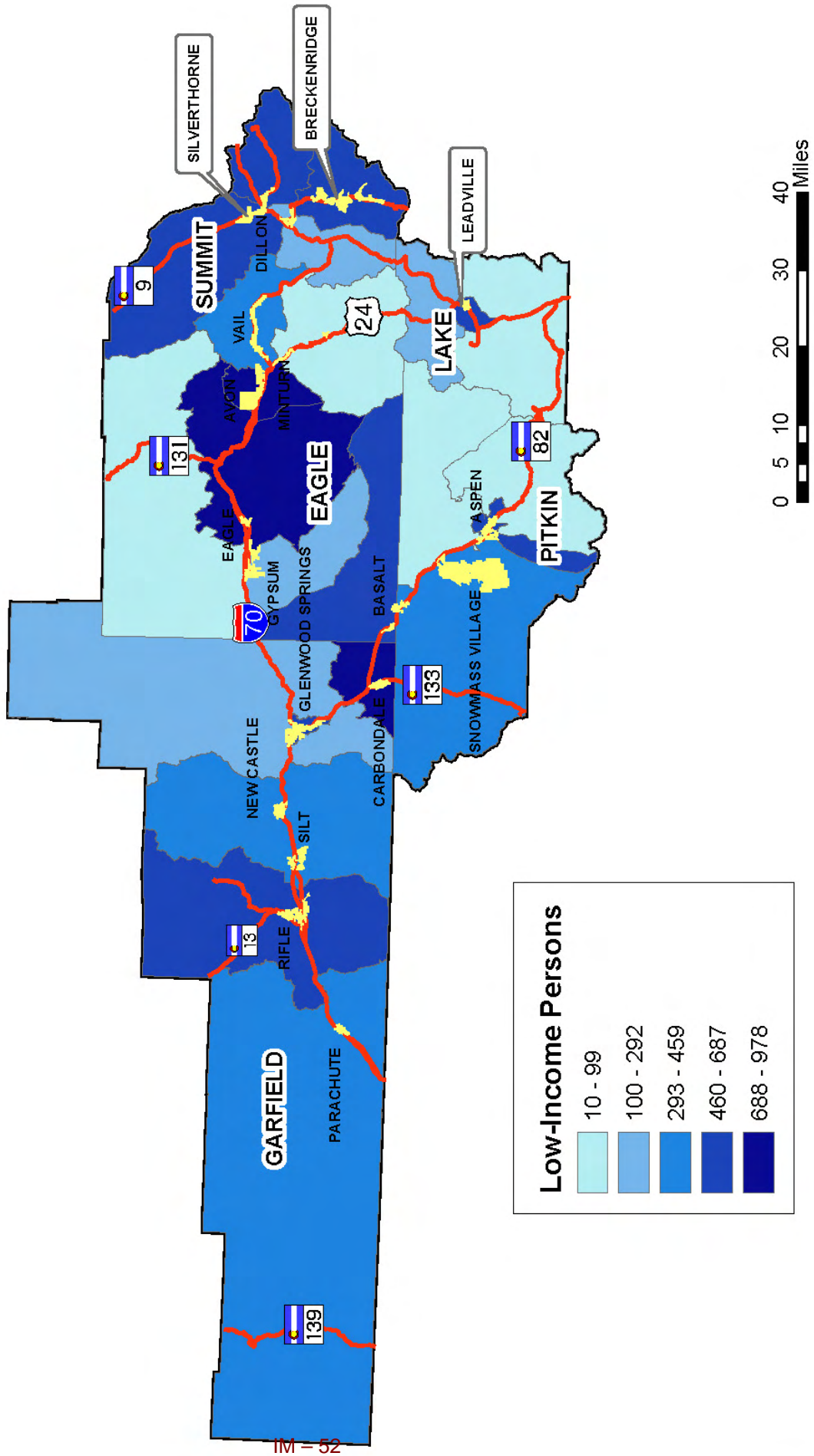
Lake County has the highest percentage of low-income households within the Intermountain TPR, while Pitkin County has the lowest percentage. In general, the Intermountain TPR has 7.9 percent low-income households. In terms of raw population, Eagle County has the highest number of low-income households, while Pitkin County has the lowest number.

An initial step in addressing environmental justice issues is the identification of areas where low-income or minority populations represent a significant portion of the total regional population. Figure 22 illustrates the locations of low-income households, and Figure 23 illustrates minority populations within the Intermountain TPR.

For purposes of this document, “poverty” and “low income” are based on the US Census threshold analysis. The threshold is based on family size and the level of income for the family. For one person under 65, the income threshold was \$8,959 (in 2000 annual dollars). For a family of four, the threshold was \$17,463. “Minority” is defined as an ethnic group that is not the majority ethnic group in the region.



Figure 22
Intermountain Low-Income Persons



Source: 2000 US Census



Figure 23 Intermountain Minority Persons

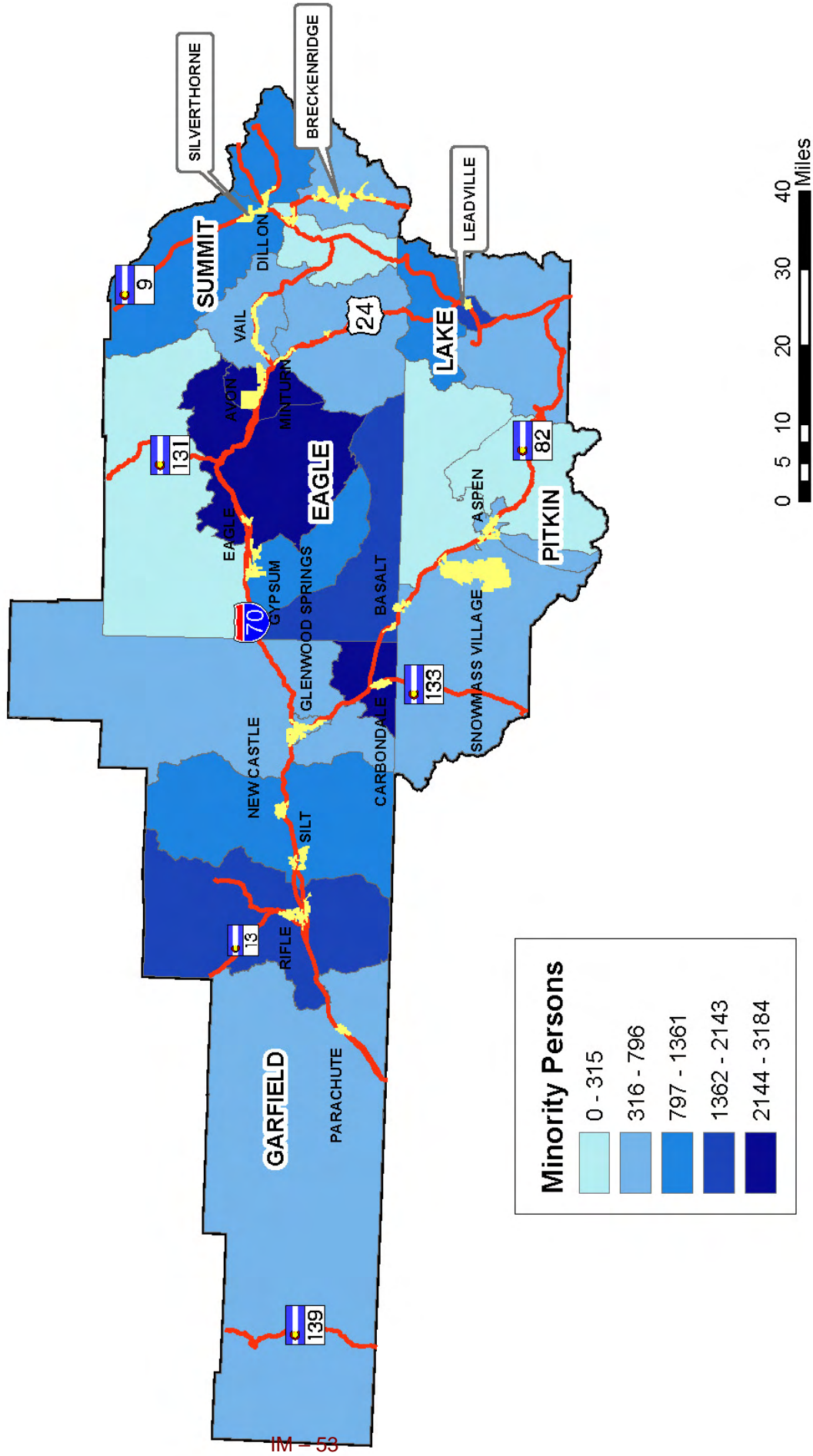
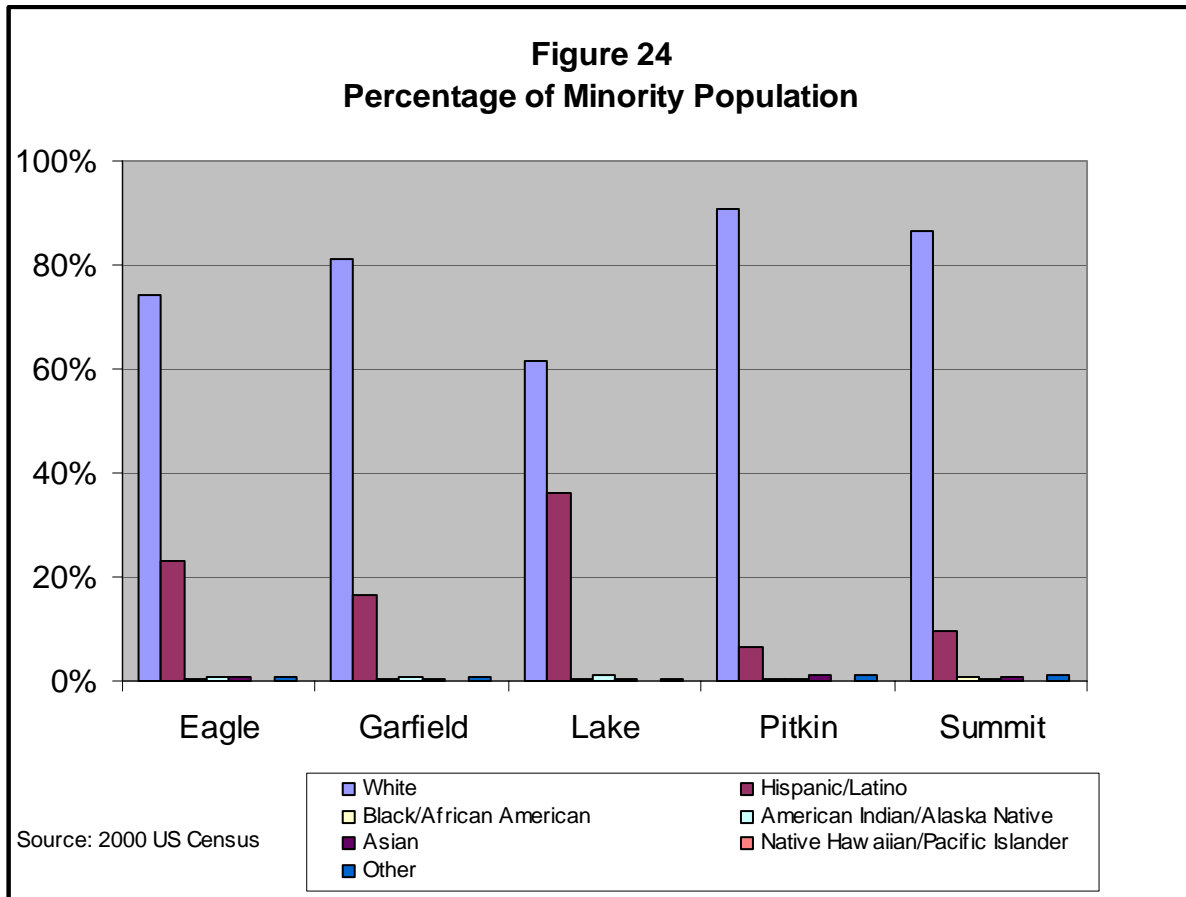


Table 16 summarizes the population by race/ethnicity for the counties within the Intermountain TPR.

Table 16					
Population by Race/Ethnicity					
Race/Ethnicity	Eagle	Garfield	Lake	Pitkin	Summit
White	74.20%	81.00%	61.60%	90.60%	86.70%
Hispanic/Latino	23.20%	16.70%	36.10%	6.50%	9.80%
Black/African American	0.30%	0.40%	0.20%	0.50%	0.70%
American Indian/Alaska Native	0.70%	0.70%	1.30%	0.30%	0.50%
Asian	0.80%	0.40%	0.30%	1.10%	0.90%
Native Hawaiian/Pacific Islander	0.10%	0.10%	0.10%	-	0.10%
Other	0.70%	0.70%	0.40%	1.00%	1.30%
<i>Source: 2000 US Census.</i>					

As shown, Lake County has the highest percentage of Hispanic or Latino populations in the Intermountain TPR, while Pitkin County has the lowest. In general, White and Hispanic/Latino persons account for approximately 97 percent of the population within the region. In terms of raw population, Eagle and Garfield Counties have the highest number of minorities, while Pitkin County as the lowest number. This above information is graphically presented in Figure 24.



Employment Information

The next key elements of socioeconomic analysis are the level and types of employment within the Intermountain TPR. The following information details the locations and types of employment within the Intermountain TPR.

As presented in Table 17, the total employment for the Intermountain TPR in the year 2000 was 114,574. The largest number of jobs in the Intermountain TPR was in Eagle and Garfield Counties, while the lowest number of jobs was in Lake County. Table 17 also presents the estimated total jobs per county and the region for the year 2035. Eagle County has the highest average annual employment growth rate at 3.52 percent, while Lake County has the lowest average annual employment growth rate at 2.08 percent.

Table 17 Year 2035 Projected Employment			
County	Total Jobs 2000	Projected Total Jobs 2035	Annual Growth Rate
Eagle	37,762	84,296	3.52%
Garfield	28,501	56,826	2.84%
Lake	2,640	4,565	2.08%
Pitkin	20,912	36,343	2.11%
Summit	24,759	54,874	3.48%
Region Total	114,574	236,904	3.05%
<i>Source: Center for Business and Economic Development.</i>			

Table 18 summarizes basic level of employment data by county for the Intermountain TPR, as provided by the Colorado Department of Local Affairs.

Table 18 Year 2000 Employment Data by County						
Category	Eagle	Garfield	Lake	Pitkin	Summit	Region Total
Total Jobs	34,172	24,482	2,423	19,607	21,787	102,471
Labor Force	21,299	24,192	3,291	9,054	13,188	71,024
Employed Persons	20,840	23,585	3,142	8,816	12,920	68,303
Unemployed Persons	459	607	149	238	268	1,721
Unemployment Rate	2.16%	2.51%	4.53%	2.63%	2.03%	2.42%
<i>Source: Colorado Department of Local Affairs.</i>						

Through a comparison of the above data, it can be seen that Eagle, Pitkin, and Summit Counties have a significantly larger number of total jobs than the available labor force. This indicates that a significant number of workers must commute into these counties from outside. Overall, the Intermountain TPR has about 102,000 total jobs with only about 71,000 available workers, indicating a commuter component of about 31,000 workers from outside the region. These commuters will tend to further burden the region’s transportation system.

As shown in Table 18, the number of Total Jobs is greater than the Labor Force. This means that there are over 12,000 part-time or seasonal jobs in the region. This can have a significant impact on community patterns in the region.

Places and Types of Employment

Tourism

The Intermountain region encompasses large areas of natural scenic beauty with numerous opportunities for outdoor recreation. Resort areas offer year-round activities for visitors to the region, including skiing, hiking, biking, hunting, fishing, golf, festivals, and other special events. Tourism has become an increasingly important economic element for many of the communities within the region.

The importance of tourism has presented several challenges to communities in the Intermountain TPR—seasonality and low employee wages. The seasonality of many attractions within the region can make it difficult for businesses to remain viable and for their employees to maintain a consistent lifestyle. Local governments can likewise find it difficult to sustain the necessary infrastructure to accommodate large peaks in visitation during short seasons. This is being mitigated at a number of the resort areas by increasing the opportunities for year-round attractions and activities.

Tourism-related service jobs have historically paid relatively low wages. This has made it difficult for service workers in the Intermountain region to afford the cost of living near their jobs. This condition is reflected in the relatively high component of workers who commute from outside the Intermountain TPR.

Major Activity Centers

The region includes 22 cities or towns, separated by large expanses of rural countryside. The Factory Outlet Stores in Silverthorne attract year-round shoppers from the Front Range Colorado communities as well as tourists passing through the I-70 corridor. The Hot Springs in Glenwood Springs is a year-round destination as well.

There are several major ski resort areas, including A-Basin, Keystone, Breckenridge, and Copper Mountain in Summit County; Vail and Beaver Creek in Eagle County; and Aspen and Snowmass in Pitkin County. In addition to these resorts, smaller ski areas include Ski Cooper in Lake County and Sunlight Mountain Resort in Garfield County. The 2003-2004 ski season brought a total of approximately 7.5 million skiers to the region. About half of these skiers visited the resorts in Summit County.

The Intermountain TPR offers year-round recreational opportunities, including golf, hunting, fishing, hiking, biking, and camping. There are nearly 4,780 square miles of public lands within the region, including National Forest lands and Bureau of Land Management holdings. Wilderness areas are a natural attraction for visitors and residents of the region.

Because of the recreational attractions within the Intermountain TPR, several areas have experienced rapid growth in recent years. The Town of Avon and the Edwards area in Eagle County have seen an increase in both commercial and residential development.

Due to the significant interregional travel patterns associated with commuter activity between the resort areas and activity centers within the region, mobility along the I-70 corridor and along SH 82 is critical. I-70 provides the surface link to the Denver metro area for a large percentage

of visitors to the region. As congestion along this corridor increases, potential impacts to the region’s economy are perceived.

Agriculture

The Intermountain TPR consists of large expanses of rural areas. Historically, agriculture has played a key role in the economy of the region. Currently, there are approximately 767 ranches or farms in the TPR, covering a total of about 590,000 acres. The primary livestock is cattle (both beef and dairy), with some sheep operations in Garfield County. Forage (hay, grass, and silage) is the primary crop grown. Table 19 summarizes the agricultural data, based on the 2002 Census of Agriculture.

Table 19 Intermountain TPR Agriculture				
County	# of Farms	Land in Farms (Acres)	Primary Crop	Primary Livestock
Eagle	114	115,998	Forage	Cattle
Garfield	499	404,335	Forage	Cattle/Sheep
Lake	34	17,253	Forage	Cattle
Pitkin	84	23,872	Forage	Cattle
Summit	36	27,814	Forage	Cattle
Total	767	589,272		

Source: 2002 Census of Agriculture, USDA.

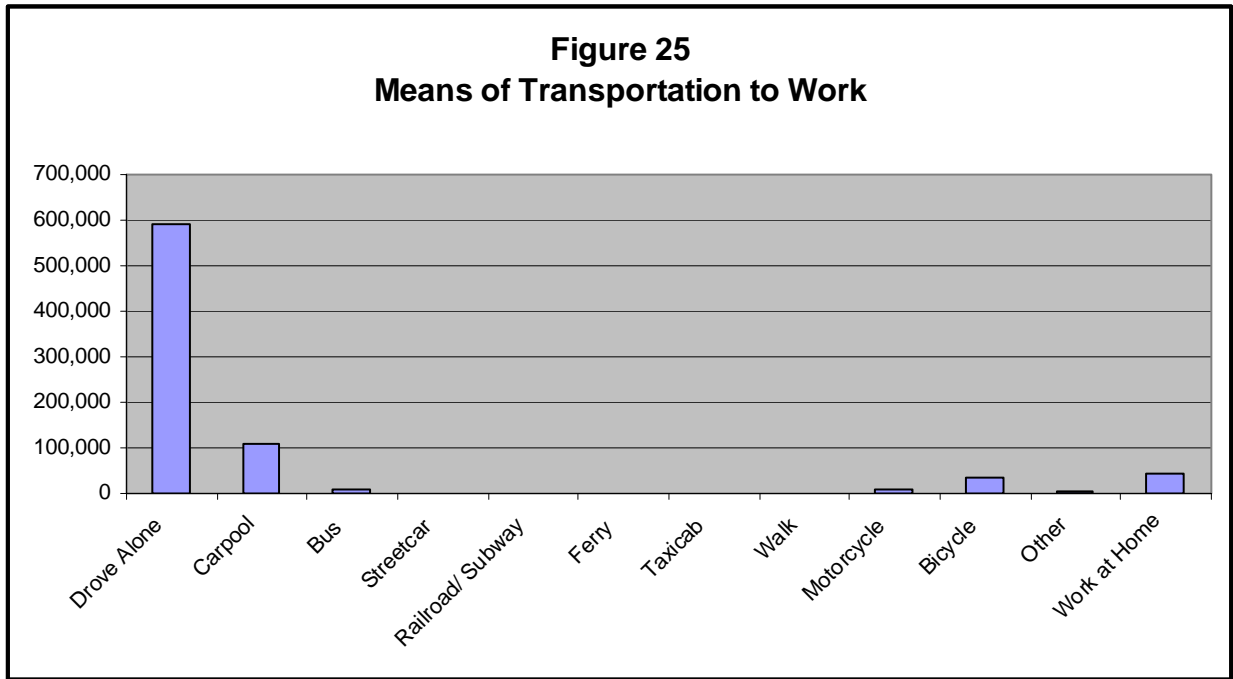
Means of Transportation to Work

The 2000 US Census yields information useful to this study regarding the residents’ means of transportation to and from work. Table 20 shows the number of people in the Intermountain TPR’s workforce and their modes of travel. These data were tabulated for employees 16 years of age and older who were at work when the US Census questionnaire was completed. As indicated in Table 20, the majority of the region’s workforce drive alone to work (591,455 people or 73 percent). Carpooling was 13 percent, and transit was one percent. Figure 25 presents the data from Table 20 in graphical format.

