



COLORADO
Department of
Transportation

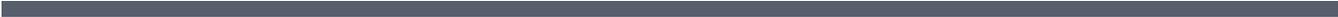
2040 | Regional Transportation Plan

February 2015

Central Front Range

Transportation Planning Region





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A Message from your Central Front Range Transportation Planning Region Chairman

As Chair of the Central Front Range Transportation Planning Region, representing Teller, El Paso, Fremont, Custer, and Park counties, it is my responsibility to ensure that our area's transportation needs and priorities are recognized, made easily accessible, and communicated to the public and key transportation decision-makers. This Regional Transportation Plan accomplishes this. It recognizes current needs and priorities, while formulating solutions to keep pace with regional growth and changing conditions.

The Central Front Range Transportation Planning Region began transportation plan development in May of 2013. This document is the reflection of Transportation Planning Region member input, various types of data and information, and broad public sentiment expressed in online and printed surveys and in responses to telephone town hall questions.

A Regional Transportation Plan that reflects the overall priorities and needs for our area is vital at a time of limited funding for transportation. This Regional Transportation Plan will help inform decisions the Colorado Department of Transportation makes about the state's transportation system.

This Regional Transportation Plan has been developed in tandem with the Colorado Department of Transportation's development of the Statewide Transportation Plan. These plans will be integrated, demonstrating the important role that transportation in the Central Front Range region plays in the overall state transportation system. For example, the priority corridors and transportation needs identified in this plan have been rolled up into the Statewide Transportation Plan.

This Regional Transportation Plan is intended to be a living, useful document that is referred to when transportation decisions are being made and as the Transportation Planning Region implements the action items listed in the final chapter of the this document. This Regional Transportation Plan will be revisited periodically by the Transportation Planning Region and others to ensure that we are on the right path toward accomplishing the vision and goals set forth by it.

Your familiarity with our Region's transportation needs and priorities and the challenges that we face is important now and into the future. I invite you to review this Regional Transportation Plan and become more engaged in the Central Front Range Region's transportation future.

Sincerely,



Adam Lancaster

Chair, Central Front Range Transportation Planning Region

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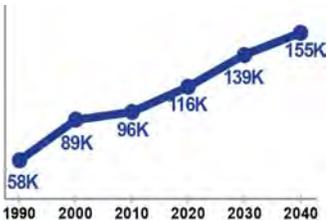
Landscape

The terrain of the Central Front Range varies from the rolling eastern plains of El Paso County to rugged mountain passes surrounding Alma to winding canyons of the Arkansas River. On occasion, the region experiences severe winter storms. On the other hand, the region also experiences an above-average number of days of sunshine throughout the year. The changing and sometimes severe weather creates potential for road closures due to adverse weather conditions. The cumulative effect of successive freeze and thaw cycles contributes to deterioration of the road surface and increases maintenance needs.

Snow and ice-covered roads create difficult driving conditions for truck drivers. These road conditions increase travel times and pose a safety issue.



Population



The region's population is expected to increase by 61 percent by 2040 compared to today. (Source: Colorado Department of Local Affairs)

Population

The population of the Central Front Range TPR is expected to grow approximately 1.6 percent annually through the year 2040 (from 96,000 residents in 2010 to 155,000 residents by 2040), which is a slightly higher growth rate than the statewide annual average of 1.5 percent. People 65 years of age or older—both in the Central Front Range TPR and statewide—make up the fastest-growing segment of the population.

Heard Around the Region

The region serves as a transition between urban, rural, and mountain environments—traffic patterns support commuters, tourists, freight, and local daily traffic. Residents of the region describe long commute times and the negative impacts of through-traffic on local roads.

TPR members have noted that population growth recorded for the region is influenced by the neighboring urban centers of Pueblo and Colorado Springs. In addition, second home ownership in the region affects travel patterns. Peak travel periods also are affected by weekend congestion and closures on I-70, as well as summer tourist visitation.

Economic Vitality

Economic vitality of the surrounding area is based upon tourism and both regional industries and through-traffic. Colorado's central and southern Front Range, including the Colorado Springs and Pueblo areas, have a host of growing industries that will impact traffic on highways through the Central Front Range TPR.

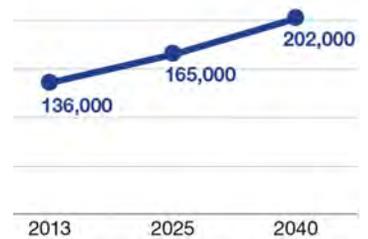
The top commodities by value exported from the Central Front Range and the surrounding area, including the Pikes Peak area, are solid state semi-conductors, electronic measuring equipment, and orthopedic supplies. Other growing commodities in the Central Front Range include gold and uranium mined in the TPR. Commodity values are expected to grow by 35 percent annually through the year 2040. Although this growth is heavily influenced by the economic activity in the nearby Pikes Peak and Pueblo areas, regional exports will impact travel on highways through the Central Front Range. To accommodate growth in these industries, the region must have an efficient transportation system to facilitate freight movement.

Truck traffic currently makes up 8 percent of the traffic in the region, which is slightly less than the statewide average of 9 percent. The graph in the side bar on the right shows future growth in truck traffic.

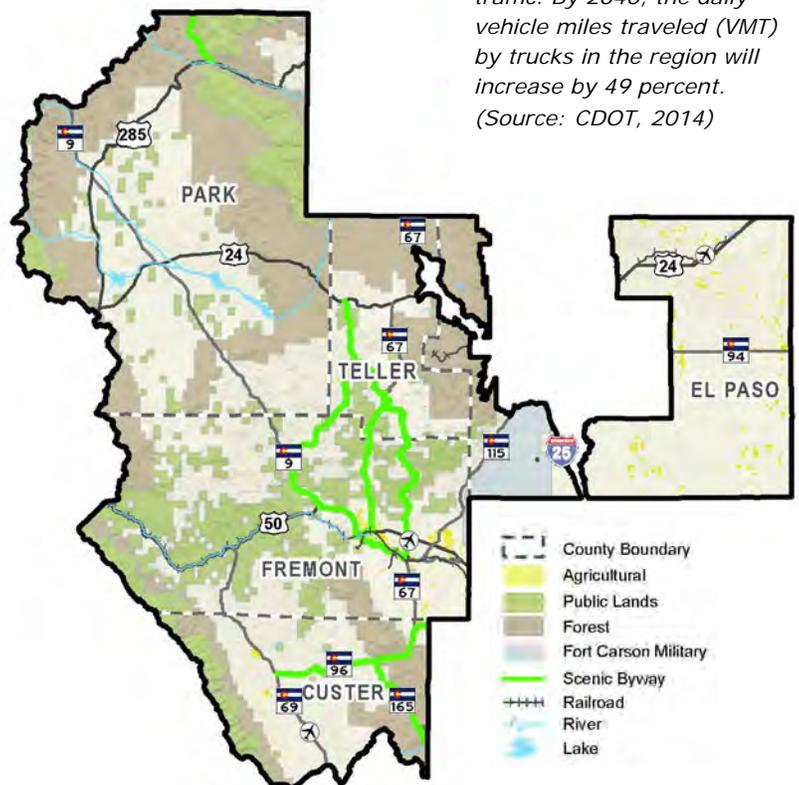
Because the region's transportation system serves as the travel corridors for major employment and tourist destinations in the TPR and adjacent areas, it is important to consider the industries of adjacent communities as well. The transportation system of the Central Front Range TPR supports defense, health and wellness, tourism and outdoor recreation, food and agriculture, and engineering industries in communities across Colorado's southern and central front range. The region has a desire to foster continued economic growth in tourism.

There are three scenic byways in the region that are key tourism assets to the region's economic vitality. They are Frontier Pathways, Guanella Pass, and the Gold Belt Tour.

Truck Traffic in the Region



The region is expected to experience growth in truck traffic. By 2040, the daily vehicle miles traveled (VMT) by trucks in the region will increase by 49 percent. (Source: CDOT, 2014)



Heard Around the Region

Energy development and mineral extraction industries are growing in the region. Gold mining is occurring in the Cripple Creek area and there is potential for other mining developments in the TPR. The development of a wind farm has recently been approved for eastern El Paso County.

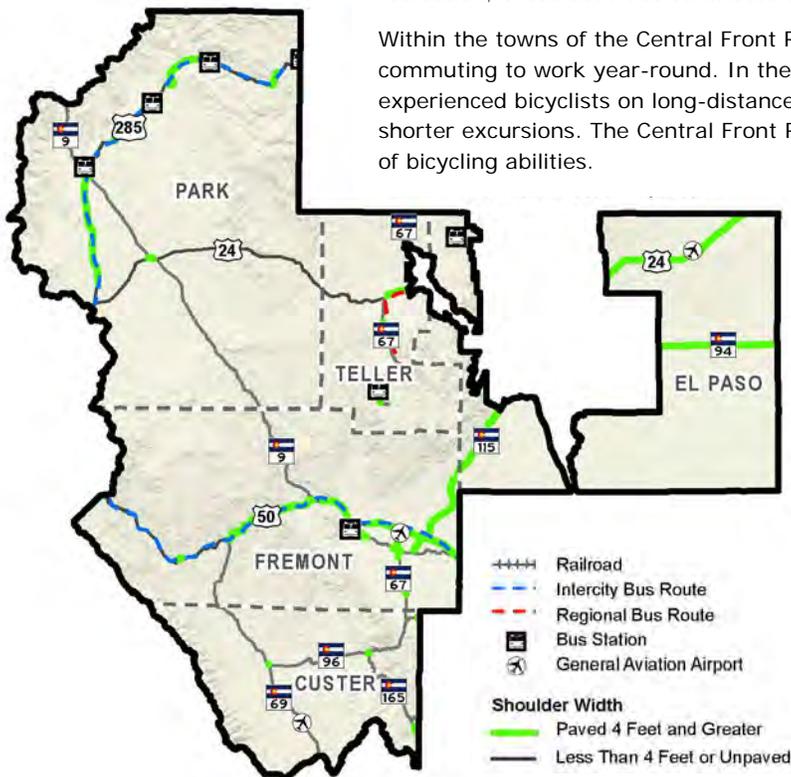
Outdoor recreation, gambling, and Christo's "Over the River" project are examples of attractions that will draw new and repeat tourists to the Central Front Range TPR. Increased tourism traffic demand will contribute to economic growth.