Table 20
Means of Transportation to Work

Region	County	Drove Alone	Carpool	Bus	Streetcar	Railroad/ Subway	Ferry	Taxicab	Walk	Motorcycle	Bicycle	Other	Work at Home	Total
Intermountain	Eagle	16,419	4,035	2,071	11	47	0	4	8	122	896	125	1,282	25,020
	Garfield	14,604	4,691	680	0	0	0	0	16	79	1,131	167	1,172	22,540
	Lake	2,359	1,129	135	0	0	0	0	0	11	163	32	132	3,961
	Pitkin	4,819	1,072	969	32	0	0	2	0	276	1,214	99	960	9,443
	Summit	1,988	1,988	790	0	2	0	8	0	142	1,388	213	935	15,959
State		591,455	108,031	9,678	162	189	94	388	898	7,196	33,150	5,778	42,907	810,407
Region	County	Drove Alone	Carpool	Bus	Streetcar	Railroad/ Subway	Ferry	Taxicab	Walk	Motorcycle	Bicycle	Other	Work at Home	Total
Intermountain	Eagle	66%	16%	8%	0%	0%	0%	0%	0%	0%	4%	0%	5%	100%
	Garfield	65%	21%	3%	0%	0%	0%	0%	0%	0%	5%	1%	5%	100%
	Lake	60%	29%	3%	0%	0%	0%	0%	0%	0%	4%	1%	3%	100%
	Pitkin	51%	11%	10%	0%	0%	0%	0%	0%	3%	13%	1%	10%	100%
	Summit	66%	13%	5%	0%	0%	0%	0%	0%	1%	9%	1%	6%	100%
State		73%	13%	1%	0%	0%	0%	0%	0%	1%	4%	1%	5%	

Note: There is no traditional streetcar service in the Intermountain Region. The amounts listed under the streetcar category are based on US Census data.



V. ENVIRONMENTAL OVERVIEW

Environmental factors include not only natural resources such as water quality, air quality, and wildlife, but also wetlands, threatened and endangered species, noise, historic and cultural sites, hazardous materials sites, and recreational areas. The Colorado Department of Transportation's environmental principle states: "*CDOT will support and enhance efforts to protect the environment and the quality of life for all of Colorado's citizens in the pursuit of the best transportation systems and services possible.*"

As an effort to avoid and minimize environmental impacts from transportation system improvements, CDOT is required to comply with the provisions of the National Environmental Policy Act (NEPA). NEPA is typically introduced at the earliest stage practicable and should identify areas where both natural and human environmental resources might be compromised as a result of a project. To further the importance of environmental issues, the Intermountain TPR has created specific values toward preserving the quality of the natural environment.

Although the regional planning process does not require a complete or specific inventory of all potential environmental resources within the corridor, identifying general environmental concerns within the region will provide valuable information for project planners and designers. The information contained in this report will serve as the basis for a more in depth analysis, typically NEPA, as part of the project planning process. There are two components to this analysis:

- Identifying general resources within the region that have the potential to be impacted by projects, and
- Identifying agencies with responsibilities for resources within the region; examples may include, the US Forest Service (USFS), the US Bureau of Land Management (BLM), the Colorado Division of Wildlife (DOW), the State Historical Preservation Office (SHPO), or the local Parks Department.

The information that follows identifies general environmental issues within the region. The fact that an issue is not identified in this review should not be taken to mean that the issue might not be of concern along a corridor. This section focuses on issues that are easily identifiable and/or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be addressed proactively so that the environmental concerns can be mitigated or incorporated into a project in a manner that supports the values of the citizens and communities the TPR serves.

Threatened or Endangered Species

The Endangered Species Act of 1973 provides for the protection of threatened and endangered plants and animals and the habitats in which they are found. Currently the US Fish and Wildlife Service (USFWS) is reporting that there are 632 endangered species (326 are plants) and 190 threatened species (78 are plants). Losing any of these species could be detrimental to our environment, therefore as projects become reality, appropriate actions should be taken to ensure the protection of threatened and endangered species. More information regarding Threatened or Endangered Species, resource agencies, resource plans, and mitigation strategies is presented in Appendix B.

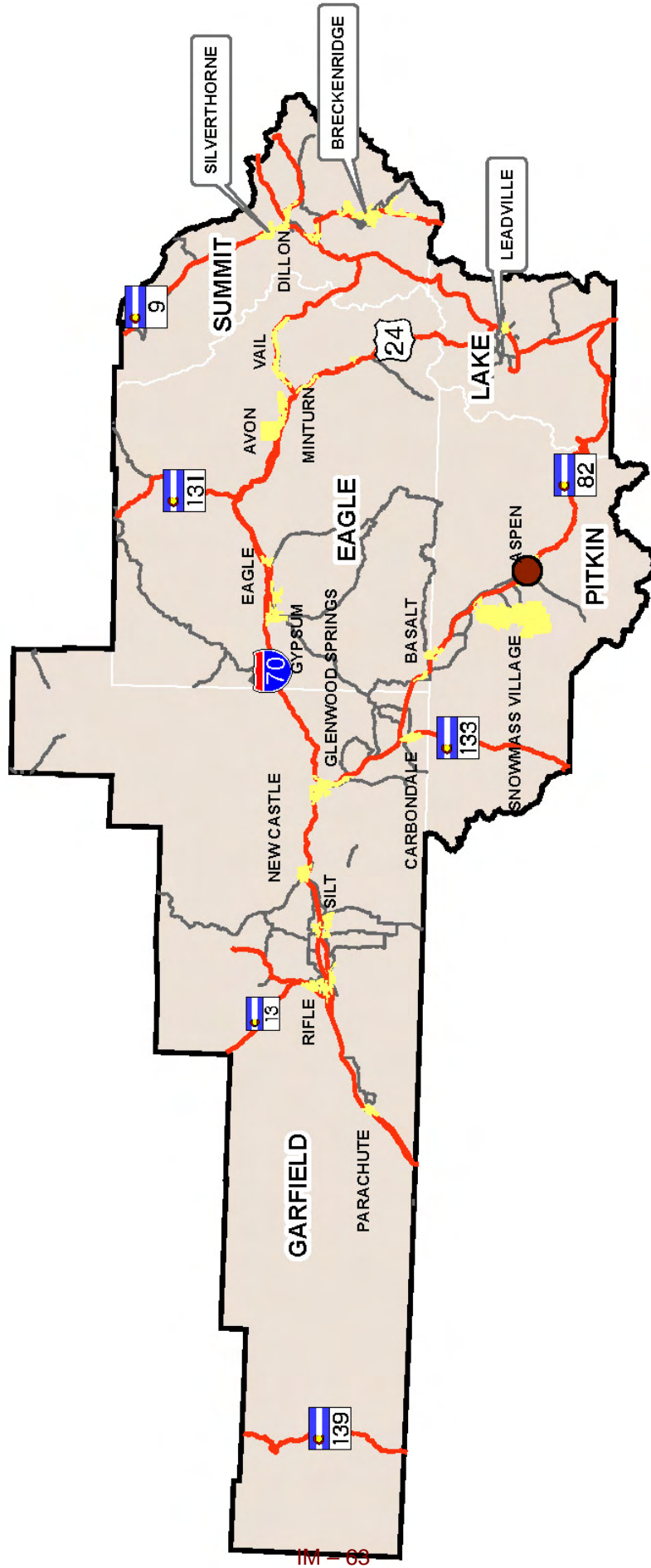
Air Quality

Air quality is typically considered the most important measure associated with transportation impacts to the environment. With the passage of the Clean Air Act in 1991, areas which violate the National Ambient Air Quality Standards are given non-attainment status. PM 10 refers to particulate matter less than or equal to 10 microns in diameter, and may be composed of a wide range of liquid and solid pollutants. In past years, the City of Aspen was identified as a PM10 non-attainment area. Recently, however, this designation has been removed, due to aggressive and successful measures in reducing air pollution. Aspen now is a maintenance area for PM-10.

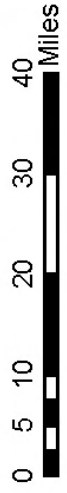
Other jurisdictions in the Intermountain TPR with air quality mitigation programs include the Town of Vail and Eagle, Pitkin, and Summit Counties. There are currently no non-attainment areas in the Intermountain TPR. The above information is presented on Figure 26.



Figure 26
Intermountain Air Quality



Attainment/Maintenance Areas
● PM10



Historical/Archaeological Sites

Both the Colorado State Register of Historic Places and the National Register of Historic Properties (NRHP) list sites and/or communities of historic/archaeological significance. Any transportation project identified for this region would require field surveys to determine which resources have cultural/archaeological significance and/or potential eligibility for listing on the NRHP. The Colorado Office of Archaeology and Historic Preservation tracks sites that are considered significant and are on the NRHP. For more information on these properties see

<http://www.coloradohistory-oahp.org/programareas/register/1503/cty.htm>.

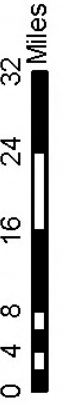
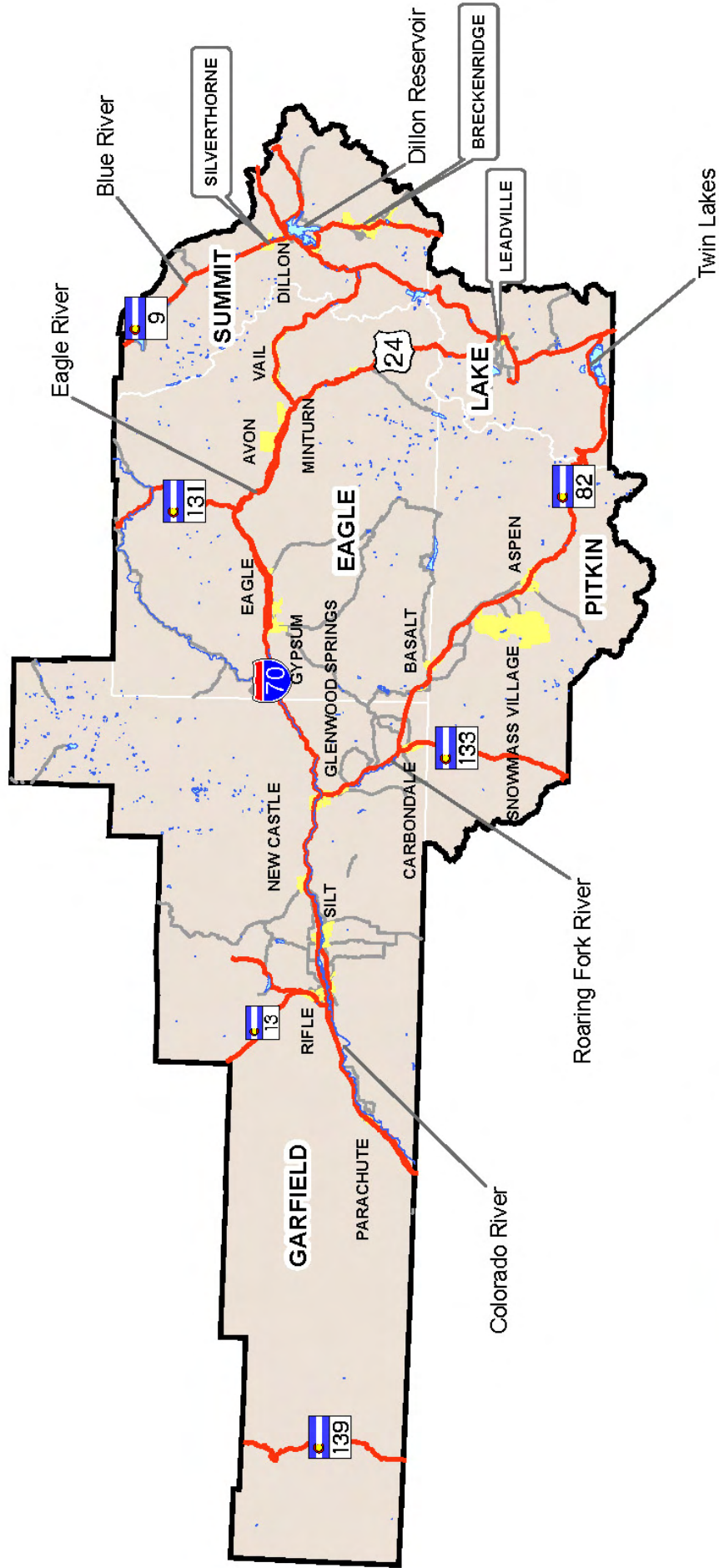
Water Quality

There are 23 rivers, creeks, and tributaries within the Intermountain region, as well as numerous lakes, floodplains, and wetlands. The existing transportation system has numerous crossings of these riparian zones. A portion of the Colorado River drainage basin lies within the Intermountain TPR. This basin has agreements in place for the protection of endangered fish, and portions of the river are on the state's imperiled list. Protection of these waters must be considered in any transportation improvement project through a number of regulatory reviews and permits. With the passage of the Federal Water Pollution Control Act in 1972, the Environmental Protection Agency (EPA) created the National Pollution Discharge Elimination System (NPDES), later amended to include the Clean Water Act (CWA) and storm water discharge standards. The CWA provides the EPA the authority to restore and maintain the chemical, physical, and biological integrity of the nation's waters, including lakes, wetlands, streams, and other aquatic habitat. Although there are no communities in the Intermountain TPR large enough to fall within the population criteria for the NPDES for storm water discharges, other federal or state permits may apply to transportation projects:

- Any project using a dewatering element during construction, or any project which disturbs five acres or more during construction, will need a 402 permit.
- Projects involving the discharge of dredged or fill materials into waters of the United States, the Army Corps of Engineers will evaluate the proposed activity under Section 404 (b)(1) of the Clean Water Act of 1977.
- The discharge of pollutants into navigable waters requires a Section 401 clearance.

Figure 27 presents the major rivers and lakes in the Intermountain region.

Figure 27 Intermountain Water Bodies



Source: CDOT 2005 Planning Dataset

Noise

Residential land uses and other sensitive uses such as schools, hospitals, or churches are potential noise receptors. In general, such uses should not be subjected to exterior noises of greater than 67 decibels, which coincides with the average sound of roadway traffic at a distance of 100 feet. As existing transportation corridors are widened, or as new facilities are planned, sensitive receptors need to be identified and the need or feasibility for noise mitigation measures addressed.

Noise related to transportation is a major concern in the Intermountain TPR. Communities along the I-70 corridor experience ever-increasing levels of freeway traffic noise, and sound walls have been constructed in problem areas and are being considered at additional locations.

All federal aid projects must include an assessment of highway-generated noise in compliance with Federal Highway Administration (FHWA) noise abatement criteria. In general, vehicle noise is not an issue on low-speed facilities unless steep grades or a high percentage of trucks exist. Rural highways, roads, and non-urban and small urban municipal streets typically have a maximum noise influence area of 200 feet on either side of the roadway centerline. Rural interstate freeways typically have a noise influence area of 300 feet or less, either side of the centerline.

Aircraft operations at Aspen/Pitkin County and Eagle County Regional Airports contribute to exterior noise levels. Military or joint-use airports are required under military regulations to conduct an Air Installation Compatibility Use Zone Study, which identifies the noise footprint associated with airport operations. Airports with regularly scheduled commercial airline service are required to conduct a similar study under Federal Aviation Administration (FAA) regulations. These studies may be used by planners to assess airport noise impacts on the surrounding communities.

Hazardous Materials

Within the five-county Intermountain TPR, the potential exists for finding hazardous materials during the construction of transportation improvements. Hazardous materials are regulated by the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). A number of CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) sites have been previously identified in the Intermountain region. Table 21 summarizes the existing CERCLIS sites in the Intermountain region.

The region's transportation planners should be aware of the potential for hazardous material sites, and conduct investigations when appropriate. Examples of land uses often associated with such materials include industrial/commercial activities (including mining), active or capped oil/gas drilling operations, railroad facilities, and agricultural areas where large amounts of fertilizer or pesticides have been used.

Site Name	City	County
Eagle Mine	Minturn/Red Cliff	Eagle
Reno Auto Body	Basalt	Eagle
Camp Hale	Unincorporated	Eagle
Anvil Points	Rifle	Garfield
Carbondale PCBs	Carbondale	Garfield
Mountain Valley PCE	Carbondale	Garfield
New Caste H2S	New Castle	Garfield
Rifle Pond Site	Rifle	Garfield
California Gulch	Leadville	Lake
Climax Mine	Climax	Lake/Summit
Leadville Drums	Leadville	Lake
Castle Creek Road Site	Aspen	Pitkin
Smuggler Mountain	Aspen	Pitkin
French Gulch	Breckenridge	Summit
Frisco EDB	Frisco	Summit
Jessie Mine and Mill	Breckenridge	Summit
Royal Tiger Mine and Mill	Unincorporated	Summit
Silverthorne Mercaptan	Silverthorne	Summit
<i>Source: US Environmental Protection Agency Superfund Information System.</i>		

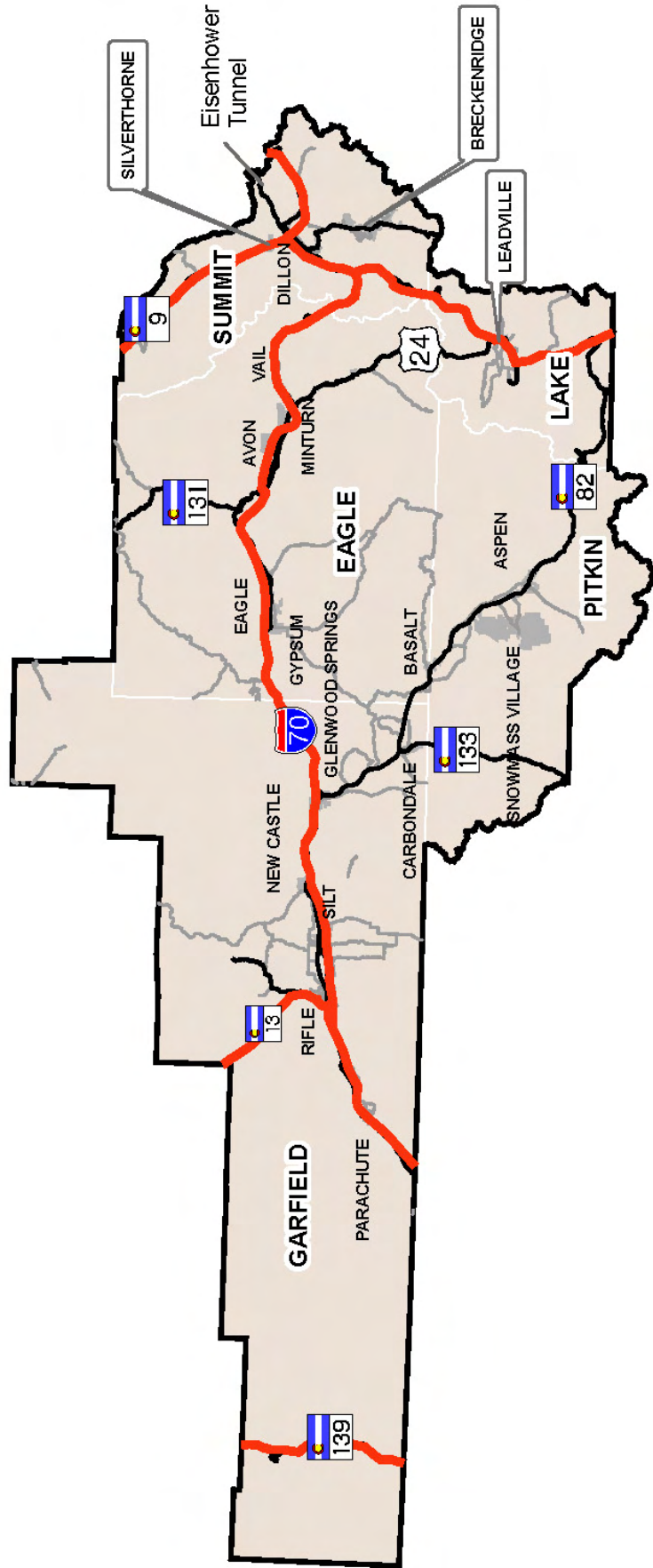
Hazardous Materials Routes

The transport of hazardous and nuclear materials is restricted to a nationwide network of designated routes. Figure 28 illustrates the designated hazardous materials routes within the Intermountain TPR; there are no designated nuclear materials routes within the region.

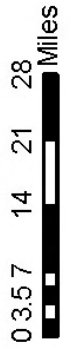
I-70 is the designated east/west route for hazardous materials, with the exception of the Eisenhower Tunnel. Trucks carrying such materials are required to bypass this section of I-70 via US 6 over Loveland Pass. When Loveland Pass is closed due to weather, convoys of hazardous materials carriers are escorted through the Eisenhower Tunnel, with general traffic being stopped periodically for this purpose.

Other hazardous materials routes include SH 139, SH 13, SH 9 (I-70 at Silverthorne to the Summit County/Grand County line), SH 91 (I-70 at Copper Mountain to Leadville), and SH 24 (Leadville to Lake County/Chaffee County line).

Figure 28
Intermountain Hazroute



— Hazroute: Resource Conservation and Recovery Act (RCRA)



Source: CDOT 2005 Planning Dataset

Public Lands

The Intermountain TPR contains large areas of public lands, including National Forest, Bureau of Land Management, and state lands. The Arapaho, White River, and San Isabel National Forests cover approximately half of the TPR. Table 22 summarizes the amount of public lands within the region.

Table 22 Intermountain TPR Public Lands	
Jurisdiction	Area (Square Miles)
US Forest Service	3,221
Bureau of Land Management	1,421
Department of Defense	84
State of Colorado	48
US Fish and Wildlife Services	5
Total	4,779

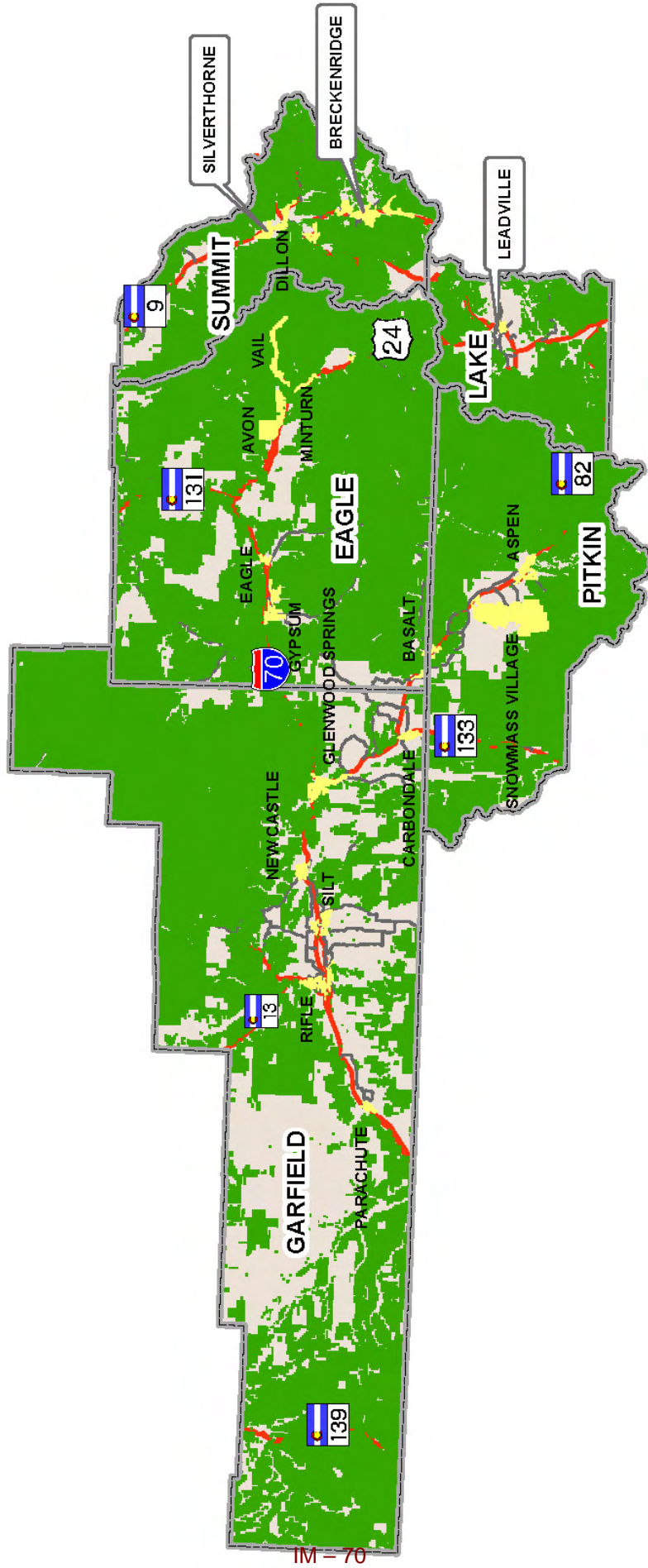
The Intermountain region public lands include six designated wilderness areas where roads and other development are prohibited. These wilderness areas are summarized in Table 23.

Table 23 Intermountain TPR Wilderness Areas	
Wilderness Area	Location
Flattops	Northern Garfield County
Hunter-Fryingpan	Pitkin County
Maroon Bells – Snowmass	Pitkin County
Holy Cross	Eagle County
Mount Massive	Lake County
Collegiate Peaks	Pitkin County

Figure 29 presents the above information in graphical format. Summit, Pitkin, and Eagle Counties have the greatest amount of public land within the Intermountain TPR. Public lands can impact the transportation strategies to improve the overall transportation network within the Intermountain TPR by increasing or limiting the amount of land that can be used to widen, improve, or create new transportation facilities.



Figure 29
Intermountain Public Lands



Public Lands

Source: CDOT 2005 Planning Dataset

Environmental Permits

The following list of permits is meant to provide information needed to comply with basic environmental permitting requirements for construction activities. It is impossible to be all-inclusive and addressing every situation. These are just some of the more common permits associated with construction activities.

- County/State Air Permit (for construction activities, grading, clearing, grubbing)
- County/State Demolition Permit (these permits may also require a utility disconnect permit from your local utility department)
- Source Air Permit (APEN) (concrete batch plant, haul road, fuel storage tank)
- Sandblasting Permit
- Construction Dewatering Permit
- Sand and Gravel Permits (Certificate of Designation)
- Construction Stormwater Permit
- Compliance with a Municipality Separate Storm Sewer System (MS4) Permit
- US Army Corps of Engineers 404 Permit (wetlands and waters of the state impacts)
- Floodplain Permit
- Wildlife Surveys (Preble's Meadow Jumping Mouse Survey, Migratory Bird Survey)

CDOT Environmental Forum

The CDOT Environmental Forum was held March 9, 2007. This was a first-time event intended to improve relations and develop understanding at the planning level of resource/regulatory agency responsibilities and concerns. It provided an opportunity for one-on-one conversations between resource and regulatory agencies and local transportation planning officials. It was intended to foster an atmosphere of cooperation and provide an opportunity for cooperative identification of potential conflicts and opportunities at the regional level and provide the opportunity for resource and regulatory agency needs and concerns to be identified at the earliest planning stages.

Subject matter experts from 16 federal and state agencies and organizations identified environmental issues and concerns for each TPR. A summary of the issues arranged by resource agency follows in Table 24. See Appendix B for a map of environmental concerns discussed at the forum.

Table 24 Statewide Environmental Forum – March 9, 2007 Intermountain TPR (IMTPR)	
Resource/Regulatory Agency	Information/Issues/Concerns
EPA	<ul style="list-style-type: none"> EPA is heavily involved in the four Bureau of Land Management Oil and Gas Environmental Impact Statements (EISs), as well as the I-70 Programmatic EIS.
CDOT (MS4) Discharge Permit Program	<ul style="list-style-type: none"> No specific storm water issues are present for the IMTPR.
CDPHE - Solid Waste	<ul style="list-style-type: none"> Air quality issues resulting from oil slate development is a concern in the TPR.
CDPHE - Water Quality	<ul style="list-style-type: none"> No outstanding water quality issues were discussed.
CDPHE - Air Quality	<ul style="list-style-type: none"> IMTPR will explore the air quality impacts of retrofitting buses and hybrid bus improvements.
DOW	<ul style="list-style-type: none"> Several threatened and endangered species are present between Rifle and Parachute.
SHPO	<ul style="list-style-type: none"> Historic design elements will affect future projects in the I-70 corridor.
USFWS	<ul style="list-style-type: none"> No outstanding issues were discussed.
USACOE	<ul style="list-style-type: none"> Improved communication between the USACOE, CDOT, the IMTPR, and respective local governments is needed.
CFL and Colorado Trout Unlimited	<ul style="list-style-type: none"> Trout Unlimited is concerned about inputs to waterways from the highways. Trout Unlimited is supportive of fixed-guideway transit in the I-70 corridor.
CDOT Wildlife Program	<ul style="list-style-type: none"> No outstanding issues were discussed.
CDOT Environmental Programs Branch	<ul style="list-style-type: none"> Intermountain is interested in the possible “re-opening” a Record of Decision for the I-70 Programmatic EIS
CSP	<ul style="list-style-type: none"> No outstanding issues were discussed.

VI. TRANSIT SYSTEM

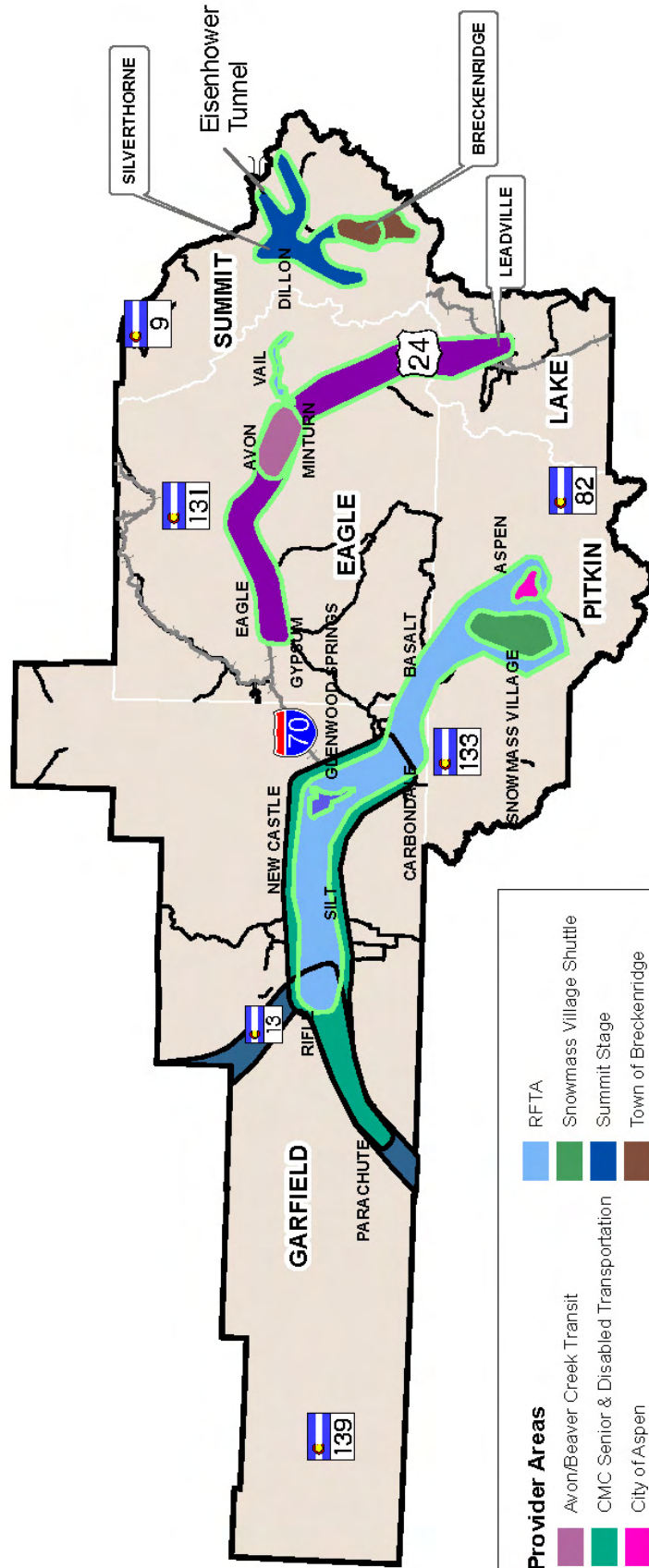
This section reviews the existing transit systems, facilities, and services; analyzes the transit service gaps; and estimates the overall transit demand within the Intermountain TPR. This information will be used in the development of transit strategies to meet the demand and service gaps for the transit-dependent and general public populations.

Transit Providers Overview

With increasing pressures for growth experienced throughout the region, increases in travel demand have led to congested traffic conditions in areas such as Glenwood Springs, Vail, Aspen, Breckenridge, Frisco, and Snowmass. This congestion is also along the major travel corridors of I-70, US 24, SH 6, SH 9, SH 82, and a portion of SH 133 in the vicinity of Carbondale. Public transportation systems represent an important element in reducing the number of private vehicles on the roadway system, thereby helping to reduce the impacts of continued growth. The Intermountain TPR is currently served by seven primary transit “providers”. These agencies both represent transit agencies and agencies that provide some type of transportation service to meet client needs. Not all providers in the area are referenced due to the lack of information provided from these agencies; however the primary agencies did provide updated information concerning operating and capital costs, revenues, and ridership information. Figure 30 illustrates the areas served by these agencies.

As part of the 2035 Transportation Plan Update, local transit and human service transportation coordination plans were developed. The local plans are presented in Appendix C.

Figure 30 Intermountain Transit



Provider Areas	
[Purple Box]	Avon/Beaver Creek Transit
[Green Box]	CMC Senior & Disabled Transportation
[Pink Box]	City of Aspen
[Blue Box]	Eagle County RTA
[Light Blue Box]	Glenwood Springs
[Dark Blue Box]	Meeker Streaker
[Light Blue Box]	RFTA
[Dark Green Box]	Snowmass Village Shuttle
[Dark Blue Box]	Summit Stage
[Brown Box]	Town of Breckenridge
[Light Blue Box]	Vail Transit

Provider Types	
[Green Outline Box]	General Public
[Black Outline Box]	Elderly/Disabled



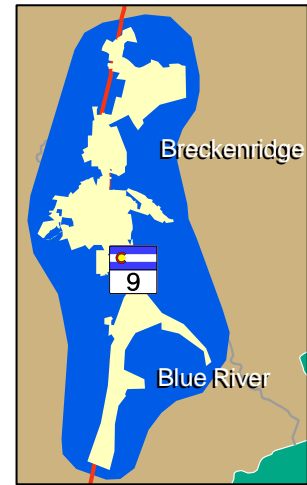
Source: CDOT 2005 Planning Dataset

Transit Provider Profiles

This section provides one-page profiles of each major transit service provider within the Intermountain TPR. The profile includes service and operating characteristics, agency information, funding types, ridership trends, and performance measures.

TOWN OF BRECKENRIDGE

The Town of Breckenridge offers transportation in the Town of Breckenridge’s commercial core, bed base, and recreation area. The transit system is a newly designed fixed-route system with a vehicle fleet of nine buses. In May 2001, the Town of Breckenridge began operation of a hub-and-spoke system with new routes and schedules, known as Free Ride.



Breckenridge’s Free Ride Transit System operates eight routes serving Historic Main and Ridge Streets, City Market, Breckenridge Station, Beaver Run Resort, and the Base Areas of Peak 8 and Peak 9, with stops in between. Local transfers can be made at the two main transfer points—Breckenridge Station and Beaver Run. Routes 1 through 4 are the only routes that are operated year-round. Routes 5 through 8 operate seasonally from early November through late April. All eight routes serve the Breckenridge Station transfer point.

Agency Information

Type of Agency: Government Agency
Type of Service: Fixed-Route
Funding Type: FTA grants 5309 and 5311, state grants, and local general fund.
Eligibility: Agency provides transportation services to the general public.

Operating Characteristics

Size of Fleet: 12 Buses
Annual Operating Budget: \$1,449,505
Annual Passenger-Trips: 493,027
Operating Days and Hours: Seven days per week from 6:30 a.m. to 12:00 midnight

Performance Measures

Cost per Service Hour: \$38.55
Cost per Passenger-Trip: \$3.25
Passenger-Trips per Service Hour: 17.69
Ridership Trend:



Contact for Schedules and Information

Jim Benkelman, Transit Manager; P.O. Box 168, 1095 Airport Road, Breckenridge, CO 80429
E-mail: jimb@townofbreckenridge.com

EAGLE COUNTY REGIONAL TRANSPORTATION AUTHORITY

Eagle County Regional Transportation Authority (ECO Transit) operates year-round transit service using 26 full-time and 16 part-time drivers during the peak (winter) season, and 26 full-time drivers and two part-time drivers during the non-peak (summer) season. On an average day, ECO Transit uses 21 vehicles during the winter months and 14 vehicles during the summer months. Peak periods are from 6:00 to 9:00 am and from 3:30 to 6:30 pm. A total of five regional routes operate within Eagle County.



Beaver Creek/Vail Route – This winter-only route connects the Beaver Creek Ski Resort and the Town of Vail via Interstate 70. The route travels through the Town of Avon on its way to Beaver Creek. During the winter season, service is provided from 8:00 a.m. to 10:20 p.m., with runs made in each direction every 15 minutes during peak times and every 30 minutes during all other times of the day.

Dotsero to Vail/Vail to Dotsero – This route serves Dotsero, Gypsum, Eagle, Edwards, Avon, and Vail. The route is split into eastbound and westbound routes. The area is served by both express routes and local routes along a 40-mile stretch of CO Highway 6 and US I-70. The eastbound routes operate from 4:25 a.m. until 7:00 p.m., while the westbound route operates from 7:15 a.m. to 2:30 a.m. seven days a week.

Edwards Route – This route runs from Edwards to Vail along US Highway 6. The route makes numerous stops along the way to Vail (Vail Transportation Center) beginning at the Lake Creek Apartments in Edwards. The route operates between 5:00 a.m. and 2:00 a.m. with headways ranging from 20 to 40 minutes.

Leadville Route – This route primarily serves area employees residing in the Leadville area. Year-round three buses leave Leadville in the early morning for Vail and Avon with return trips made in the late afternoon. One of the trips is an express run to Beaver Creek, whereas the other two runs serve Vail.

Minturn Route – This route operates between Minturn, Avon, and Vail. This year-round route connects the three towns for employment and recreational purposes. Service on this route is provided from 7:00 a.m. until midnight daily.

Agency Information

<i>Type of Agency:</i>	Government Agency
<i>Type of Service:</i>	Fixed-Route and Demand-Response
<i>Funding Type:</i>	FTA grants 5309, 5310 and 5311, state grants, and local funding local taxes.
<i>Eligibility:</i>	Agency provides transportation services to the general public.