Multimodal Transportation System

The multimodal transportation system in the Central Front Range TPR includes numerous state highways, three general aviation airports, 10 local/human services transit providers, and three intercity/regional bus providers.

Transit plays a vital role in the multimodal transportation system, providing mobility options to the traveling public, especially those without access to a vehicle or who are unable to drive; helping to reduce congestion; enhancing system capacity; and improving system efficiency. Transit services connect residents, employees, and visitors to major activity centers, such as jobs, schools, shopping, medical care, and recreation; these activities contribute to the economic vitality of the region.

Within the towns of the Central Front Range TPR, bicycling is a viable mode for commuting to work year-round. In the summer months, bicycling opportunities attract experienced bicyclists on long-distance rides as well as families and other tourists on shorter excursions. The Central Front Range transportation system supports all levels of bicycling abilities.



Bicycle paths and shoulders increase walking and bicycling mobility in the region, support recreation and tourism, and enhance emerging economic development opportunities. Additionally, other infrastructure improvements, such as side paths, protected bike lanes, and other bicycle facilities, can greatly improve safety—particularly where bicyclists and motor vehicles compete for space on the road.

Multimodal Transportation System At-A-Glance

1,070 lane mile—4.6 percent of the state system

1.7 million VMT per day—2.2 percent of state VMT

3 general aviation airports—Fremont County in Cañon City, Silver West in Westcliffe, and Calhan Airport in Calhan

10 local/human services transit providers

3 intercity bus providers:

- Black Hills Stage Lines—service in Denver, Salida, Gunnison, and Alamosa
- Chaffee Shuttle—service from Salida to Pueblo
- Ramblin Express— service from Cripple Creek to Pueblo, Woodland Park, and Colorado Springs

(Source: CDOT)

Drivability Life

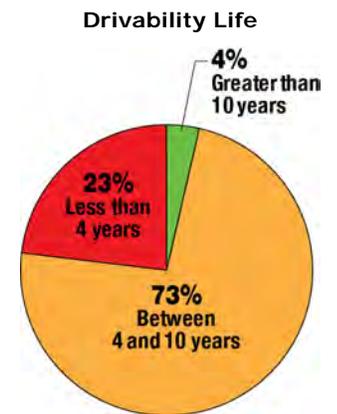
Pavement condition is expressed in terms of drivability. Drivability is a function of roadway smoothness, pavement distress, and safety. Drivability Life (DL) is an indication—reported in years—of how long a highway will have acceptable driving conditions.

A highway with a DL of greater than 10 years is considered to have a high DL, while a highway with a DL of less than four years is considered to have a low DL. A DL is considered moderate when it is between four and 10 years. In the Central Front Range TPR, approximately 77 percent of highways have a DL of high or moderate, while approximately 23 percent of highways have a low DL.

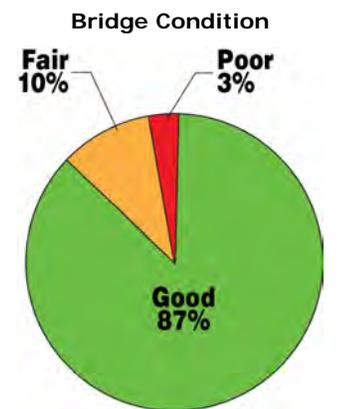
DL will improve the system by taking a more consistent and pragmatic approach to surface treatments. This means strategically utilizing limited surface treatment funds to maximize cost-benefit and minimize unacceptable driving conditions. Unacceptable driving conditions mean drivers have to reduce speeds to compensate for unsafe factors, navigate around damaged pavement, or endure rough rides. By reporting pavement conditions using DL, CDOT is able to identify which roadways will reach unacceptable driving conditions, prioritize for repairs, and then determine the most appropriate method of repair. The DL method also will proactively direct financial resources toward maintaining pavement to extend the life of a road and avoid or delay more costly rehabilitation or reconstruction.