Operating Characteristics

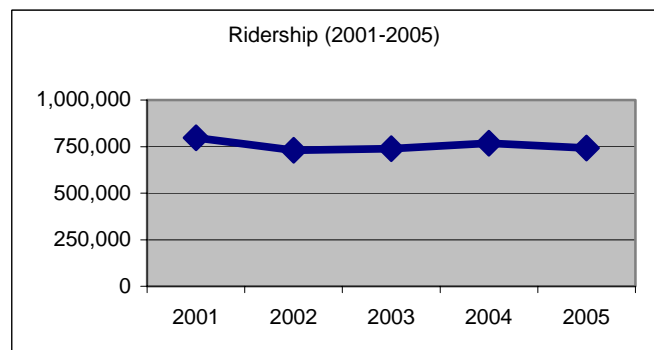
<i>Size of Fleet:</i>	34 Buses
<i>Annual Operating Budget:</i>	\$6,023,582
<i>Annual Passenger-Trips:</i>	743,023
<i>Operating Days and Hours:</i>	Seven days per week from 5:00 to 2:30 a.m.

Performance Measures

<i>Cost per Service Hour:</i>	\$92.70
<i>Cost per Passenger-Trip:</i>	\$8.10
<i>Passenger-Trips per Service Hour:</i>	11.44
<i>Ridership Trend:</i>	

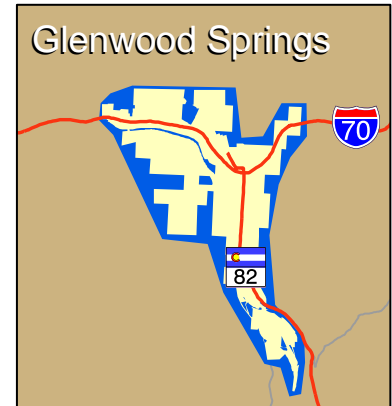
Contact for Schedules and Information

David Johnson, Transit Planner; P.O. Box 1070,
3289 Cooley Road, Gypsum, CO 81637
E-mail: david.johnson@eaglecounty.us



CITY OF GLENWOOD SPRINGS

Glenwood Springs contracts with RFTA to provide service within the city limits. Service consists of the following: Ride Glenwood Bus –The Community Center Route connects the Glenwood Community Center, Glenwood Springs Shopping Center, CMC, and Valley View Hospital. The route starts and finishes at the park-and-ride lot. The route operates from 5:53 a.m. to 9:53 p.m.



Agency Information

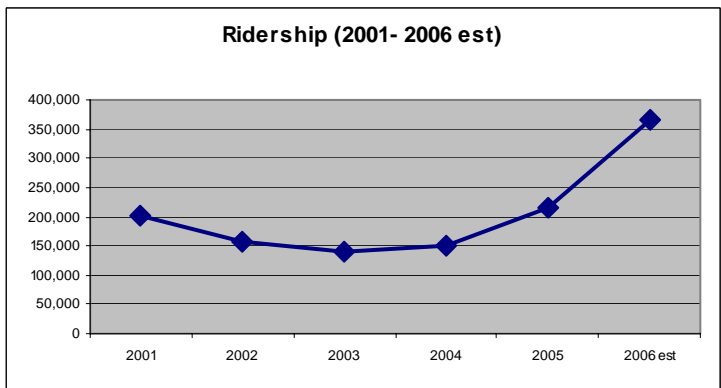
Type of Agency: Government Entity
Type of Service: Fixed-Route and ADA Demand-Response
Funding Type: 5311 funds, local general funds, Colorado, and other grant funds
Eligibility: Agency provides fixed-route service under contract with RFTA, curb-to-curb ADA demand-responsive service for people with disabilities, and the general public.

Operating Characteristics

Size of Fleet: 1 Bus
Annual Operating Budget: \$684,589
Annual Passenger-Trips: 213,969
Operating Days and Hours: Seven days a week from, 5:53 a.m. to 9:53 p.m.

Performance Measures

Cost per Service Hour: \$116.75
Cost per Passenger-Trip: \$3.18
Passenger-Trips per Service Hour: 36.64
Ridership Trend:



Contact for Schedules and Information

Sabrina Harris, Transportation Manager
970-384-6437.
E-mail: skharris@ci.glenwood-springs.co.us

ROARING FORK TRANSPORTATION AUTHORITY

The Roaring Fork Transportation Authority (RFTA) is a regional transit operator offering transportation services year-round including free buses within Aspen, local service in Glenwood Springs, fare commuter buses (Down Valley Commuter Service) between Aspen and Rifle, and seasonal service during the winter and summer (including buses to ski areas and special events). RFTA is the major provider of transit services in the Roaring Fork Valley and Colorado River Valley.



RFTA was formed in 1983. For most of its history, RFTA provided service within Aspen and between Aspen, Snowmass, and El Jebel. Service was extended down valley to Carbondale in Garfield County in 1989 and to Glenwood Springs in 1993. In November 2000, area voters established a Rural Transportation Authority (the first in Colorado) and later amended the law in 2006 to become a Regional Transportation Authority. In early 2002, RFTA extended service to the Rifle area.

Agency Information

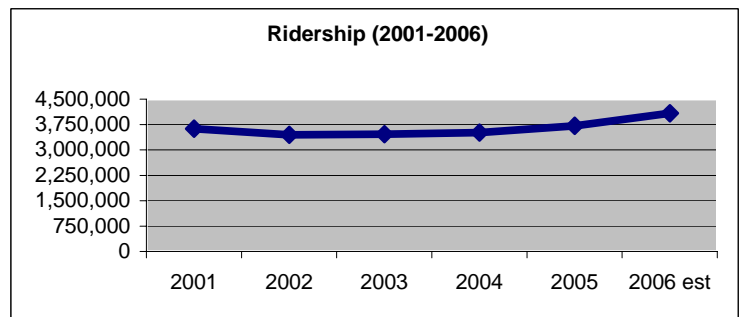
Type of Agency: Government Agency
Type of Service: Fixed-Route and Demand-Response
Funding Type: FTA grants 5309, 5310 and 5311, state grants, contract services, and local funding from general funds and local taxes/fees.
Eligibility: Agency provides transportation services to the general public.

Operating Characteristics

Size of Fleet: 98 Buses
Annual Operating Budget: \$14,685,745
Annual Passenger-Trips: 4.1 million in 2006
Operating Days and Hours: Seven days per week from 4:35 to 3:00 a.m.

Performance Measures

Cost per Service Hour: \$88.19
Cost per Passenger-Trip: \$3.94
Passenger-Trips per Service Hour: 22.39
Ridership Trend:

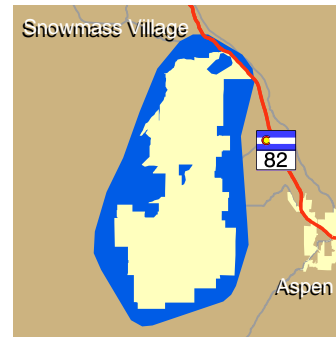


Contact for Schedules and Information

Dan Blankenship, Chief Executive Officer; 51 Service Center Drive, Aspen, CO 81611;
 Phone 970-384-4981
 E-mail: dblankenship@rfta.com

VILLAGE SHUTTLE – TOWN OF SNOWMASS VILLAGE

The Town of Snowmass Village provides fixed-route, demand-response, and route-deviation service as part of the peak winter season; provides bus service within Snowmass Village; and manages related transportation facilities. The agency manages the public parking within the Town of Snowmass Village, and projects future transportation needs relative to development and growth. Service is provided from approximately 6:45 to 12:45 a.m. seven days per week year-round. Eight fixed-routes and route-deviation serve the Town of Snowmass during the winter months. During the summer months, the routes are a mix of fixed-route and demand-response service.



The Village Shuttle provides some regional service for the Roaring Fork Transportation Authority (RFTA), as well as connecting the Town of Snowmass Village to RFTA via State Highway 82 during the non-winter seasons. The Village Shuttle is a free service provided by the community, with assistance from the Aspen Skiing Company.

Dial-A-Ride is a town-sponsored program that provides subsidized taxi service to residents not served by the Village Shuttle. The fare is \$2.00 per person, with the Town of Snowmass Village covering the rest of the service costs.

Agency Information

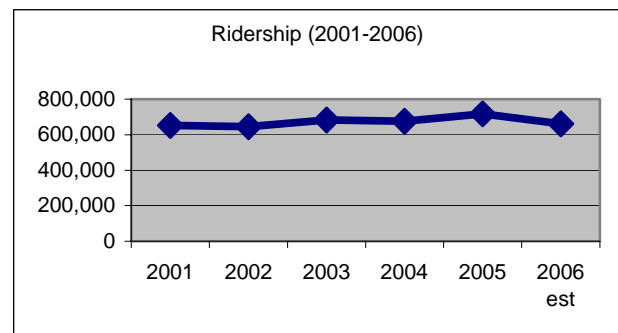
Type of Agency: Government Agency
Type of Service: Fixed-Route and Demand-Response
Funding Type: FTA grants 5310 and 5311, contracts, and local funding from general funds and local taxes.
Eligibility: Agency provides transportation services to the general public.

Operating Characteristics

Size of Fleet: 28 Buses
Annual Operating Budget: \$2,116,188
Annual Passenger-Trips: 716,694
Operating Days and Hours: Seven days per week from 6:45 to 12:45 a.m.

Performance Measures

Cost per Service Hour: \$33.69
Cost per Passenger-Trip: \$2.95
Passenger-Trips per Service Hour: 22.59
Ridership Trend:

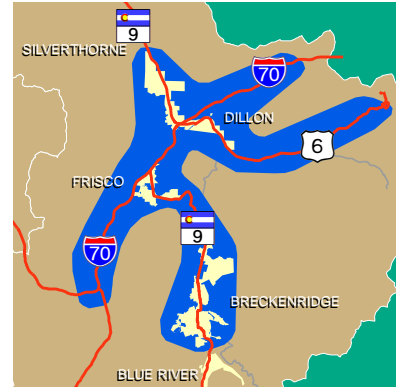


Contact for Schedules and Information

David Peckler, Transportation Director; Phone 970-923-2543
E-mail: dpeckler@tosv.com

SUMMIT STAGE

Summit Stage provides free scheduled public transportation throughout Summit County. The Summit Stage buses connect Breckenridge, Copper Mountain, Dillon, Frisco, Keystone, and Silverthorne, as well as other Summit County destinations. Summit Stage is the primary public transportation service in Summit County meeting the need for travel from town to town. Other public transportation services are provided within Summit County, but most other services are limited to short distance trips (such as access to ski areas from nearby lodging or parking or local area circulator service).



Summit Stage is available to all residents and visitors of Summit County. The fixed-route service is free, as is Mountain Mobility (the Summit Stage’s complementary paratransit service). Service is pre-paid by a 0.75 percent sales tax approved by the Summit County voters. Service is available seven days per week on eight routes between 6:00 and 2:00 a.m. for the majority of routes. The buses make connections at three stations in Breckenridge, Frisco, and Silverthorne. In Breckenridge, the routes serving Boreas Pass, Breckenridge, French Gulch, and Frisco connect with each other and with the Breckenridge Free Ride routes. In Frisco, the routes serving Breckenridge, Copper Mountain, Frisco, and Silverthorne connect. Summit Stage also operates a new route called Swan Mountain Flyer. Greyhound intercity bus service also departs from the Frisco station. In Silverthorne, the routes serving Dillon, Frisco, Keystone, Silverthorne, and Wildernest connect. The Summit Stage service varies seasonally. Most of the fixed routes operate on 30-minute headways during the day, with 60-minute headways in the evening. The routes cover an area of roughly 107 route-miles throughout Summit County.

Agency Information

Type of Agency: Government Agency
Type of Service: Fixed-Route and Demand-Response
Funding Type: FTA grants 5309, 5310 and 5311, state grants, and local funding and taxes.
Eligibility: Agency provides transportation services to the general public.

Operating Characteristics

Size of Fleet: 28 Buses
Annual Operating Budget: \$5,436,795
Annual Passenger-Trips: 1,901,501
Operating Days and Hours: Seven days per week from 6:00 to 2:00 a.m.

Performance Measures

Cost per Service Hour: \$60.25
Cost per Passenger-Trip: \$2.86
Passenger-Trips per Service Hour: 21.07
Ridership Trend:

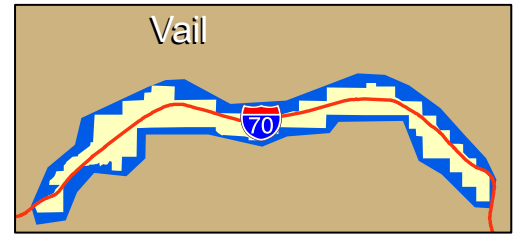
Contact for Schedules and Information

John Jones, Transit Director; P.O. Box 2179,
 0222 CR 1003, County Shops Rd, Frisco, CO 80443
 E-mail: JohnJ@co.summit.co.us



TOWN OF VAIL

The Town of Vail offers transportation services within Vail, which is free to riders. The Town of Vail offers connections to intercity bus routes at its Transportation Center. The Town of Vail provides fixed-route service on eight routes.



Agency Information

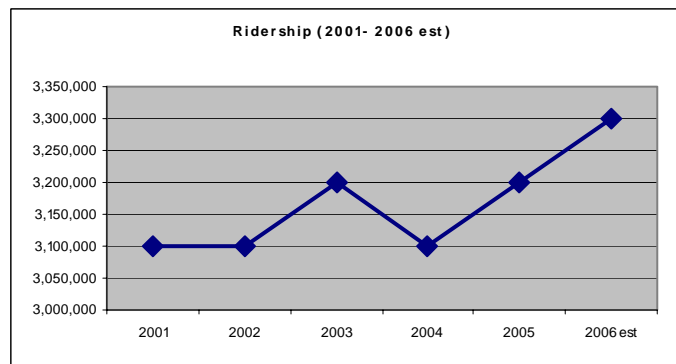
Type of Agency: Government Entity
Type of Service: Fixed-Route and ADA Demand-Response
Funding Type: 5309 AND 5311 funds, local general funds
Eligibility: Agency provides fixed-route service and curb-to-curb ADA demand-responsive service for people with disabilities.

Operating Characteristics

Size of Fleet: N/A
Annual Operating Budget: \$3,261,000
Annual Passenger-Trips: 3,300,000
Operating Days and Hours: Seven days a week from 5:00 a.m. to 2:00 a.m.

Performance Measures

Cost per Service Hour: \$48.14
Cost per Passenger-Trip: \$0.98
Passenger-Trips per Service Hour: 49.2
Ridership Trend:



Contact for Schedules and Information

Mike Rose, Transportation Manager, 970-479-2349
E-mail:mrose@vailgov.com

Other/Additional Providers

The following are those providers that did not participate in the survey for the 2035 Transportation Plan or that LSC was unable to contact for updated information. The information below is based on the 2030 Transit Elements.

Avon Transit Service Overview

Avon/Beaver Creek Transit service includes two components—the Avon service and the Beaver Creek Resort service. Service is provided year-round, seven days per week, using a fleet of 22 vehicles. The service consists of three fixed routes in the winter—Town Shuttle, Hurd Lane Shuttle, and the Skier Shuttle. Avon provides two fixed routes during the summer—Town Shuttle and the Hurd Lane Shuttle.

The Town Shuttle is a year-round service designed to carry employees to and from work, and to carry local residents to the shopping district. Annually, this route carries approximately 275,000 passengers with 4,783 annual service hours. The Hurd Lane Shuttle is also a year-round service used primarily by employees going to and from work, or to a transfer point for employment outside town. Annually, this route carries 120,000 passengers with approximately 4,800 annual service hours. The Skier Shuttle, a winter-only route, is designed to carry lodging guests from Avon to Beaver Creek Village and the ski area. Ridership over the winter is approximately 180,000 with 5,400 hours of service.

The Town of Avon operates the three fixed routes with six 20-passenger vehicles and six 35-foot buses. The Avon service operates from approximately 7:00 a.m. to 11:30 p.m., seven days per week during the summer and winter months.

Beaver Creek Transit Service

The Town of Avon manages and operates (by contract) parking lot transit service at Beaver Creek Resorts. The parking lot fixed-route service is a year-round service designed to carry visitors from the remote parking lots on Colorado State Highway (SH) 6 up to Beaver Creek Village. The year-round route operates from approximately 5:30 to 2:00 a.m. A small percentage of the ridership is made up of employees working in the village. This route carries approximately 630,000 passengers annually with 18,400 hours of service. The Beaver Creek Parking Lot service is operated with ten 40-foot transit buses in the winter and seven cut-away vehicles in the summer.

Each of the transit services discussed above, provided by the Town of Avon, operates within Eagle County and provides a link to all townships within the Vail Valley. Two major transfer points allow local residents and visitors to gain access to the regional transit system—the Eagle County Regional Transportation Authority (ECO)—which provides bus service to Dotsero to the west, Vail to the east, and Leadville to the south. The Town of Avon also provides ADA paratransit service to the local community. The agency does not break out information separately for the paratransit service.

The agency employs 10 year-round full-time drivers, 25 seasonal full-time drivers, and 5 seasonal part-time drivers. All drivers are required to have CDL-certified licenses. Avon has 11 vehicles in operation on an average day. The peak periods of service are from 7:30 to 10:30 a.m. and from 2:00 to 6:00 p.m.

In summary, Avon Transit provided 1,362,245 one-way trips in 2001 with approximately 567,797 vehicle-miles. Annual vehicle-hours in 2001 were 43,903. These 2001 totals include all transit services provided by Avon/Beaver Creek Transit, including contract services. The month of March had the highest ridership with a total of 253,951 one-way trips.

Colorado Mountain College

Colorado Mountain College (CMC) Senior/Disabled Transit (more commonly known as The Traveler) promotes health, social integration, and independent living among elderly and disabled populations of Garfield County by providing access to needed services. The Traveler provides wheelchair-accessible, door-to-door, demand-response, driver-assisted transportation to Garfield County residents who cannot use public or private transportation because it is unavailable, inaccessible, or unaffordable. This program primarily serves the elderly and disabled who are low-income and rural residents of Garfield County.

Colorado Mountain Express (CME)

CME, a private for-profit transportation serviced based in Vail, has been operating since 1984. CME expanded its fleet and service when it purchased its competitor, Airport Shuttle of Colorado, in 1996. The company primarily provides long-haul trips, and also operates scheduled shuttle service and private charters. Service in the Intermountain Region consists of transportation provided between Denver International Airport (DIA) and the Eagle Airport to Aspen and Snowmass.

The company operates 215 ten-passenger vans and 15 Suburbans. The company also provides private charters that include a driver and ten-passenger vans to be driven anywhere in Colorado. The scheduled shuttle services provide one-way rides to about 15,000 passengers between the Eagle Airport and Aspen/Snowmass, and an additional 15,000 one-way rides between DIA and Aspen/Snowmass.

Mountain Valley Developmental Services

Mountain Valley Developmental Services (MVDS) was formed in 1973 by a group of parents and volunteers, and was incorporated as a nonprofit agency in 1975. MVDS provides a variety of community-based services to developmentally-disabled adults and children in Eagle, Garfield, Lake, and Pitkin Counties. Transportation is provided for their clients, and in some cases, reimbursement for the cost of private transportation is provided. Services provided include transportation from the client's home to work sites, and community participation activities directly related to their developmental programs.

Rainbow Riders, Inc.

Rainbow Riders, Inc. transports groups within Summit County (e.g., bikers to Vail Pass, etc.). Rainbow Riders, Inc. takes groups to and from Aspen, Red Rocks, Keystone Resort, Copper Mountain Resort, and Breckenridge from Summit County, DIA, Colorado Springs, and Eagle Airports.

Rainbow Riders also offers charter services anywhere in the State of Colorado (e.g., Red Rocks concerts, Breckenridge, Aspen, Denver for sporting events, museums, zoo, etc.) as well as special event service to and from Summit County. Fares vary depending on group size and destination.

Timberline Express

Timberline Express provides van shuttle service from Colorado Springs Airport and Eagle County Airport to points in Summit County, Park County, and Chaffee County. Timberline Express also provides group charter service from Denver International Airport, Colorado Springs Airport, and Eagle County Airport to all mountain destinations including Aspen, Vail, Breckenridge, Keystone, Copper Mountain, Salida, and Buena Vista.

Breckenridge Ski Resort

The Breckenridge Ski Resort, owned by Vail Associates, provides free transit service within the Breckenridge town limits and the ski base areas. The service is funded entirely by the Breckenridge Ski Area. During the winter, service is offered from 6:30 a.m. to 1:00 a.m., and a limited service is offered during the summer seasons in conjunction with the alpine slide. The last available data from Breckenridge Ski Resort was from the *2000-2005 Summit County TDP Update*. This document reported approximately 900,000 trips were being provided annually, with 16 vehicles and 300,000 vehicle-miles. The Breckenridge Ski Area includes a new gondola service which serves the ski area and the adjacent park.