Bridges

Bridge condition is an important element of the transportation system. There are 158 bridges in the region that are condition-rated and maintained by CDOT. The bridge condition on the state highways in the TPR is relatively good, with 97 percent of bridges being in good or fair condition. The small number of bridges rated as poor are operational and safe, but may not meet current design standards or are weight restricted.



(Source: CDOT, 2014)



(Source: CDOT, 2011-2013)

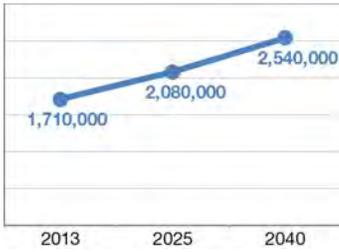
Heard Around the Region

Some highways—such as US 285, US 24, and US 50—are designated as hazardous materials routes. The condition of these roads is particularly important due to the heavy truck traffic and their potentially dangerous cargo. As most major routes in the region lack alternate routes, local traffic and pavement condition is impacted by road closures and detours.

Highways in El Paso County and near Colorado Springs often are used to move military vehicles. Military traffic often includes larger vehicles that have higher impacts on pavement condition and traffic.

Increased transit services connecting Cañon City to Pueblo and Colorado Springs are needed for regional connectivity and access to medical services. Intercity bus service throughout Fremont County, Penrose, Cotopaxi, Florence, and Cañon City also is desired by the residents. Other multimodal needs and desires of residents in the region include additional bicycle facilities and pedestrian improvements, plus on-demand van service for elderly, disabled, and other residents to access health care and social opportunities.

Highway Traffic



Daily VMT in the region is expected to grow through 2040. (Source: CDOT, 2014)

Traffic and Safety

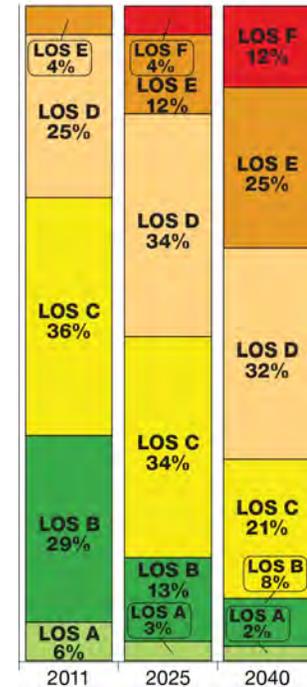
Traffic volume in the Central Front Range TPR is growing. Between 2013 and 2040, the VMT in the region is estimated to grow at an annual rate of 1.5 percent. This is slightly lower than the 1.6 percent rate anticipated for the state.

Roadway Level of Service (LOS) is a measure of congestion delay. It can be thought of as a grading scale for roadways, where LOS A is excellent and implies high levels of mobility and ease of maneuverability. LOS F represents failure and indicates that the road is experiencing heavy traffic volumes, significant congestion, and stop-and-go conditions. Grades of LOS A through LOS D are considered acceptable.

Very little congestion exists on the state highway system today in the Central Front Range TPR. However, by the year 2040, about 37 percent of state highways in the region are projected to be congested. Future congestion is expected to occur on US 285 along the eastern portions of the region, on US 50 around Cañon City, and west of Woodland Park on US 24.

From 2010–2011, the average crash rate in the region was 1.55 crashes per million VMT. This rate is lower than the statewide average of 1.70 crashes per million VMT for the same time period. The two most prominent crash types in the Central Front Range TPR between 2010 and 2011 were wild animal collisions and rollovers.

Regional Level of Service



(Source: CDOT, 2013)

Heard Around the Region

Traffic safety is a fundamental priority for transportation at the local, regional, and state levels. Shoulder additions, pavement maintenance, and strategic improvements, such as turning lanes, are keys to improving safety and are highly desired by residents in the region.

Many of the regional roads are severely impacted periodically by increased traffic when I-70 is closed due to weather or crashes. Many travelers choose to use the regional roads in the Central Front Range TPR to avoid the chronically congested condition of I-70.

State highways often serve as the main street in many communities in the Central Front Range TPR, adding to safety concerns and impacts to local economies. Many of the roads in the area are two lanes with limited shoulders. Oversized loads frequently travel in the area, impacting mobility for other travelers on the narrow roads. Several drivers report needing to move completely off the road to let a large vehicle pass them.

Recent Accomplishments

The transportation system is constantly changing in the Central Front Range TPR. Projects completed in the Central Front Range TPR since the prior RTP include:

- US 24 and Elbert Road: Intersection improvements
- US 24: Replaced steel truss bridge built in 1934
- US 24 and SH 67: Bridge maintenance and replacement
- US 50: West of Royal Gorge entrance
- US 50: Traffic signal adaptive system
- US 285: Emergency landslide mitigation
- US 285: South Park passing lanes & surface overlay
- US 285: Fairplay pedestrian bridge and trail improvements
- SH 9: Asphalt overlay between Guffey and Hartsel
- SH 9: Recreational path resurfacing Alma to Fairplay
- SH 9: Currant Creek bridge replacement and shoulder widening
- SH 69: Shoulder widening and timber bridge replacement south of Westcliffe
- SH 94: Pavement, bridge, and safety improvements from the junction with US 24 east to Ellicott
- SH 115: Resurfacing and safety improvements north of Florence
- SH 115: Widening and roundabout construction
- SH 120: Bridge over Arkansas River and Union Pacific Railroad



A new pedestrian bridge crosses Beaver Creek along US 285 south of the SH 9 junction.

Key Takeaways

The Central Front Range TPR of Colorado is unique in many ways. The following takeaways were identified by TPR members during the planning process and considered in the preparation of the RTP's recommendations.

- The region serves as a transition between urban, rural, and mountain environments; traffic patterns support commuters, tourists, freight, and local daily traffic.
- The Central Front Range TPR is drastically impacted by traffic during I-70 road closures and urban traffic of Colorado Springs.
- Major routes have limited detour options.
- There are significant numbers of military vehicles moving on some highways.
- Increasing congestion on I-70 is causing peak-hour delays and congestion on routes within the Central Front Range. Local traffic operations and local mobility is heavily impacted during periods of increased volume.
- Christo's "Over the River" project will attract tourists to the US 50 corridor west of Cañon City. This will increase tourism in the area and, thus, increase the need for safety considerations along the route. These will be long-term impacts.
- Energy development and mineral extraction industries are growing in the region. There is an operating gold mine in Cripple Creek and there is the potential for new uranium mining development in the TPR. The location of new mining development will have travel implications for the routes used to transport hazardous materials.
- Truck traffic throughout the region is expected to increase through 2040. As trucks transport larger loads, roadways will require more frequent maintenance.
- Improving the roadway pavement conditions and reducing congestion are important issues for the TPR.
- More regional and human services transit is needed throughout the TPR.

Transportation System Vision and Goals

The vision and goals for the Central Front Range TPR transportation system, including transit, are listed below. The Central Front Range TPR developed a multimodal vision and goals for its transportation system based on the region's transportation story and the data presented in this RTP. A regional transit working group—including public and private transit agency representatives, elected officials, and others—developed the transit vision and goals in two of its three meetings conducted to guide and direct development of the regional coordinated transit plan. The transit vision and goals are included because transit is an important part of the regional transportation system.

Transportation System Vision and Goals

The vision for the Central Front Range TPR RTP is that the transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the environmental conditions that make this a great place to live, work, and visit. The transportation system supports economic development by providing mobility for people and goods, as well as multimodal access to services. The 2040 RTP envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the Central Front Range TPR. The following goals were developed in support of the vision.

- Provide mobility to the traveling public at a good level of service that is well maintained in the most efficient manner possible.
- Provide safe travel opportunities.
- Minimize impacts to the region's air, water, scenic view corridors, cultural resources, and wildlife habitat.
- Ensure that the transportation system functions as a complete system that provides alternate routes to accommodate emergency evacuations and the increased traffic demands caused by the congestion of I-70.
- Preserve and enhances the region's economy and supports new industries, such as energy development.
- Provide new intermodal access for commerce and transit connections between towns for individuals.
- Provide a safe and efficient airport system that maximizes existing investment and meets inter- and intra-state travel and emergency needs while supporting Colorado's diverse economy.

Transit Vision and Goals

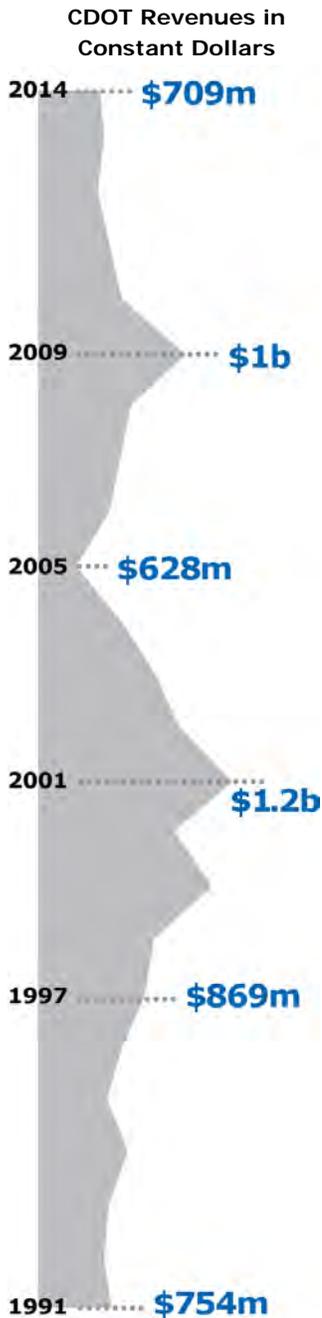
In the Central Front Range TPR, the transit vision is to improve mobility for all residents through the effective coordination and delivery of transit services that are sustainable and provide the maximum benefit for available resources.