Copper Mountain Resort

Copper Mountain provides transportation to remote skier parking lots and within the Copper Mountain Village. During the winter, the system runs from 8:00 a.m. to 11:30 p.m. No service is provided during the “shoulder seasons.” However, during the summer, service is provided from 8:00 a.m. to 9:00 p.m. The fleet consists of 27 vehicles, which operate approximately 153,000 vehicle-miles per year. Six “land trains” are operated within the Village during the winter season. Copper Mountain also operates an employee shuttle from Leadville and provides special transportation to groups traveling to the area. Ridership statistics are not recorded by the resort and budget information is not readily available.

Keystone Ski Resort

Keystone Resort provides free year-round transportation services, both fixed-route and demand-response, to the resort’s visitors, residential developments, commercial developments, remote parking areas, and the ski area bases. During the ski season, the “KAB Express” provides free express service between Keystone Resort and Breckenridge Ski Area. Free service is provided from Keystone to Arapahoe Basin (under contract to the Summit Stage). Paid skier transportation service is also available from Breckenridge and Keystone to Vail, allowing visitors to all three resorts to ski at all company ski areas.

The system is operated by Keystone Resort, owned by Vail Resorts, Inc. The resort has a fleet of 30 large and 5 smaller buses which travel approximately 750,000 miles per year. Ridership is approximately 1,200,000 guests per year. Annual operating costs are approximately \$2,700,000 per year.

Mountain Valley Developmental Services

Mountain Valley Developmental Services (MVDS) was formed in 1973 by a group of parents and volunteers, and was incorporated as a nonprofit agency in 1975. MVDS provides a variety of community-based services to developmentally-disabled adults and children in Eagle, Garfield, Lake, and Pitkin Counties. Transportation is provided for their clients, and in some cases, reim-

bursement for the cost of private transportation is provided. Services provided include transportation from the client's home to work sites, and community participation activities directly related to their developmental programs.

Intercity Services

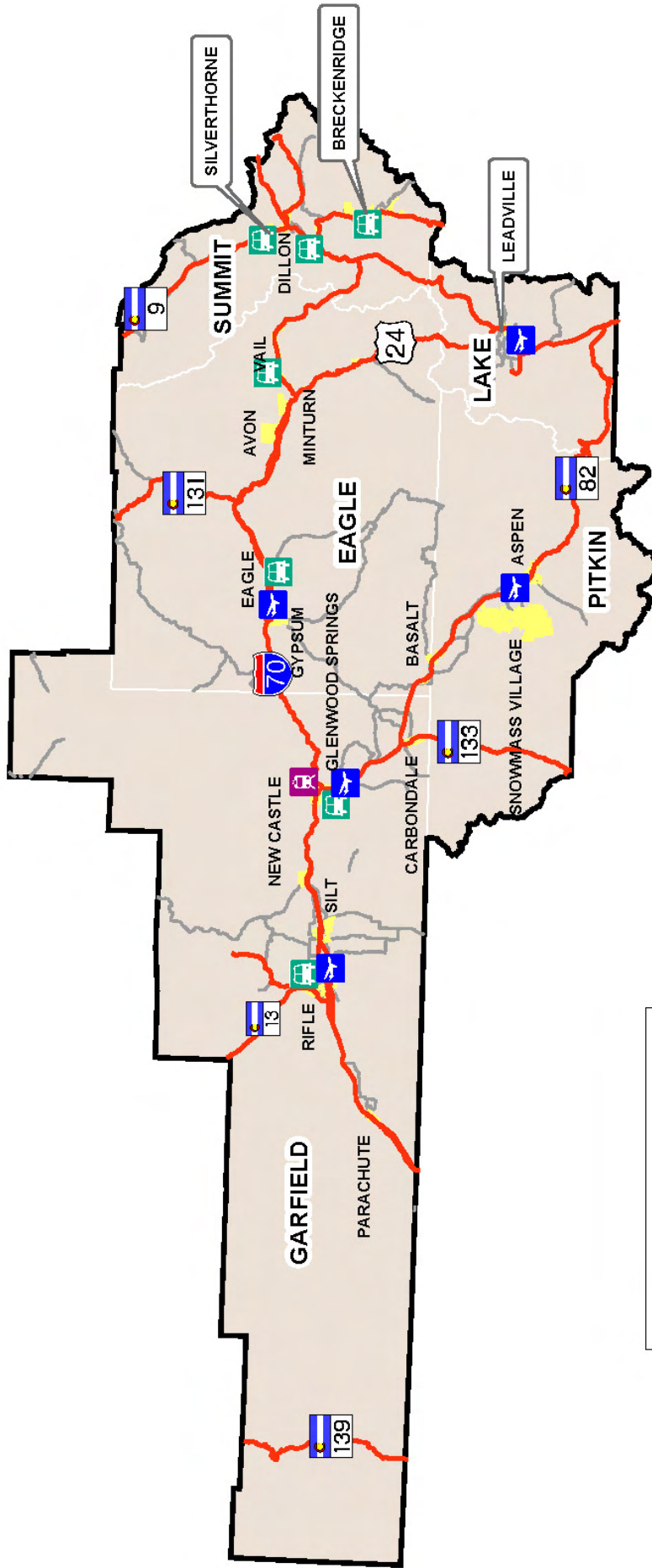
In addition to the transit service providers discussed previously, TNMO/Greyhound Bus Lines provides for intercity transit needs. Three daily departures each from Colorado Springs/Denver and Grand Junction serve the I-70 corridor to Grand Junction. Several private taxi companies also provide transportation in the Intermountain TPR.




Intermodal Facilities

The Intermountain TPR has several opportunities for multimodal and intermodal travel. Tourists may arrive by train or plane and then use local transit and pedestrian/bicycle facilities in addition to rental vehicle options. Residents of the region may use a combination of private automobiles, transit, or pedestrian/bicycle modes. Freight goods may arrive by train and be distributed throughout the region by truck.

Intermodal facilities include air freight/passenger terminals, rail/truck transfer facilities, and intercity/local transit links. Figure 31 shows the intermodal connections within the region (including airports, bus stations, and train stations). As an element of RPP funding, the region can elect to allocate a percentage of the funding to transit facilities.

Figure 31
Intermountain Intermodal



	Airports
	Bus/Transit Stations
	Amtrak Stations

Needs Analysis

Methodology

This section presents an analysis of the need for transit services in the Intermountain Region based upon standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this section has been utilized throughout the study process. Three methods are used to estimate the maximum transit trip need in the Intermountain TPR:

- Mobility Gap
- Rural Transit Demand Methodology (TCRP Model)
- Resort demand

Mobility Gap Methodology

This mobility gap methodology developed by LSC identifies the amount of service required in order to provide equal mobility to persons in households without a vehicle as for those in households with a vehicle. The estimates for generating trip rates are based on the 2001 National Household Travel Survey (NHTS) data and Census STF3 files for households headed by persons 15-64 or 65 and over in households with zero or one or more vehicles.

After determining the trip rates for households with and without vehicles, the difference between the rates is defined as the mobility gap. The mobility gap trip rates range from 1.42 for age 15-64 households and 1.93 for age 65 or older households. By using these data, the percent of mobility gap filled is calculated.

Rural Transit Demand Methodology

An important source of information and the most recent research regarding the demand for transit services in rural areas and for the elderly or disabled population is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC Transportation Consultants, Inc., represents the first substantial research into the demand for transit service in rural areas and small communities since the early 1980s. The TCRP study presents a series of formulas relating the number of participants in various types of programs in 185 transit agencies across the United States. The TCRP analytical technique uses a logit model approach to the estimation of transit demand, similar to that commonly used in urban transportation models. The model incorporates an exponential equation that relates the service quantity and the area demographics. Details of the formula of this process are presented in Appendix C.

The TCRP analysis procedure considers transit demand in two major categories:

- “*Program demand*,” which is generated by transit ridership to and from specific social service programs, and
- “*Non-program demand*,” which is generated by the other mobility needs of the elderly, disabled, and low-income population. Examples of non-program trips may include shopping, employment, and medical trips.

Non-Program Demand

As with any other product or service, the demand for transit services is a function of the level of supply provided. In order to use the TCRP methodology to identify a feasible maximum demand, it is necessary to assume a high supply level measured in vehicle-miles per square mile per year. The high supply level is the upper-bound “density” of similar rural services provided in the United States. The assessment of demand for the rural areas, therefore, could be considered to be the maximum potential ridership if a high level of rural service were made available throughout the rural area. The TCRP methodology is based on the permanent population. Therefore, the TCRP methodology is a good demand analysis technique to use for the study area.

A maximum level of service for the cities of study area would be to serve every portion of the region with four round-trips (eight one-way trips) daily Monday through Friday. This equates to approximately 2,400 vehicle-miles of transit service per square mile per year.

Program Trip Needs

The methodology for forecasting demand for program-related trips involves two factors:

- Determining the number of participants in each program.
- Applying a trip rate per participant using TCRP demand methodology.

The program demand data for the Intermountain planning area were estimated based on the methodology presented in TCRP Report 3. The available program data include the following programs: Developmentally Disabled, Head Start, job training, mental health services, sheltered work, nursing homes, and Senior Nutrition.

Resort Need

Transit need for the resort areas was updated from the Transit Needs and Benefits Study (TNBS) done for the entire state in 1999. LSC updated these transit need estimates based on the transit ridership growth rate. The TNBS methodology was based on the actual number of enplanements and rental lodging units.

Feedback from the local transit providers and the residents within the community also plays a critical role in the planning process. The Forum meetings and the transit provider information received helped identify the qualitative needs for this process.

Regional Transit Needs Summary

Various transit demand estimation techniques were used to determine overall transit need and future transit need. Transit needs are based upon quantitative methods which were detailed in the Transit Needs Estimation Memorandum submitted to CDOT. Additionally, the estimation techniques are further defined in the Local Human Service Transportation Coordination Plans developed as part of the overall 2035 Update. Please refer to those documents for greater detail on the methods for estimating needs. Additionally, the local plans contain background information on the transit dependent population including low-income, disabled, and elderly persons.

While this section does not specifically detail these populations’ needs, they are inclusive of the methods used in this section. The various methods for estimating current need are summarized

in the following section. It should be noted that these techniques give a picture of the needs in the region based upon available demographic data.

Table 25 provides a summary of the Intermountain TPR’s transit need using the Mobility Gap, TCRP Model, and estimates of resort demand. Based upon the information presented in this section, a reasonable level of need can be estimated for the area.

Transit need using these methods estimates the approximate need as:

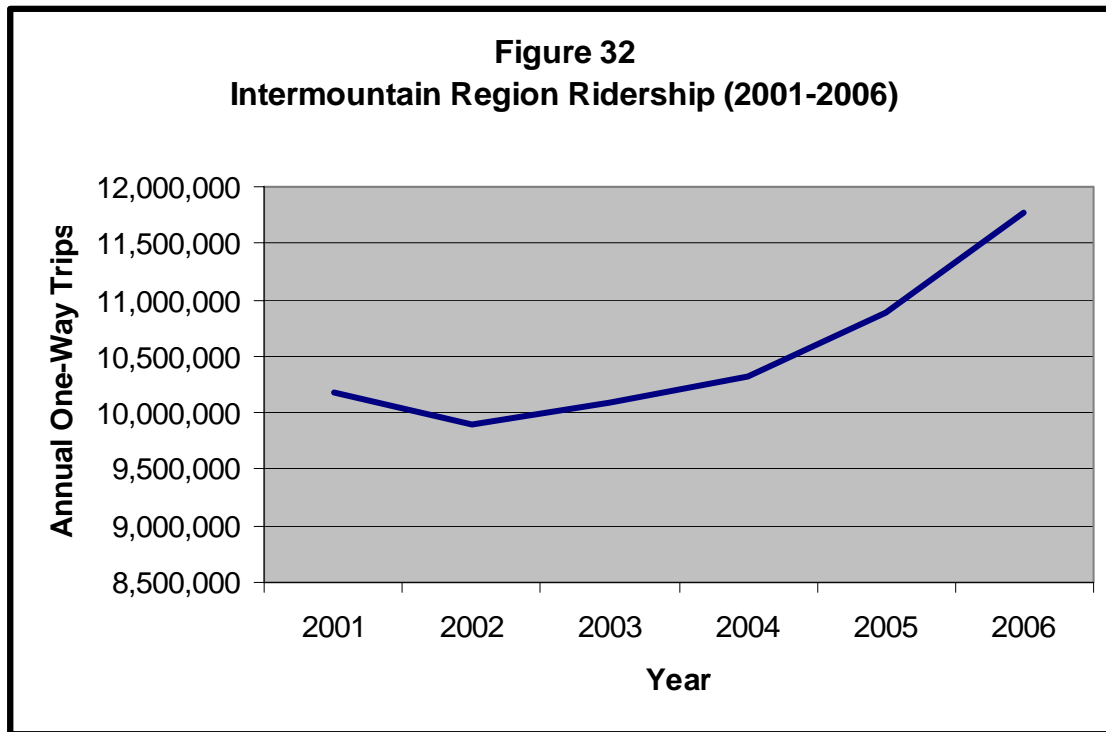
- Approximately 22.8 million annual one-way passenger-trips for the Intermountain Region.
- 48 percent of the need is not being met.

This is not to say that transportation providers are not doing everything in their power to provide the highest levels of service possible. However, given the constraints of funding and other extraneous factors, it is impossible to meet all the need that could possibly exist in any area. This section has presented estimates of transit need based upon quantitative methodologies. The results are not surprising or unrealistic given LSC’s past work in similar areas. As stated, no area can meet 100 percent of the transit need; however, every attempt should be made to meet as much of the demand as possible, in both a cost-effective and efficient manner.

Table 25 Summary of Need Estimation Techniques for the Intermountain Region	
Methodology	Estimated Annual Need
Mobility Gap	1,105,000
Rural Need Assessment	964,000
Resort Areas ¹	20,912,150
Total Annual Need	22,820,000
<i>Annual Trips Provided</i>	11,965,000
Need Met (%)	52%
Unmet Need (%)	48%
<i>Note 1: Estimates updated from the Transit Needs and Benefits Study (TNBS), 1999</i>	
<i>Source: LSC, 2006.</i>	

Transit Trends

Figure 32 presents the regional transit trends in ridership for the Region. As shown, from the available data, ridership has increased significantly since 2001. Currently, there is an estimated 2006 ridership of 11.7 million annual one-way trips. This increase equates to a 2.5 percentage annual increase in ridership over the past six years.



Needs Identified By Agencies and Public

This section will address the qualitative needs of this area based on information we received through the forums and transportation provider information.

Public Forums

Information from the Regional Transportation Forum, held in Glenwood Springs, discussed a variety of needs throughout the region. A series of questions associated with specific issues was asked of the participants. The following provides a summary of those issues, needs, and question responses:

- Increase public transportation.
- Increase alternative modes to driving passenger vehicles.
- Increase transit capacity and frequency of service along I-70, US 24, SH 6, SH 9, and SH 82.
- Develop or increase intercity bus service.
- Develop local circulators in communities throughout the region with fiscal partnership from stakeholders.
- Improve access to affordable housing.
- Increase access to employment for low-income individuals.
- Maintain the region's natural environment while allowing an increase in economic activity.
- Glenwood Springs has a need for an intermodal facility.

Transit Service Gaps

As shown in Figure 30, there are gaps in transit services within the Intermountain TPR. There are several general public providers. Limited connectivity between the western and eastern portions of region currently exists, other than the intercity service mentioned previously. Many of the rural areas currently have specialized services; however, it is impossible to reach all areas of need with the limited resources. The following corridors in the region currently do not have any transit services:

- I-70 from Glenwood Springs to Dotsero
- I-70 from Vail to Frisco
- SH 9 north of Silverthorne
- SH 131 north of I-70
- SH 82 south of Aspen to US 24, and then north to Leadville
- Links to Park, Clear Creek, and Grand Counties
- SH 133 Carbondale south to Redstone/Paonia

Geographic Service Gaps

There are a few areas throughout the rural portions of the central Intermountain region which do not receive any type of transit services. These include the areas of:

- Service along Interstate 70 (I-70) from Glenwood Springs to Dotsero.
- General public service along I-70 west of Rifle to Parachute and Battlement Mesa.
- Client service to Eagle Care Clinic.
- Service along I-70 from Summit County to Vail in Eagle County.
- Service linking Summit County to employees living in surrounding Park, Clear Creek, and Grand Counties.
- Service linking to the western portion of the Intermountain region.
- Service from Blue River to the Park County line.
- Service from Silverthorne to the Grand County line.
- Transit service to the Town of Montezuma.
- Link between the western and eastern portions of the region along I-70 from Glenwood Springs to Summit County through Eagle County.
- General public service to the main campus of Colorado Mountain College (CMC).
- Link between Leadville and Summit County for commuter trips.
- Carbondale to Redstone south on SH 133.

Service Gaps

The following level of service gaps are based on the information provided by the transit agencies in the area and from the forum conducted as part of the public involvement process:

- Increase capacity and frequency of service along the I-70 and US Highway 24 corridors.
- Develop general public circulator service in communities throughout the ECO Transit service area (such as Leadville, Minturn, Dotsero, Edwards, Red Cliff, Gypsum, and Eagle).
- Additional regional service from Leadville and Minturn.
- High-capacity transit service fixed guideway/commuter rail system through the valley along the I-70 corridor from Parachute to Dillon, with stops in Rifle, New Castle, Glenwood Springs, Gypsum, Eagle, Avon, Minturn, Frisco, and Dillon.

- Additional transit capacity on regional service along I-70 and State Highway 82 corridors.
- Additional transit capacity on regional service from Glenwood Springs to Carbondale.
- Additional morning and evening service between Rifle and Glenwood Springs.
- General public local circulators in Carbondale, New Castle, Silt, and Rifle.
- Level of service – need to improve the capacity of the existing routes for Summit Stage.
- Level of service – need to improve the capacity of the existing routes for Breckenridge Transit.
- Additional service to the low-income, for senior/senior meals, and for discharging medical patients.
- Medical service trips to Denver and Edwards/Avon.
- Avon, Vail, ECO Transit, Breckenridge, and Snowmass Village all requested facility needs under the SB-1 funding.
- RFTA, Glenwood Springs, Snowmass Village, ECO Transit, and Vail all requested the replacement or expansion of transit vehicles under the SB-1 funding.
- RFTA requested Bus Rapid Transit buses and ITS under SB-1 funding.

General Strategies to Eliminate Gaps

As mentioned, there are geographic gaps in existing services as well as gaps in types of services.

Appropriate Service and Geographic Gap Strategies

The general service gap strategies to meet the needs in the Intermountain TPR include the following:

- Expand transit level of service throughout the region.
- Add in feeder and circulator service to link with regional and local services.
- Obtain additional local and FTA funding in order to implement the expanded services.
- Local transit operations continue to work with human service providers to improve transportation linkage.
- Implementation of regional transit service through the development of rapid transit and high capacity service on the major corridors of I-70 and SH 82.
- Develop transit service that links the western portion of the region through the I-70 corridor to the eastern portion of the Intermountain Region.
- Develop transit service that links Lake and Pitkin Counties to the major transportation corridors of SH 82 and I-70.
- Allocate Regional Priority Projects (RPP) funding for transit facilities.

General Strategies to Eliminate Duplication

As stated in above section, there is very little duplication of services in the region. Many of the agencies/organizations which provide their own transportation are restricted due to agency policy or funding, such as private nursing homes providing specific transportation to paying clients. The real issue is a lack or gap in transportation, not a duplication of service.

Coordination Strategies For Further Discussion

There may be general coordination strategies, which could ultimately improve services in the area. The following discussion presents appropriate strategies which could be done within the region:

Coalitions

A coalition is a group of agencies and organizations that are committed to coordinating transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition could be either an informal or formal group which is recognized by the decision-makers, and which has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad-based purposes (such as to educate local communities about transportation needs).

Benefits

- Development of a broad base of support for the improvement of transit services in the region.
- The coalition is able to speak with the community and region's decision-makers, thereby increasing local support for local funding.

Implementation Steps

- Identify individuals in the region that are interested in improving transit's level of service and have the time and skills to develop a true grassroots coalition.
- Set up a meeting of these individuals in order to present the needs and issues that face the agencies.
- Agencies need to work with the coalition in order provide base information and data on the existing and future needs of transit across the region.
- Timing: 1 to 3 years.