The transit vision is supported by the following three goals:

- Improve coordination and develop partnerships.
- Preserve existing transit services and expand to new service offerings.
- Develop regional connections.

Chapter 2

Changes Affecting Regional Transportation

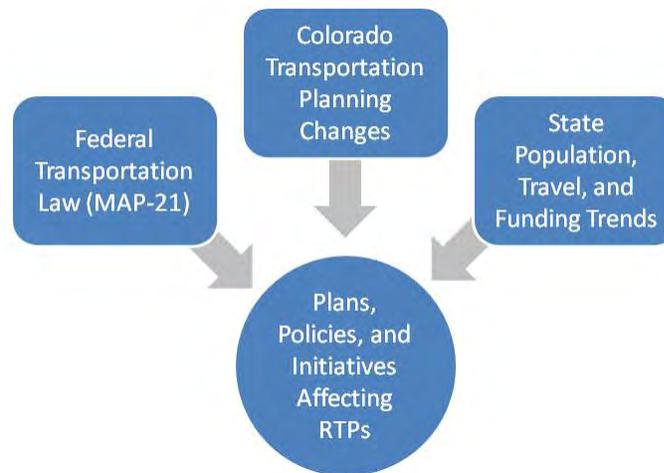


m = millions b = billions

When adjusted for inflation and construction costs, CDOT's annual revenues, since 2009, have declined in purchasing power to pre-1991 levels. Sharp fluctuations in annual revenues make it challenging to plan ahead beyond a few years.

This chapter discusses policies and trends that affect the Region's RTP. Colorado has developed plans, policies, programs, and initiatives since the 2035 RTP that affect transportation in the Central Front Range TPR and statewide. These changes respond to several trends affecting transportation in Colorado:

- Current state trends in population growth, travel demand, and transportation funding
- The federal transportation authorization bill, the Moving Ahead for Progress in the 21st Century Act (MAP-21), reauthorizes federal funding for transportation while placing a new emphasis on measuring how well each state meets its goals and objectives
- Colorado revised transportation regulations, state law changes, and Transportation Commission policies



Federal Transportation Law, MAP-21

Signed into law on July 6, 2012, MAP-21 marked the first time that a federal transportation authorization law outlined national transportation goals and required states to measure how well they addressed those national goal areas. States are required to ensure resources are distributed to meet objectives. The law established national goals for safety, infrastructure condition, congestion reduction, system reliability, freight movement, and economic vitality, and reduced project delivery delays.

Besides authorizing transportation funds, MAP-21 also consolidates funding programs, permits different financing mechanisms, and provides for streamlined environmental reviews. A link to MAP-21 can be found at CDOT's planning website.

State Trends Affecting Transportation Planning

Colorado's population is growing. This growth will increase the number of transportation system users and the VMT. In 2013, the population of Colorado was 5.1 million people. By 2040, the population is expected to increase to 7.8 million people (Source: DOLA). In 2013, there were 78 million VMT on the state highway system. In 2040, there are projected to be 115 million VMT each day on the state highway system.

To support this growth along with an expanding and changing economy, Colorado's state transportation system needs additional revenue to balance maintenance, safety, mobility, and limited expansion. CDOT's challenge is having enough revenue to help the transportation system function at its potential. The gas tax, the main source of funding for Colorado's roads, is assessed at a flat per-gallon rate that has not increased in 20 years. That means that with increasing construction costs, the buying power of the gas tax is decreasing.

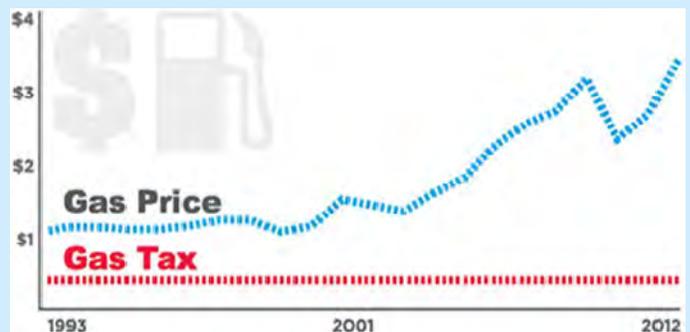
To get more out of the transportation system in the face of limited revenues, CDOT is focusing on maintaining assets, managing traffic flows, and encouraging multimodal choices like transit, bicycling, and walking. While the RTP focuses on regional priorities for highway improvements, other transportation plans incorporate other modes of travel. Guidance from all of these individual planning documents is combined in the Statewide Transportation Plan so that it can provide comprehensive guidance on statewide transportation planning decisions.



Highways that normally operate without congestion, such as US 285 in Fairplay (pictured), can become severely congested during seasonal peak travel or during the closure of other primary corridors that connect to the Front Range.