Joint Planning/Marketing and Decision Making

This level of coordination involves agencies working cooperatively with either other similar agencies or a local provider in order to make known the needs of their clients and become involved in the local planning/marketing of services. For example, several local human service agencies may meet with local transit planners in an area to develop operations plans and marketing which attempt to meet the needs of the agencies' clients.

Benefits

- Reduction in the need for expensive planning documents for each transit agency.
- Allows for more complex coordination in capital development and operational functions.
- Reduction in the duplication of service among the coordinating agencies.

Implementation Steps

- Coordinating agencies meet with regional transit and transportation planners to develop a scope of work for the planning process.
- The scope of work should identify the goals and objectives.
- A timeline should be developed for the completion of the planning document.
- The planning and marketing documents should develop recommendations for making decisions on the operation services, capital, funding, coordination process, and administrative functions.

One-Call Center

A shared informational telephone line provides potential users with the most convenient access to information on all transportation services in the area or region.

Benefits

- Reduction in the administrative costs for the participating agencies.
- First step to centralized dispatching.
- Users only need to call one number in order to obtain all the transit information they need, thereby improving customer service.

Implementation Steps

- Agencies need to meet in order to determine which agency will house the call center, how the call center will be funded, and what information will be provided to the customer.
- Set up the telephone line and purchase the needed communication equipment.
- Develop a marketing brochure that details the purpose of the call center, hours of service, and telephone number.

Joint Grant Applications

This is where transit providers in the region agree that they will submit a single grant to the state and/or FTA for transit funding for their capital and operational needs.

Benefits

- Reduction in the amount of time that each agency needs to spend in developing a grant on their own.
- Allows for a possible increase in local match funds for state and FTA transit funding.
- Agencies are able to use each other's knowledge in developing a grant.

Implementation Steps

- Agencies need to review their needs and create a list of capital and operational requirements.
- Agencies need to itemize their lists and determine a priority of needs.

- Grant needs to be developed based on the priority lists.
- Grant needs to be approved by each of the agency's boards/councils, along with approval of the local match.
- Interagency agreement needs to be approved to allow the grants to be passed through a single agency.
- Submit one final grant.

Joint Training Programs

Joint training programs between agencies—in everything from preventative maintenance to safe wheelchair tie-down procedures—can lead to more highly skilled employees. Joint training can lead to reduced training costs with agencies that each possess a specialized trainer who can be responsible for one or more disciplines. For example: one agency could provide Passenger Assistance Training (PATs), one agency could specialize in preventative maintenance training, etc. Agencies can also purchase special training from reputable organizations/companies and allow other agencies' employees to attend. Costs are shared between the agencies.

Benefits

- Reduction in each agency's training budget.
- Increase in the opportunity for drivers and staff to learn from each other.

Implementation Steps

- Identify the training needs of each agency's staff.
- Identify the training courses that meet the greatest need.
- Identify the agency or organization/company that could provide the needed training.
- Identify the state and federal grants that could assist in paying for the training.

Contracts For Service

Contracts for service are created with another human service agency or a public provider to provide needed trips. This can be done occasionally on an as-needed basis or as part of scheduled service. One example is a local Head Start contracting for service with a local public transportation provider. The contract revenue can then be used as local match for the local public transportation provider, using the same drivers and vehicles as used previously. Many times the drivers are also Head Start aides or teachers.

Benefits

- Increase the amount of local match that can be used to pull additional state and federal funding for transit services into the region.
- Reduce the duplication of transportation services in the region, thereby creating an economy of scale and improving the overall transit performance level.

Implementation Steps

- Agencies should meet and identify the needs and capacity of the contract parties.
- Develop a contract that details the responsibility of each party.
- Timing: 3 to 6 years or longer.

Local Service Priorities

Short-Term Needs (1 to 5 Years)

- Expand service level capacity over the next 28 years for a total of \$69.8 million.
- Expand service area over the next 28 years for a total of \$126 million.

Long-Term

- Develop and implement high capacity transit and rapid transit, which is estimated to cost \$246 million over the planning horizon.
- Develop regional linkages across the local transit service areas. This is estimated at \$88 million over the next 28 years.
- Add new service to serve those areas of the region that do not currently have local or regional transit service. The cost of this service over the next 28 years is estimated at \$30 million.
- Develop regional rapid transit system. It is estimated that this will cost about \$15.1 billion by 2035.

Coordination Potential and Priorities

There was limited discussion on the coordination potential and priorities. Only the following strategies were discussed by the group:

- Continue in the development of contract services between agencies. The total estimated cost of coordination service over the planning horizon is \$51 million.
- Develop Coordination Council.
- Develop coalitions.

Table 26 presents the summary of the cost to fill the geographic and service gaps in the region.

Table 26	
Intermountain Gap Elimination	
Agency Type	Total 2035 Cost
Human Service Provider	\$51,138,050
Transit Agencies	\$226,546,215
Regional / Rail	\$15,434,888,621
Total	\$15,712,572,885
<i>Source: LSC and CDOT, 2007.</i>	

VII. SUMMARY OF KEY TRENDS

This section is a summary of the information presented in the previous sections, and presents the current and future major issues/trends within the Intermountain TPR. The major issues have been divided into three trend categories: economic, transportation, and environmental.

Economic Trends

The economic trends can be broken down into three elements. The first element is natural resources, such as oil and gas drilling in the western portion of the region. The second element is the tourism industry, such as in the central and eastern portions of the region. The third element is real estate, such as the increased demand for vacation housing near the ski areas. These economic trends were based on input from the pre-forum and forum conducted during the year 2006, as well as comments from the participating agencies and communities.

Natural Resources

In recent years, Garfield County's major economic trend has been the development of oil and gas exploration and drilling. This increase in oil and gas exploration has caused an increase in the heavy truck traffic and the local population along the I-70 corridor between Glenwood Springs and Grand Junction.

Tourism Industry

The tourism industry is very important to the overall economic health of the Intermountain TPR and Colorado. The tourism industry has continued to grow in the region, not only due to the winter ski season, but also due to the increase in summer activities (such as biking, hiking, rafting, camping, mountain climbing, and extreme sports). This increase in tourism has created a greater need for service employment throughout the region. Since service jobs traditionally pay less than other employment sectors, many of the tourism industry workers cannot afford the housing costs located near work.

Real Estate

The increasing population has created a greater demand for housing in the region, and a corresponding increase in housing costs. Much of the demand is associated with baby boomers retiring and demanding second homes. This has caused the low-income population to be pushed out of the region or further away from the employment areas, forcing them to travel greater distances to their places of employment. Various issues have therefore developed including a lack of affordable housing, a lack of affordable transportation, an increase in congestion, and an increase in vehicle pollution.

Transportation Trends

The region's congestion level will continue to increase over the next 28 years. The corridors of major interest are Interstate 70, US Highway 24, State Highway 9 (SH 9), SH 82, SH 131, and SH 133. The transportation system will experience increasing deficiencies over the 28 to 30 years due to the increases in population, tourism, and natural resource exploration. This

increase in vehicle and truck traffic will also cause increases in the number of line miles of surface deficiencies and the number of fatal vehicle accidents in the region.

The level of demand for intermodal transportation will continue to increase over the next 28 years. The existing public transportation providers carry a high number of trips per year. However, a greater demand will be placed on the existing level of service as the population and commuting distances continue to increase. Based on the demand model, the public transportation providers only carry about 41 percent of the possible demand. In the next 25 years, the public transportation providers will only carry about 20 to 25 percent of the possible demand. However, there are several major public transit projects in the region that may allow transit to carry a greater percentage of the future trips. The region's airports will also experience continued growth in the number of commercial passengers.

As the region's congestion level increases, the demand for high capacity transit will become greater. The existing providers (RFTA and ECO Transit) are examining the possible development of high capacity transit (such as Bus Rapid Transit and DMUs) in order to increase the carrying capacity of the region's overall transportation system. A major reason to examine transit for congestion relief is the limited ability to widen the region's major corridors (by adding additional lanes).

Environmental Trends

The environment will be impacted by the increase in population, congestion, and pollution. The region is environmentally sensitive, and any increase in human activity will have a negative effect on the existing conditions of the water, soil, air, and historical sites within the region. At this time, the level of pollution in the water and air is under control. Environmental issues could become a greater concern if mitigation methods are not used during transportation infrastructure and service development.

VIII. CORRIDOR VISION

Corridor Vision Process

The 2035 Long-Range Transportation Plan builds on the “corridor-based” plan originally developed for the 2030 plan. The Corridor Visions effectively forecast the long-term needs of each corridor, rather than focusing on specific intersections, safety issues, or capacity issues from point to point. This part of the plan examines what the final buildout needs might be, given population growth, traffic growth, truck movements, and other operational characteristics of the facility. Then, an effort was made to focus improvements on the mid-term, or next 10 years. The Mid-Term Implementation Strategy will be examined later in this plan. These steps will help guide investment decisions throughout the planning period:

1. Identify corridor segments with common operating characteristics and future needs
2. Develop a Corridor Vision for each corridor segment
3. Develop Goals for each corridor segment
4. Develop Strategies to achieve the Goals for each corridor segment
5. Assign a Primary Investment Category

Corridor Vision Purpose

- Integrates community values with multimodal transportation needs.
- Provides a corridor approach for a transportation system framework.
- Strengthens partnerships to cooperatively develop a multimodal system.
- Provides administrative and financial flexibility in the regional and statewide plans.
- Links investment decisions to transportation needs.
- Promotes consistency and connectivity through a systemwide approach.
- Creates a transportation vision for Colorado and surrounding states.

Corridor Visions

This section contains a description of each corridor in the region. There are several parts to the corridor vision, including a description of the function, its Primary Investment Category, Priority (as assigned by the RPC), and a list of goals (types of needed improvements) and strategies (specific actions to be taken). Table 27 shows the Intermountain corridors with their beginning and ending milepost and Primary Investment Category.

Table 27
Intermountain Corridors

Corridor Number	Corridor Name	Description (from/to)	Beg MP	End MP	Primary Investment Category
PIM7001	I-70	Glenwood to Summit County Line	116	190	Mobility
PIM7001	SH 6	Glenwood to Summit County Line	116	190	Mobility
PIM7002	I-70	West of Glenwood Springs	61	116	Mobility
PIM7002	SH 6	West of Glenwood Springs	61	116	Mobility
PIM7001	I-70	Summit County Line to Eisenhower Tunnel	190	216	Mobility
PIM7001	SH 6	Summit County Line to Eisenhower Tunnel	190	216	Mobility
PIM7003	SH 9	Frisco to Breckenridge	64.67	86	Safety
PIM7004	SH 9	Breckenridge to I-70	86	97	Mobility
PIM7005	SH 9	North of I-70 to Kremmling	101	138.92	Safety
PIM7006	SH 13	Rifle to Meeker	0	41	Safety
PIM7007	SH 24	Dowd Junction to Leadville	143	177	Safety
PIM7008	US 24	Leadville to Buena Vista	177	210	Safety
PIM7009	SH 82	Glenwood to Aspen	0	40	Mobility
PIM7010	SH 82	Aspen to SH 24	40	85	Safety
PIM7011	SH 91	Leadville to Copper Mountain	0	23	Safety
PIM7012	SH 131	Wolcott to Steamboat Springs	0	33	Safety
PIM7013	SH 133	Hotchkiss to Carbondale	0	69	Safety
PIM7014	SH 139	I-70 to Rangely	0	72	Safety
PIM7015	SH 300	SH 24 to End	0	3.35	Maintenance
PIM7016	SH 325	SH 13 to CR 217	0	11	Maintenance

Source: CDOT, 2006 and LSC, 2007.

CORRIDOR: I -70 / SH 6 West Mountain Corridor B

DESCRIPTION: Major East-West Route MP 116 to MP 190

2035 Corridor Vision

The Vision for the I-70 corridor between Glenwood Springs to the Summit County line is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multimodal interstate facility connecting to places outside the region and making east-west connections within the Colorado Rocky Mountains. In addition, it provides for hazardous materials transport and military defense for our country. The transportation system in the area serves towns, cities, and destinations within and beyond the corridor. The I-70 Mountain Corridor Programmatic Environmental Impact Study, currently underway, is evaluating alternatives for this corridor. Future travel modes may include passenger vehicle, bus service, an advanced guideway system, passenger rail, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and environmental responsibility. The economy in the corridor depends highly on tourism and the economic benefits of the presence of many second homes. These two factors are directly related to the recreational opportunities provided by large amounts of public lands and bountiful natural environmental amenities. Users of this corridor want to preserve the mountain character of the area, while supporting the movement of tourists, commuters, and consumer goods in and through the corridor and recognizing the environmental, economic, and social needs of the surrounding area. This corridor is included in the 2003 Strategic Investment Plan, and should be included in future strategic programming efforts.

Segments of SH 6, from Dotsero to Dowd Junction to I-70 over Loveland Pass, are parallel facilities that support the vision of the I-70 corridor by providing for local access needs and east-west connection for communities along the corridor. I-70 F and I-70 G are the spur roads connecting SH 6 to I-70 at Eagle and Edwards. These spur roads also provide for local access needs as well as connection to the interstate system.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY
Priority: HIGH

Goals (I-70):

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Recreation travel
- Expand transit usage
- Promote environmentally-responsible transportation improvements

Goals (SH 6):

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Expand transit usage
- Provide for bicycle/pedestrian travel
- Reduce fatalities, injuries, and property damage crash rate

Strategies (I-70):

- Add accel/decel lanes
- Add new interchanges/intersections
- Construct and maintain park-and-ride facilities
- Provide and expand air, transit, bus, and rail services
- Provide intermodal connections
- Add ramp metering
- Construct noise barriers
- Improve wildlife crossings
- Promote environmental responsibility
- Promote rail studies

Strategies (SH 6):

- Add turn lanes
- Consolidate and limit access
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct and maintain park-and-ride facilities
- Stripe and sign designated bike lanes; develop bicycle/pedestrian master plans
- Improve geometrics
- Bridge repairs/replacements
- Add bus pullouts
- Reconstruct roadways

CORRIDOR: I-70 West of Glenwood Springs

DESCRIPTION: I-70A: DeBeque to Glenwood Springs, MP 61 to MP 116

2035 Corridor Vision

The Vision for the I-70 corridor west of Glenwood Springs is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multimodal Interstate facility, connects to places outside the region, and makes east-west connections within the Colorado River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Future travel modes expected in the corridor include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both

passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connection to other areas, safety, system preservation, and regional commuter travel. In fact, this corridor, in conjunction with the SH 82 corridor, represents a significant regional commuter travel corridor between Garfield County and the Roaring Fork Valley. The corridor depends on tourism, agriculture, and commercial activity for economic activity in the area; fiber optic lines along I-70 and along the rail corridor also support economic viability. Users of this corridor want to preserve the rural and agricultural character of the area, while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor and recognizing the environmental, economic, and social needs of the surrounding area. This corridor should be included in future strategic programming efforts.

Sections of SH 6, from DeBeque to Parachute and from I-70 west of Rifle to Canyon Creek, are parallel facilities that provide for local access needs and east-west connections between communities along the corridor. I-70 E, the Silt Spur Road, also provides for local access needs as well as connection to the Interstate system. Since the 2030 plan the level of traffic has increased on this corridor due to natural resources extraction, which has caused increased congestion at interchanges and deterioration of the road surface. The following Goals, Objectives, and Strategies apply specifically to these facilities:

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY

Priority: HIGH

I-70

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Expand transit usage
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

SH 6

- Reduce traffic congestion and improve traffic flow
- Support recreation travel
- Provide for bicycle/pedestrian travel
- Coordinate transportation and land use decisions
- Maintain or improve pavement to optimal condition

2035 Strategies

I-70

- Add or improve interchanges/intersections
- Reconstruct roadways
- Add surface treatment/overlays
- Construct intersection/interchange improvements

- Improve geometrics
- Construct and maintain park-and-ride facilities
- Provide and expand transit bus and advanced guideway systems
- Provide bicycle/pedestrian facilities
- Construct bicycle/pedestrian overpasses
- Construct separated bike facilities

SH 6

- Reconstruct roadways
- Bridge repairs/replacement
- Add surface treatment/overlays
- Add turn lanes
- Improve geometrics
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Expand air service

CORRIDOR: I-70 / SH 6 West Mountain Corridor A

DESCRIPTION: Major East-West Route MP 190 to MP 216

2035 Corridor Vision

The Vision for the I-70 corridor between the Summit County line and the Eisenhower Tunnel is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multimodal Interstate facility connecting to places outside the region and making east-west connections within the Colorado Rocky Mountains. In addition, it provides for hazardous materials transport and military defense for our country. The transportation system in the area serves towns, cities, and destinations within and beyond the corridor. The I-70 Mountain Corridor Programmatic Environmental Impact Study, currently underway, is evaluating alternatives for this corridor. Future travel modes may include passenger vehicle, bus service, an advanced guideway system, passenger rail, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and environmental responsibility. The economy in the corridor depends highly on tourism and the economic benefits of the presence of many second homes. These two factors are directly related to the recreational opportunities provided by large amounts of public lands and bountiful natural environmental amenities. Users of this corridor want to preserve the mountain character of the area, while supporting the movement of tourists, commuters, and consumer goods in and through the corridor and recognizing the environmental, economic, and social needs of the surrounding area. This corridor is included in the 2003 Strategic Investment Plan, and should be included in future strategic programming efforts.

One segment of SH 6, from Dillon to I-70 over Loveland Pass, is a parallel facility that supports the vision of the I-70 corridor by providing for local access needs and east-west connection for communities along the corridor.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY
Priority: HIGH

I-70

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Support recreation travel
- Promote environmentally responsible transportation improvements
- Expand transit usage

SH 6 – Vail-Gypsum

- Reduce traffic congestion and improve traffic flow
- Provide and expand transit bus and advanced guideway systems
- Reduce fatalities, injuries, and property damage crash rate
- Maintain or improve pavement to optimal condition

SH 6 – Summit County

- Reduce traffic congestion and improve traffic flow
- Provide and expand transit bus and advanced guideway systems
- Add or improve interchanges/intersections
- Reduce fatalities, injuries, and property damage crash rate
- Maintain or improve pavement to optimal condition

2035 Strategies

I-70

- Provide and expand transit bus and advanced guideway systems
- Add general purpose lanes
- Add or improve interchanges/intersections
- Provide intermodal connections
- Construct, improve, and maintain the system of local roads
- Add ramp metering
- Improve permeability for wildlife with targeted mitigation measures
- Expand air service
- Add infiltration trench and basins
- Construct noise barriers

SH 6 - Eagle

- Reconstruct roadways
- Bridge repairs/replacements
- Add turn lanes
- Improve geometrics
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Add general purpose lanes

SH 6 – Summit County

- Reconstruct roadways
- Bridge repairs/replacements
- Add turn lanes
- Improve geometrics
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Add general purpose lanes
- Provide for Hazardous Materials transportation
- Add medians

CORRIDOR: SH 9 – Frisco to Breckenridge

DESCRIPTION: SH 9C between Frisco and Breckenridge MP 64 to MP 86

2035 Corridor Vision

The Vision for the SH 9 corridor south of Breckenridge is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multimodal local facility connecting to places outside the region and making north-south connections within the Upper Blue River Valley. The transportation system serves towns, cities, and destinations within the corridor as well as destinations outside the corridor. Future modes of travel include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value environmental responsibility in establishing transportation choices, connections to other areas, safety, and system preservation. Recreation and tourism are the primary economic drivers in the area. Preserving the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor is important to the users of the corridor, as is recognizing the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: HIGH

- Support commuter and recreation travel
- Expand transit usage
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

2035 Strategies

- Construct, improve, and maintain the system of local roads
- Improve visibility/sight lines
- Consolidate and limit access and develop access management
- Promote carpooling and vanpooling
- Add drainage improvements
- Improve geometrics
- Add shallow wetlands construction
- Add/improve shoulders
- Improve permeability for wildlife with targeted mitigation measures
- Construct and maintain park-and-ride facilities

CORRIDOR: SH 9 – Breckenridge to I-70 at Frisco

DESCRIPTION: SH 9C: Breckenridge to I-70 at Frisco MP 86 to MP 97

2035 Corridor Vision

The Vision for the SH 9 corridor from Breckenridge to Frisco is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multimodal local facility, connecting to places outside the region and making north-south connections within the Upper Blue River Valley. The SH 9 Frisco to Breckenridge Environmental Impact Study, currently underway, is evaluating alternatives for this corridor. Future travel modes include passenger vehicle, bus service, bicycle/pedestrian facilities, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. Tourism, recreation, and commercial activities are the economic drivers in the area. Although there are areas of dense urban development along the corridor, users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor. At the same time, it is important that transportation improvements in the corridor recognize the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY

Priority: HIGH

- Reduce traffic congestion and improve traffic flow
- Support commuter and recreation travel
- Coordinate transportation and land use decisions
- Expand transit usage
- Provide for bicycle/pedestrian travel

2035 Strategies

- Add general purpose lanes
- Add turn lanes
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Add bus pullouts
- Promote carpooling and vanpooling
- Promote use and maintenance of variable message signs
- Improve ITS Incident response, Traveler Info, and Traffic Mgt
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 9

DESCRIPTION: SH 9 North of I-70 to Kremmling MP 101 to MP 139

2035 Corridor Vision

The Vision for the SH 9 corridor north of I-70 is primarily to improve safety while maintaining system quality and increasing mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Lower Blue River Valley, providing for commuter travel and public land access. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, and Transportation Demand Management. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. A temporary increase in semi-trailer traffic is expected for the harvesting of timber. This corridor is included in the 2003 Strategic Investment Plan, and should be included in future strategic programming efforts. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Although there are high levels of development within Silverthorne, users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: HIGH

- Increase travel reliability and improve mobility
- Support recreation travel
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Expand transit usage

2035 Strategies

- Reconstruct roadways
- Add passing lanes
- Improve permeability for wildlife with targeted mitigation measures
- Add turn lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Market transit services and provide incentives
- Construct and maintain park-and-ride facilities
- Construct and maintain transit stations
- Promote carpooling and vanpooling

CORRIDOR: SH 13

DESCRIPTION: SH 13 – Rifle to Meeker MP 0 to MP 41

2035 Corridor Vision

The Vision for the SH 13 Rifle to Meeker corridor is to provide an intermodal transportation network that will enhance the safety aspects while simultaneously preserving the wildlife, view-scape, and outdoor recreational benefits of this critical north-south alternative link. Although the primary investment category is safety, this corridor serves an important mobility function. This corridor serves as a multimodal local facility, primarily serving areas outside the corridor, making north-south connections within the Government Creek Valley area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Tourism, recreation, and commercial activities are important economic factors in this area; therefore, the communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. The compatibility of wildlife and vehicular traffic needs to be continually assessed in developing and evaluating transportation improvements.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: HIGH

- Reduce traffic congestion and improve traffic flow
- Expand transit usage
- Reduce fatalities, injuries, and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

2035 Strategies

- Reconstruct roadways
- Add turn lanes
- Add passing lanes
- Add roadway bypasses
- Add or improve interchanges/intersections
- Improve geometrics
- Add surface treatment/overlays
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Construct, improve, and maintain the system of local roads
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 24

DESCRIPTION: SH 24 – Dowd Junction to Leadville MP 143 to MP 177

2035 Corridor Vision

The Vision for the SH 24 corridor north of Leadville is primarily to improve safety, while maintaining system quality and increasing mobility. This corridor serves as a multimodal local facility, provides commuter access, and makes east-west connections within the Arkansas River and Eagle River valleys. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. In addition, there is the potential for future rail service on the Tennessee Pass line. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area. SH 24, in conjunction with SH 91, provide an alternate route for I-70.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: HIGH

- Support commuter and recreation travel
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Expand transit usage

2035 Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Improve permeability for wildlife with targeted mitigation measures
- Add accel/decel lanes
- Add turn lanes
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Add surface treatment/overlays
- Construct and maintain park-and-ride facilities
- Construct separated bike facilities

CORRIDOR: SH 24

DESCRIPTION: SH 24 – Leadville to Buena Vista MP 177 to MP 210

2035 Corridor Vision

The Vision for the SH 24 corridor south of Leadville is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes east-west connections within the Arkansas River Valley area. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, and aviation. In addition, there is the potential for future rail service via the Tennessee Pass line. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to experience only minimal increases. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation, and depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: HIGH

- Provide for tourist-friendly travel
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Support economic development and maintain environment

2035 Strategies

- Improve geometrics
- Add turn lanes
- Add accel/decel lanes
- Add/improve shoulders
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Add surface treatment/overlays
- Construct separated bike facilities
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 82

DESCRIPTION: SH 82 – Glenwood Springs to Aspen MP 0 to MP 40

2035 Corridor Vision

The Vision for the SH 82 corridor between Glenwood Springs and Aspen is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multimodal roadway on the National Highway System, providing commuter access, and making east-west connections within the Roaring Fork River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside the corridor. Future travel modes are envisioned to include passenger vehicle, bus service, a public bus rapid transit (BRT) system, truck freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management. BRT along the SH 82 corridor and I-70, and should be included in future strategic programming efforts. This corridor, in conjunction with the I-70 corridor west of Glenwood Springs, serves as a primary commuter corridor between Garfield County communities and the Roaring Fork Valley. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, high-tech activity, agriculture, commercial activity, aggregate mining, and the ski industry for economic activity in the area. While there are distinct areas of urban development, users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor.

The importance of open space, economic vitality, and cultural/environmental/recreational benefits is well recognized in this corridor.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY

Priority: HIGH

- Support economic development and maintain environment
- Expand transit usage
- Preserve the existing transportation system
- Reduce traffic congestion and improve traffic flow
- Reduce fatalities, injuries, and property damage crash rate

2035 Strategies

- Add roadway bypasses
- Add or improve interchanges/intersections
- Construct intersection/interchange improvements
- Improve geometrics
- Add surface treatment/overlays
- Reconstruct roadways
- Construct and maintain park-and-ride facilities
- Construct separated bike facilities
- Provide bicycle/pedestrian facilities
- Improve permeability for wildlife with targeted mitigation measures

Key Data

- Region will double in population by 2035
- Job growth exceeds statewide average
- V/C > 0.85 along the corridor in 2005, and will exceed 0.85 by 2035
- Most of the corridor will experience both high volumes and high percentages of commercial trucks by 2035
- Significant increase in the need for high capacity transit system along this corridor by 2035

CORRIDOR: SH 82

DESCRIPTION: SH 82 – Aspen to SH 24 MP 40 to MP 85

2035 Corridor Vision

The Vision for the SH 82 corridor between Aspen and SH 24 is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes east-west connections within the Arkansas River and Roaring Fork River valleys. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle and

bicycle/pedestrian facilities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain generally constant. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists in and through the corridor. The importance of environmental, economic, and social needs of the surrounding area is well recognized.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: MEDIUM

- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote erosion control and stabilize slopes
- Promote environmentally responsible transportation improvements

2035 Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Improve visibility/sight lines
- Add guardrails
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Add surface treatment/overlays
- Reconstruct roadways
- Add rest areas
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 91

DESCRIPTION: SH 91 – Leadville to Copper Mountain MP 0 to MP 23

2035 Corridor Vision

The Vision for the SH 91 corridor is primarily to improve safety, with system quality maintenance and increased mobility. This corridor serves as a multimodal local facility, provides commuter access, and makes north-south connections within the Arkansas River Valley and Ten Mile Creek areas. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, trans-

portation choices, connections to other areas, and safety. They depend on tourism for economic activity; historically, mining was a primary economic generator in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY
Priority: MEDIUM

- Support commuter and recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies and maintain or improve pavement to optimal condition
- Support economic development and maintain environment
- Expand transit usage

2035 Strategies

- Improve geometrics
- Add passing lanes
- Add accel/decel lanes
- Add turn lanes
- Add/improve shoulders
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Add surface treatment/overlays
- Construct and maintain park-and-ride facilities
- Construct separated bike facilities

CORRIDOR: SH 131

***DESCRIPTION: SH 131A/B: I-70 at Wolcott to Steamboat Springs
MP 0 to MP 33***

2035 Corridor Vision

The Vision for the SH 131 corridor is primarily to improve safety, with maintaining system quality and increased mobility as secondary concerns. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Upper Colorado River Valley area. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, passenger rail, truck freight, and rail freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor. The environmental, economic, and social

needs of the surrounding area are well recognized.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: MEDIUM

- Support recreation travel
- Improve access to public lands
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

2035 Strategies

- Improve geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add guardrails
- Bridge repairs/replacement
- Add surface treatment/overlays
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Improve hot spots
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 133 – Hotchkiss to Carbondale

***DESCRIPTION: SH 133A: Hotchkiss to SH 82 at Carbondale
MP 0 to MP 69***

2035 Corridor Vision

The Vision for the SH 133 corridor is primarily to improve safety, while maintaining system quality and increasing mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Crystal River Valley. The corridor also serves as an important access to I-70 corridor for the West Slope communities. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, and Transportation Demand Management. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volumes will generally remain constant. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation, and depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters

in and through the corridor, recognizing the environmental, economic, and social needs of the area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: LOW

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Support commuter and recreation travel
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

2035 Strategies

- Improve geometrics
- Add turn lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Improve rock fall mitigation
- Consolidate and limit access and develop access management
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Construct separated bike facilities

CORRIDOR: SH 139 – I-70 to Rangely

DESCRIPTION: SH 139A: I-70 to Rangely MP 0 to MP 72

2035 Corridor Vision

The Vision for the SH 139 corridor is primarily to improve safety with system quality and mobility improvements as secondary concerns. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Douglas Pass area. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, truck freight, and rail freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, natural resource extraction, and agriculture for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: LOW

- Support recreation travel
- Improve access to public lands
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

2035 Strategies

- Improve geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add guardrails
- Improve hot spots
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Add surface treatment/overlays
- Bridge repairs/replacement

CORRIDOR: SH 300 – SH 24 to End

DESCRIPTION: SH 300A: SH 24 at Malta to End MP 0 to MP 3.35

2035 Corridor Vision

The Vision for the SH 300 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multimodal local facility, provides local access to the National Fish Hatchery, and makes east-west connections within the Arkansas River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Future travel modes include passenger vehicle, truck freight, and bicycle/pedestrian facilities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain generally constant. The communities along the corridor value safety and system preservation, and they depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor. The environmental, economic, and social needs of the surrounding area are well recognized.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MAINTAINANCE

Priority: LOW

- Eliminate shoulder deficiencies
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support economic development and maintain environment

2035 Strategies

- Construct, improve, and maintain the system of local roads
- Improve geometrics
- Add/improve shoulders
- Add surface treatment/overlays
- Provide bicycle/pedestrian facilities
- Stripe and sign designated bike lanes
- Add drainage improvements
- Promote environmental responsibility
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 325 – SH 13 to CR 217

DESCRIPTION: SH 325A: SH 13 north of Rifle to End at County Road 217 MP 0 to MP 11

2035 Corridor Vision

The Vision for the SH 325 corridor is primarily to maintain system quality, with safety and mobility improvements as secondary concerns. This corridor serves as a multimodal local facility, provides local access, and makes north-south connections within the Rifle Gap area. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Future travel modes include passenger vehicle, truck freight, and bicycle/pedestrian facilities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain generally constant. The communities along the corridor value safety, system preservation, and connection to the Flattops Wilderness Area. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, and farm-to-market products in and through the corridor. The environmental, economic, and social needs of the surrounding area are well recognized.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MAINTAINANCE

Priority: LOW

- Support recreation travel
- Improve access to public lands
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

2035 Strategies

- Improve geometrics
- Add/improve shoulders
- Add guardrails
- Improve hot spots
- Add surface treatment/overlays
- Improve rock fall mitigation

IX. VISION PLAN

CDOT allocates funds to various programs, including System Quality (Preservation of the Existing System), Mobility, Safety, Program Delivery, Statewide Programs, and Priority Projects.

For the purposes of this plan, the RPC examined all the available background data; matched unmet needs with the Regional Vision, Values, and Goals; and determined what the ultimate needs are on each corridor segment that are consistent with the needs and desires of the community. With this in mind, the RPC assigned a Primary Investment Category to each segment. This does not in any way imply that other types of projects may be needed on any given corridor. For instance, if Safety was determined to be the Primary Investment Category, the most pressing need may be for Safety type projects—passing lanes, straightening, signage, intersection improvements, etc. But there may also be spot locations in the corridor that need to be addressed from a congestion or capacity standpoint—the main focus of the Mobility category. Likewise, if a segment has been selected primarily for System Quality improvements, there may also be a need for spot Safety or Mobility improvements. The goal has been to identify the primary set of needs given the corridor’s place in the regional system prioritization.

Multimodal Plan

This multimodal transportation plan addresses roadway, transit, aviation, rail, non-motorized transportation, and travel demand management strategies. Table 28 lists all corridors in the region, the total cost of needed improvements, the Primary Investment Category, the priority as assigned by the Regional Planning Commission, and the percentage of funding from two different programs. The Regional Priority Program (RPP) percentage is divided into Region 1 and Region 3 columns. A percentage of RPP funds from each region has been assigned to the corridor. The percentages in the column entitled Unprogrammed Strategic Projects represent future funds that may be available when the current Strategic Projects Program is complete.

Where transit costs can be attributed to an individual corridor—for instance, intercity bus—those cost estimates have been included with the corridor. A separate category has been added—Community Based Transit—for those transit programs that are area-based and cannot be assigned to a single corridor. Likewise, aviation costs have been assigned to a specific corridor based on the proximity of each airport to the highway corridor.

Total Cost

Total costs are based on updated costs from the 2030 plan. The original (2030) cost was updated by subtracting expenditures for completed projects since the completion of the last plan in 2004, including FY 2006-2008, then factoring in the significant inflation in construction costs over the last three years. An enormous jump in costs has been identified—approximately 33 percent—due to increasing pavement, steel, and transportation costs. This has caused a significant scale back of expectations for transportation improvements in the near-term.

The total Vision Plan cost from 2008 to 2035 is estimated to be about \$27.8 billion, including \$17.7 billion in transit costs and \$340 million in aviation costs.

**Table 28
2035 Vision Plan Priorities**

Corridor	Description	Highway System Cost (2008 Dollars) (\$000)	Transit System Cost (2008 Dollars) (\$000)	Aviation System Cost (2008 Dollars) (\$000)	Total Cost (2008 Dollars) (\$000)	2035				
						Primary Investment Category	Priority	% RPP		Unprogrammed Strategic Projects
								Region 1	Region 3	
—	Regional Preliminary Engineering/ Environmental Pool	—	—	—	—	System Quality	High		7.5	
—	Regional Shoulder Pool	—	—	—	—	System Quality	High		7.5	
	Operation Improvements Generic Projects									
I-70	Glenwood Springs to Summit County Line	\$6,610,464	\$9,292,180	\$188,294	\$16,388,022	Mobility	High		21.5	50
SH 6	Glenwood Springs to Summit County Line	\$297,084								
I-70	Summit County Line to Eisenhower Tunnel	\$2,322,595	\$3,264,820		\$5,587,415			15		20
SH 6	Summit County Line to Eisenhower Tunnel							10		
I-70	West of Glenwood Springs	\$254,456			\$298,812	Mobility	High		12.5	10
SH 6	West of Glenwood Springs	\$44,356								
SH 9	Frisco to Breckenridge	\$36,320	\$16,000		\$52,320	Safety	High	25		
SH 9	Breckenridge to I-70 at Frisco	\$118,250	\$1,085,477		\$1,203,727	Mobility	High	35		
SH 9	North of I-70 to Kremmling	\$53,200			\$53,200	Safety	Medium	10		
SH 13	Rifle to Meeker	\$88,450			\$88,450	Safety	High		12.5	
SH 24	Dowd Junction to Leadville	\$54,560		\$38,227	\$92,787	Safety	Medium		5	
SH 24	Leadville to Buena Vista					Safety	Medium		1	
SH 82	Glenwood Springs to Aspen	\$328,600	\$2,757,600	\$114,085	\$3,200,285	Mobility	High		12.5	20
SH 82	Aspen to SH 24					Safety	Medium		1	
SH 91	Leadville to Copper Mountain	\$37,240			\$37,240	Safety	Medium	5	1	
SH 131	I-70 at Wolcott to Steamboat Springs	\$28,140			\$28,140	Safety	Low		1	
SH 133	Hotchkiss to Carbondale	\$48,430			\$48,430	Safety	High		5	
SH 139	I-70 to Rangely					Safety	Low		1	
SH 300	SH 24 to End					Maintenance	Low		1	
SH 325	SH 13 to CR 217	\$2,660			\$2,660	Maintenance	Low			
Local Transit			\$874,000		\$874,000		High			
Regional Intermodal Facilities			\$462,332		\$462,332		High		10	
Total		\$10,324,805	\$17,752,409	\$340,606	\$28,417,820			100%	100%	100%

Transit

This section presents the Long-Range 2035 Transit Plan for the Regional Transportation Plan. The Long-Range Transit Plan includes an analysis of unmet needs, gaps in the service areas, regional transit needs, and a funding plan.

The Intermountain TPR is a challenging environment for public transportation due to the distinct rural nature of the area and scattered development. Funding and land-use development patterns are constraints to transit growth in the region. One constraint is due to limited federal transit funds. A second constraint is the low residential density within the region, combined with scattered work destinations, which limit the ability of traditional transit service to efficiently serve an increasing number of people. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles.

The existing transportation providers were presented earlier in this document, along with the transit demand for the region. Unmet need has several definitions. This plan introduces two different definitions of unmet need. The first unmet needs analysis is quantitative while the second unmet needs analysis is from public feedback from the public forums, human services transportation coordination meetings, and other local meetings. The LSC team received several comments and suggestions regarding the adequacy of transit services in the local area.

The unmet needs are identified as gaps in service. These gaps include areas which are unserved, lack of connections between local service areas, corridors without service, unserved population groups, and times of day or days of the week which are not served. This plan includes strategies to eliminate many of the gaps in transit service in the region, but funding is not available to implement most of those strategies. Many of the strategies are incorporated into the Vision Plan for the region, but are not included in the Financially-Constrained Plan because of the lack of additional funding. Potential sources of additional funding include higher fares, public/private partnerships, additional local government funding, and formation of Rural Transportation Authorities.

This Plan looked at how people currently use the existing transit services, who uses the services, and what keeps others from doing so. There are many reasons why people choose their automobiles over the transit service. Many of the future transit services would operate longer hours, run more frequently, and extend service areas. That is expensive, particularly in the early years as ridership builds. However, a fast, frequent, and reliable transit system would attract all market segments to the service. There is no denying the fact that transit services cannot come close to paying for themselves. Almost all services across the nation are subsidized from the Federal Transit Administration, state funding sources, and grants. The ability to leverage these federal funds becomes a difficult challenge as this match, in most cases, must be a locally derived cash match. While there have been increasing sources of federal operating and capital funding in recent years, the ability to raise the local match in many of Colorado's rural areas is difficult at best.

Future Funding

Funding for transit services within the region will come from federal and local (public and private) sources. SAFETEA-LU is the current legislation guiding the federal transit program. Under SAFETEA-LU the Federal Transit Administration administers formula and discretionary funding programs that are applicable to the Intermountain Region. Senate Bill 1 resulted in state funding for transit. The following text provides a short description of other existing funding sources which are the primary source of operating and capital funds for Colorado's rural regions.

5309 Discretionary Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978, the Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU, this program provides capital funding assistance to any size community. The program is administered by the FTA. The funds are available to public transportation providers in the state on a competitive discretionary basis, providing up to 80 percent of capital costs. Competition for these funds is fierce, and generally requires lobbying in Washington, DC and receiving a congressional earmark.

Approximately 10 percent of the funds are set aside for rehabilitation or replacement of buses and equipment, and the construction of bus transit facilities. It should be noted that in recent years the transit agencies in Colorado have submitted requests for projects through a statewide coalition—CASTA. The LSC Team encourages the transit agencies in the Intermountain region to join the CASTA coalition.

5310 Elderly and Persons with Disabilities Capital Funds

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies that transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. Preliminary estimates by FTA regional staff indicate that CDOT's apportionment for Fiscal Year 2008 is approximately \$1.6 million. For the Intermountain TPR, the amount of 5310 is \$49,000 in 2007 and over the planning horizon, a total of \$1.5 million.

5311 Capital and Operating Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978, the Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU, this program provides funding assistance to communities with a population of less than 50,000. The Federal Transportation Administration (FTA) is charged with distributing federal funding for "purposes of mass transportation."