Growing Transportation Demand, Flat Funding Source

The Colorado transportation system is funded primarily by the state and federal gas taxes, at a rate of 22 cents per gallon, and 18.4 cents per gallon, respectively. These rates have not increased since 1993. With vehicles becoming more fuel efficient and with expected growth in population and VMT, revenue from the gas tax cannot keep up with transportation demand.



State Transportation Policy Changes

The Colorado Legislature passed a bill entitled Funding Advancement for Surface Transportation and Economic Recovery (FASTER) in 2009 to provide additional funds for transportation, primarily through increased vehicle registration fees. FASTER funds are to improve safety and replace poor bridges. A provision in the legislation also designates the distribution of FASTER funds into the State Transit and Rail Fund. Grants to local governments for transit projects, such as new bus stops, bicycle parking, maintenance facilities, or multimodal transportation centers, and transit projects of state and inter-regional significance are funded by the State Transit and Rail Fund. Total FASTER funding is approximately \$200 million per year, according to the CDOT Fiscal Year (FY) 2015 Budget.

CDOT planning regulations were updated to reflect the performance management focus and increased emphasis on coordination with tribal governments in MAP-21, as well as additional planning factors in FASTER. The planning regulations, 2 CCR 601-22, can be accessed at CDOT's planning website.

Revised in 2015, CDOT's Policy Directive (PD) 14 provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan is developed that optimizes the transportation system by balancing preservation and maintenance, efficient operations and management practices, and capacity improvements. PD 14 performance objectives will guide distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program (STIP), and the annual budget. The directive is in alignment with national goals in MAP-21. It also reflects CDOT's risk-based asset management program and plan that incorporates a business approach intended to optimize investment for maintenance and preservation of CDOT transportation assets based on both risk and performance assessment. PD 14 will be revised periodically as federal regulations for MAP-21 become effective and as CDOT further refines its performance objectives. To review PD 14, see CDOT's planning website.

How does the Central Front Range TPR respond to national goals and plans, policies, programs, and initiatives?

The Statewide Transportation Plan is effectively a roll-up of the rural TPR and urban Metropolitan Planning Organization (MPO) plans. For CDOT to address the National Goals and federal and state planning factors, the region's plans should address as many of them as appropriate. While the Central Front Range TPR is not subject to specific performance measures, this RTP addresses these goals where applicable. Truck freight, pavement and bridge condition, system reliability, safety, and supporting economic vitality have been emphasized in this RTP. In addition, the Central Front Range TPR has identified several multimodal priorities, including improvements for transit and bicycle/pedestrian facilities.



Chapter 3 Planning Purpose & Processes

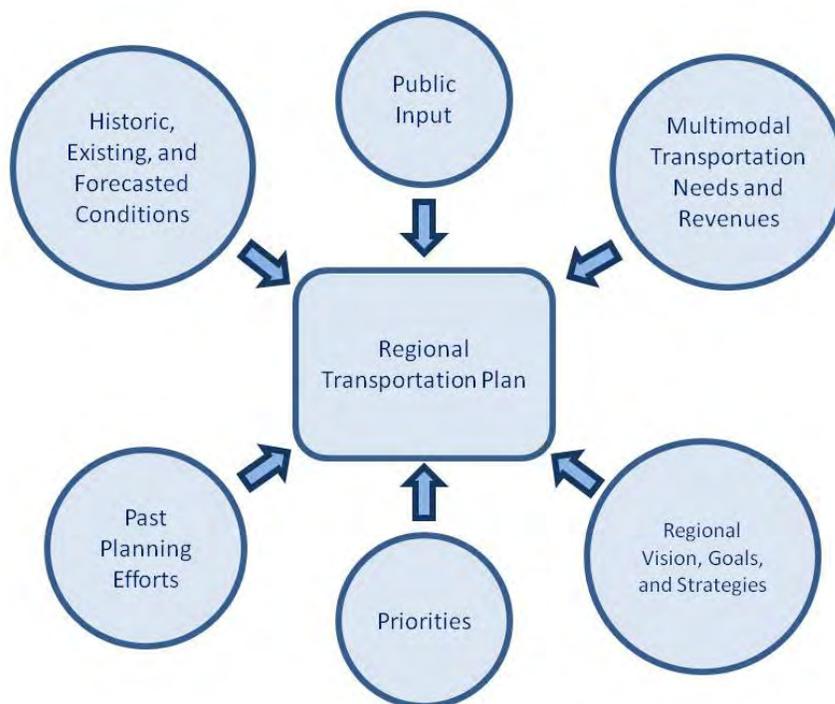
This chapter discusses the purpose of developing a RTP and the process that was used to develop a RTP for the Central Front Range TPR. Transportation planning provides the framework for investment in a transportation system that will keep the Central Front Range TPR moving forward, growing, and adapting with the needs of its residents for decades to come. It will be used to guide important decision-making for the next 25 years, but with a particular emphasis on the next 10 years.