The program is administered by the Colorado Department of Transportation. The funds are available to public and private transportation providers in the state on a competitive, discretionary basis to support up to 80 percent of the net administrative costs and up to 50 percent of the net operating deficit. Use of this funding requires the agency to maintain certain records in compliance with federal and state requirements. A portion of the funds are apportioned directly to rural counties based upon population levels. The remaining funds are distributed by the

Department of Transportation on a discretionary basis based on system performance and merit of the grant application, and are typically used for capital purposes. The estimated funding for the Intermountain TPR is 5311 funding is for Fiscal Year 2008 is \$2.5 million. The amount of 5311 funding over the planning horizon (2008-2035) is estimated at \$7 million.

Additional Federal Transit Administration Funding Programs

There are additional federal funding programs for a variety of programs. The following represent myriad funding programs and a short description of each:

- 5313 State Planning and Research Programs with 50 percent being available to states to conduct their own research. The dollars for state research are allocated based on each state's respective funding allotment in other parts of the Mass Transportation Chapter of the US Code.
- 5319 Bicycle Facilities are to provide access for bicycles to mass transportation facilities or to provide shelters and parking facilities for bicycles in or around mass transportation facilities. Installation of equipment for transporting bicycles on mass transportation vehicles is a capital project under Sections 5307, 5309, and 5311. A grant under 5319 is for 90 percent of the cost of the project, with some exceptions.
- Transit Benefit Program is a provision in the Internal Revenue Code (IRC) that permits an employer to pay for an employee's cost to travel to work in other than a single-occupancy vehicle. The program is designed to improve air quality, reduce traffic congestion, and conserve energy by encouraging employees to commute by means other than single-occupancy motor vehicles.

State Funding Sources

The Colorado Legislature passed legislation that provides state funding for public transportation under House Bill 1310. House Bill 1310 requires that 10 percent of funds raised under Senate Bill 1 be set aside for transit-related purposes. Funds under this legislation are available in 2007.

2035 Transit Vision

Each provider in the Intermountain study area was asked to submit operational and capital projects for the next 28 years to address long-range transit needs. The plan incorporates goals and strategies to address the gaps in service and support the corridor visions throughout the region. The Vision Plan is based on *unrestricted funding* for the transit providers. The submitted projects include costs to maintain the existing system and also projects that would enhance the current transit services. All of the projects are eligible for transit funding. For more information on the projects, the Local Transit Plan and Human Services Transportation Plan provide the details on this long-range plan.

The transit projects for the region for the next 28 years have an estimated cost of approximately \$17.7 billion dollars as presented in Table 29. This total includes operational and capital costs.

Table 29	
Intermountain Transit Vision Plan	
Operating	Total
Existing Operational Costs	\$1,103,933,736
Expanded Service	\$126,670,626
Additional Service Hours	\$69,852,168
Regional	\$88,217,428
New Service	\$30,023,421
Rail/Rapid Transit	\$246,671,193
Coordination	\$51,138,050
Subtotal	\$1,716,506,621
Capital	
New/Replace Vehicles	\$470,410,084
Facilities/Equipment	\$465,874,786
Regional Fixed Guideway	\$15,100,000,000
Subtotal	\$16,036,284,869
Grand Total	\$17,752,791,490
<i>Source: LSC & CDOT, 2007.</i>	

Aviation Project Plan

The preferred list of airport projects and their associated cost estimates were developed utilizing several sources of information:

Six-Year Capital Improvement Program – Every airport in the State of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year capital improvement program (CIP) list. That list contains major capital projects that the airport anticipates could take place over the six-year planning period. The CIP will show the year the project is anticipated to occur and further identifies anticipated funding sources that will be used to accomplish the project. Those funding sources may include local, FAA, and Aeronautics Division funds.

CDOT – Aeronautics and FAA staff work very closely with those airports that anticipate funding eligible projects with grant funds from the FAA. Since the FAA and CDOT-Aeronautics are concerned with the statewide system of airports, it is very important that individual airport projects be properly planned and timed to fit within the anticipated annual federal funding allocation. At this time, there are 75 public-use airports in the State of Colorado.

FAA and CDOT – Aeronautics staff meet on a regular basis to evaluate the federal CIP program and make any adjustments as may be required. Therefore, projects shown on the individual airport CIP that identify FAA as a source of funding for the project have already been coordinated with FAA and CDOT-Aeronautics for programming purposes.

The costs of the projects are estimates and are typically provided to airports through their own city staff, consulting firms, engineering firms, planning documents, FAA, CDOT-Aeronautics, or other similar sources.

National Plan of Integrated Airport Systems (NPIAS) – The NPIAS identifies more than 3,000 airports nationwide that are significant to the national air transportation system and thus are eligible to receive federal grants under the Airport Improvement Program (AIP). The projects listed in this document include those that have been identified in the near-term and have been programmed into individual airport CIPs as well as long-term projects that have only been identified as a need but not programmed into the federal grant process. The plan also includes cost estimates for the proposed future projects. The projects included in the NPIAS are intended to bring these airports up to current design standards and add capacity to congested airports.

The NPIAS comprises all commercial service airports, all reliever airports and selected general aviation airports. The plan draws selectively from local, regional, and state planning studies.

Colorado Statewide Airport Inventory and Implementation Plan 2000 (State Airport System Plan) – In 1999, CDOT-Aeronautics contracted with a consulting firm to develop an Airport System Plan. This plan, prepared by Wilbur Smith and Associates, was completed in 2000.

The State of Colorado is served by a system of 78 public-use airports. These 78 airports are divided into two general categories—commercial service and general aviation. The Statewide Airport Inventory and Implementation Plan was designed to assist in developing a Colorado Airport System that best meets the needs of Colorado’s residents, economy, and visitors. The study was designed to provide the Division of Aeronautics with information that enables them to identify projects that are most beneficial to the system, helping to direct limited funding to those airports and those projects that are of the highest priority to Colorado’s airport system.

The report accomplished several things including the assignment of each airport to one of three functional levels of importance—Major, Intermediate, or Minor. Once each airport was assigned a functional level, a series of benchmarks related to system performance measures were identified. These benchmarks were used to assess the adequacy of the existing system by determining its current ability to comply with or meet each of the benchmarks.

Airport Survey Information – As a part of the CDOT 2030 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits occurred requesting updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2030 planning period. Letters were mailed out to each airport manager or representative that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet whereby airports could list their anticipated projects through the year 2030. Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information.

Most airports responded to this information request. Some of the smaller airports with limited or no staff did not respond.

Joint Planning Conferences – One of the methods utilized by the CDOT-Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport. CDOT-Aeronautics and FAA staff attend

these meetings. The JPC allows an opportunity for all of the aviation community to contribute into the planning process of the airport. Many good ideas and suggestions are generated as a result of these meetings. At this time the list of actual preferred airport projects is under development by the CDOT Division of Aeronautics and will be inserted into this document once completed.

X: FISCALLY-CONSTRAINED PLAN

Current estimates of funding availability (2035 Resource Allocation) anticipate that CDOT will not achieve a single performance goal after 2010. Colorado's transportation investments are at risk of serious deterioration as a combination of issues has come together requiring that the state identify new ways to fund transportation needs. Revenues are sluggish at both federal and state levels and are not able to keep up with dramatic construction cost increases. The future of federal transportation funding is even uncertain. In addition, growth in the use of the system has outpaced growth in system capacity. A combination of strategies will be required to address the shortfall, including optimizing system expenditures and seeking additional revenue options.

Resource Allocation

CDOT allocates funds to various programs, including Strategic Projects, System Quality (Preservation of the Existing System), Mobility, Safety, and Program Delivery as well as other Earmarks, Statewide Programs, and the Regional Priority Program (RPP). These program funds are allocated to CDOT Engineering Regions. The region may contain multiple TPRs or two regions may overlap a TPR, making for a rather complicated scenario of available resources. Each region then expends these funds based on need. The fiscally-constrained plan focuses on the RPP designed specifically to engage local partners in the decision-making process for priorities among major projects. It is important to note that the size of other programs far exceeds the RPP. CDOT continues to develop a wide range of transportation improvements throughout the state and throughout the TPR, in addition to the RPP.

The Intermountain TPR is overlapped by Regions 1 and 3. Note that the regions have responsibility for many counties, including the five in the Intermountain TPR. Total program funds, shown in Table 30, are responsible for everything from major projects of statewide significance (Strategic Projects) to resurfacing to maintenance to bridge repair and bicycle/pedestrian programs.

Program	Region 1 (\$000)	Region 3 (\$000)
Strategic Projects	\$1,509,100	\$825,000
System Quality	\$1,165,900	\$1,346,200
Mobility	\$578,400	\$360,300
Safety	\$435,900	\$425,800
Program Delivery	\$173,100	\$194,200
Regional Priority Program	\$97,800	\$93,900
Earmarks FY2008 & FY2009	\$400	\$6,600
Total	\$3,960,600	3,252,000

Regional Priority Program Funding

This plan deals primarily with funds from CDOT's Regional Priority Program (RPP) as allocated to each of six CDOT Regions. The Intermountain TPR is in CDOT Regions 1 and 3. The allocation to CDOT Region 1 Intermountain was \$12 million for the period 2008-2035; the allocation within Region 3 was \$20.9 million. The Intermountain TPR has an estimated \$32.9 million over the planning horizon. This amount does not include FTA funding for transit. The TPR's vision plan for the region identifies about \$29 billion worth of desired highway, transit, and aviation projects, which significantly exceeds the level of available funding. Being aware of the substantial funding shortfall, if additional funds are to be made available in the future, it may be possible to draw from the high priority corridor list from the vision plan without completing a full, and time consuming, plan update.

Based on information from CDOT Region 1, \$44.46 million in SB-1 funds have been allocated to the Intermountain portion of the region. This brings the RPP and SB-1 funding for highways to \$78 million. The SB-1 funding is broken down into two corridors—SH 9 and the western portion of I-70.

The Regional Planning Commission met on March 5, 2007 to review options and priorities for RPP funding. The specific dollar amounts for each corridor are provided in Table 31.

Multimodal Constrained Plan

The multimodal fiscally-constrained plan allocates funds reasonably expected to be available the priorities established in the Vision Plan. A total of \$78 million for the Intermountain region, this includes CDOT Regions 1 and 3 for highway funding. This amount is anticipated to be available during the planning period for the RPP program. Other funds for safety, traffic operations, bridge replacement, resurfacing, and other programs are also expected to be available, but are allocated by CDOT based on performance, infrastructure life expectancy, and other factors.

The 2035 Constrained Plan total is \$2.1 billion as presented in Table 31. This covers highway, transit, and aviation funding amounts. This includes \$1.88 billion in transit operations and capital for the planning horizon. A large portion of this funding is local dollars for transit operations. More details of the transit dollars are presented in Table 32.

**Table 31
2035 Constrained Plan**

Corridor Number	Corridor Name	Description (from/to)	Primary Investment Category	Region RPP Percent		SP Percentage	2035 Constrained Total (\$000)				
				R 1	R 3		*Highway R 1	*Highway R 3	Transit	Aviation	Total
		Regional Preliminary Engineering Environmental Pool			7.5		\$ -	\$ 1,761			\$ 1,761
		Regional Shoulder Pool			7.5		\$ -	\$ 1,761			\$ 1,761
		Pool (Generic Projects)					\$ 667	\$ -			\$ 667
		Operation Improvements					\$ 660	\$ -			\$ 660
PIM7001	I-70	Glenwood Springs to Summit County Line	Mobility		10.75	35	0	\$ 2,524		\$ 93,500	\$ 96,024
PIM7001	SH 6	Glenwood Springs to Summit County Line	Mobility		10.75		0	\$ 2,524			\$ 2,524
PIM7001	I-70	Summit County Line to Eisenhower Tunnel	Mobility	9		35	\$ 20,000				\$ 20,000
PIM7001	SH 6	Summit County Line to Eisenhower Tunnel	Mobility				\$ 1,000				\$ 1,000
PIM7002	I-70	West of Glenwood Springs	Mobility		6.25	10	\$ -	\$ 1,467			\$ 1,467
PIM7002	SH 6	West of Glenwood Springs	Mobility		6.25		\$ -	\$ 1,467			\$ 1,467
PIM7003	SH 9	Frisco to Breckenridge	Safety	58			\$ 4,000	\$ -			\$ 4,000
PIM7004	SH 9	Breckenridge to I-70	Mobility	33			\$ 31,460	\$ -			\$ 31,460
PIM7005	SH 9	North of I-70 to Kremmling	Safety				\$ -	\$ -			\$ -
PIM7006	SH 13	Rifle to Meeker	Safety		12.5		\$ -	\$ 2,934			\$ 2,934
PIM7007	SH 24	Dowd Junction to Leadville	Safety		5		\$ -	\$ 1,174		\$ 11,500	\$ 12,674
PIM7008	US 24	Leadville to Buena Vista	Safety		1		\$ -	\$ 235			\$ 235
PIM7009	SH 82	Glenwood Springs to Aspen	Mobility		12.5	20	\$ -	\$ 2,934	\$ 120,000	\$ 54,000	\$ 176,934
PIM7010	SH 82	Aspen to SH 24	Safety		1		\$ -	\$ 235			\$ 235
PIM7011	SH 91	Leadville to Copper Mountain	Safety		1		\$ -	\$ 235			\$ 235
PIM7012	SH 131	Wolcott to Steamboat Springs	Safety		1		\$ -	\$ 235			\$ 235
PIM7013	SH 133	Hotchkiss to Carbondale	Safety		5		\$ -	\$ 1,174			\$ 1,174
PIM7014	SH 139	I-70 to Rangely	Safety		1		\$ -	\$ 235			\$ 235
PIM7015	SH 300	SH 24 to End	Maintenance		1		\$ -	\$ 235			\$ 235
PIM7016	SH 325	SH 13 to CR 217	Maintenance				\$ -	\$ -			\$ -
	Local Transit						\$ -	\$ -	\$ 1,759,758		\$ 1,759,758
	Regional Intermodal Facilities				10		\$ -	\$ 2,348	\$ -		\$ 2,348
Total							\$ 57,787	\$ 23,475	\$ 1,879,758	\$ 159,000	\$ 2,120,020

Source: CDOT, 2006 and LSC, 2007. (* Includes SP-1 funding)

Transit

The Long-Range Fiscally-Constrained Plan is presented in Table 32. The Fiscally-Constrained Plan presents the long-range transit projected funding for FTA and CDOT programs. This is anticipated funding which may be used to support services. It should be noted that this total constrained amount is only an estimate of funding. As funds are appropriated in future federal transportation bills, these amounts will likely fluctuate. Capital requests are anticipated for future vehicle requests for the 5310 and 5311 providers over the course of the 2035 Planning Horizon. Additionally, the local funding amounts have been held constant. The constrained operating plan has an estimated cost of approximately \$1.88 billion, with a capital cost of approximately \$528 million. Total constrained FTA and CDOT funding is approximately \$235 million. This includes SB-1 projects. The remainder of funding will need to be generated from local funding. This amount is estimated at \$1.59 billion.

Table 32	
Intermountain Constrained Transit Plan	
Operating	Total
Existing Operational Costs	\$1,155,071,786
New Services	\$196,522,793
Regional Service	
Subtotal	\$1,351,594,579
Capital	
Replacement Vehicles	\$401,593,007
New Vehicles	
Facilities/Equipment	\$126,571,400
Subtotal	\$528,164,407
Grand Total	\$1,879,758,986
Other Local Funding	\$1,593,972,453
Local Match Funding	\$50,591,929
FTA and State Grants	\$235,194,604
Total Funding	\$1,879,758,986
<i>Source: LSC and CDOT, 2007.</i>	

Aviation

The constrained costs were developed for the airports in Colorado using very general assumptions and forecasts. Airports that receive entitlement money fell under the assumption that they will continue to receive entitlements through 2035 at the current level. In addition to the entitlements, forecasts were used to determine how much discretionary money an airport would receive. The discretionary money is all FAA dollars other than entitlement and any money the state might grant. The forecasts were derived from any projects in their 6-year CIP, any major projects anticipated outside the 6-year CIP, as well as looking at historic funding levels at that airport to help predict the possible level of funding over the next 28 years. Any contributions to

the airport from the local communities were not included in these constrained costs. By no means do these constrained costs guarantee that each airport will receive this amount through 2035.

Table 33 Aviation Constrained Plan	
Airport	Dollars
Eagle County Regional (Eagle)	\$53,000,000
Aspen/Pitkin County (Aspen)	\$54,000,000
Garfield County Regional (Rifle)	\$40,000,000
Lake County Airport (Leadville)	\$11,500,000
Glenwood Springs Municipal (Glenwood Springs)	\$500,000
Total	\$159,000,000

XI. MID-TERM IMPLEMENTATION STRATEGY

The final step in the TPR Prioritization Meeting was to identify a Mid-Term Implementation Strategy for the TPR. This step is an outcome of meetings with the Regional Planning Commission (RPC) at which many participants expressed the need for some intermediate strategy that is something less than the full long-range outlook. The purpose of the Mid-Term Implementation Strategy is to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next 10 years, knowing there are limited funds and increasing costs.

Intermountain Mid-Term Implementation Strategy

The Intermountain TPR has selected five high priority corridors: two segments of Interstate 70/US Highway 6, two segments of State Highway 9, and one segment of State Highway 82. Within these corridors and the other transportation corridors, the Region has identified and prioritized improvements to be considered as part of the Mid-Term Implementation Strategy. These projects have been included by reference as Appendix D.

Regional Issues

The Intermountain TPR described many pressing issues that affect transportation:

- The Coal Bed Methane (CBM) gas industry requires large numbers of heavy vehicles on public roads during exploration, production, and maintenance phases.
- Population and employment growth affects all aspects of the region.
- Recreation/tourism brings many visitors to the region seeking access to public lands.
- Growth in second home construction and occupancy has a major effect on the regional economy, driving up local real estate prices.
- High real estate prices force many local workers to dispersed residential development relative to employment centers.
- Environmental impacts from transportation in the form of particulates, CO, noise, vehicle-animal crashes, water quality, and dependence on fossil fuels are undesirable in this sensitive region.
- Residents have expressed a strong desire to establish and fund modal choices like local and regional public transportation, better bicycle/pedestrian facilities, Travel Demand Management (TDM) programs, and Intelligent Transportation Systems (ITS).
- Recognition that the mountainous terrain prevalent throughout the region contributes to high roadway construction prices and the knowledge that congestion and other transportation issues will not be solved by roadway improvements alone.
- Several regional highways function as Main Street in the community with associated congestion, safety, and environmental impacts.
- Truck traffic is growing substantially on several regional corridors.

- The region has expressed a desire to expand coordinated comprehensive planning efforts, especially with regard to the link between land use and transportation.

Strategies to Increase Transportation Revenues

The Regional Planning Commission (RPC) recognizes that CDOT investment in capital improvements using existing resources must necessarily be minimal over the mid-term due to accelerating costs and declining revenues. To help offset costs, the RPC adopts the following Mid-Term Implementation Strategy Policies:

- 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.

Mid-Term Implementation Priorities

Based on the issues, visions, and strategies—the RPC has identified the following as the 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.
- 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 reconstructed from Rifle to the Rio Blanco County line.

XII. ASSESSMENT OF IMPACTS OF PLAN IMPLEMENTATION

The impacts from implementation of this plan are mixed. The currently acute shortage of transportation funding will continue to provide challenges for the Intermountain TPR. Commitment of CDOT Regions 1 and 3 funds to complete the I-70 and SH 6 corridor reconstruction project and other previous commitments, while critical to overall needs, draws badly needed funds from the Intermountain TPR. The constrained plan allocates relatively small amounts to US 24, SH 9, and SH 82.

Outside of these areas, the TPR will expect to see little additional major construction work in the near-term due to equally important needs elsewhere, unless additional funds are forthcoming. While CDOT will continue to address safety, bridge, and resurfacing needs on many of the region's highways, other major work will have to wait for the funding scenario to improve.

As a result, congestion will continue to deteriorate in spot locations on I-70, SH 6, US 24, SH 9, and SH 82. Many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists as well as leaving some safety concerns unaddressed.

Reasonably expected transit funding will keep the existing transit providers operating at existing levels, with little opportunity for expansion of services beyond the current clientele. Fixed-route transit and improved intercity bus or rail may be needed in the future, if not sooner, but funding availability will make implementation difficult in the near-term. Any additional service or capital investment for transit will be generated in the short term through local funding sources.

Overall, the Mid-Term Implementation Strategies will direct funding to the most critical areas to provide the best possible system within funding constraints.