The purpose of the Central Front Range TPR's RTP is to provide guidance and direction related to the regional transportation vision, needs, and priorities based on input from the public and data gathered throughout the planning process. It allows the people of the Central Front Range TPR to communicate their needs and desires for transportation in their region, and, in response, to understand what they can expect from CDOT for funding and project completion. The Central Front Range TPR has actively developed the RTP to accurately reflect the perspectives of the public and serve the region's transportation needs over the long term.

The Colorado Transportation Commission and CDOT will refer to this document to assist in their planning and decision making. With limited dollars available, it is important to have a plan that establishes transportation priorities for the Central Front Range TPR so that investments can be made accordingly. The implementation mechanism for the RTP is the Statewide STIP, a four-year, federally required, fiscally constrained program to identify projects. The STIP is based on RTPs developed by each region to establish a direct link between the corridor-based transportation needs and priorities expressed in the RTP and the selection and funding of specific system improvements.

The intent for the RTPs and the Statewide Transportation Plan is to be updated periodically to remain meaningful references for Regional Planning Commission (RPC) members and other interested parties.

Components of a Regional Transportation Plan



What is a Regional Transportation Plan?

An RTP creates the transportation vision and framework for maintaining and improving all modes of transportation in the region, including motor vehicle transport, air travel, transit, rail, bicycle facilities, and pedestrian routes.

It identifies corridor-based transportation improvement goals, strategies, and priorities that support the TPR's economic vitality, environmental sustainability, and quality of life.

Using both data and broad public input, the RTP includes an overview of existing conditions and regional forecasts that impact transportation, while identifying solutions that address identified issues via projects, initiatives, and partnerships.

Members of the Regional Planning Commission

The RPC is comprised of elected and appointed officials from the TPR and is responsible for establishing regional priorities and needs, developing the multimodal RTPs, and coordinating ongoing planning with CDOT.

Counties:

- Custer County
- Teller County
- Fremont County
- Park County
- El Paso County

Municipalities:

- Alma
- Cañon City
- Cripple Creek
- Divide
- Fairplay
- Florence
- Westcliffe

Development of the Plan

The 2040 RTP for the Central Front Range TPR was developed and adopted by the RPC through a concerted and efficient approach that combines data analysis with comprehensive public involvement to simultaneously meet local transportation needs and achieve statewide performance-based targets.

Federal and State Regulations

Legislation and policies at the state (43-1-1103, CRS) and federal (23 USC 134/135) levels require the development of a comprehensive, long-range Statewide Transportation Plan that encompasses at least a 20-year period and incorporates the priorities and the needs of the TPRs across the state. MAP-21 requires states to align their own transportation goals with those defined by the law. MAP-21 goals include safety, infrastructure condition, congestion reduction, system reliability, freight movement/economic vitality, environmental sustainability, and reduced project delivery delays. CDOT's PD 14 goals of safety, infrastructure condition, system performance, and maintenance are in alignment with the national goals.

In accordance with state transportation planning rules (2 CCR 601-22), the Statewide Transportation Plan also must be financially feasible so that it portrays a realistic transportation future based on reasonably anticipated funding. In Colorado, RTPs are prepared to include supplemental revenue scenarios and priorities in case additional funds become available.

Every four years, CDOT conducts an update of the Colorado Statewide Transportation Plan. This plan serves as a long-range planning tool incorporating statewide trends and issues. RTPs are developed to inform the Statewide Transportation Plan and to prioritize regionally specific transportation matters.

RTP Planning Process Components

In developing the RTP, the process evaluated the current and predicted future conditions of the region's transportation system and identified problems and potential solutions. Anticipated changes in the region's population, economy, and travel were considered so that future transportation investments are sensitive to changing conditions in the region. Key elements in developing the plan include:

- Creating TPR profiles that illustrate current and anticipated conditions
- Updating the region's transportation vision and goals from the 2035 RTP
- Refining and prioritizing transportation corridors
- Evaluating a range of revenue scenarios
- Integrating the RTP with other modal plans and the Statewide Transportation Plan

Actions also have been identified to provide direction for future decision-making and to monitor progress. Each of these plan components was developed in collaboration with members of the RPC over the course of six meetings held between June 2013 and June 2014. Information developed as a part of the planning process can be viewed at CDOT's planning website.

Integration of Other Plans and Initiatives

The RTP for the Central Front Range TPR is one of 15 RTPs in the state. While these are stand-alone documents, they also are key components of the Statewide Transportation Plan. For the needs and priorities identified at the TPR level to be considered in the state's overall transportation planning process, integration of the 15 RTPs must occur.

County and local comprehensive land use and transportation plans also identify needs and priorities on the local level and facilitate a coordinated approach to transportation improvements. County and local plans also contribute to the multimodal system, economic vitality, safety, and efficiency improvements.

Likewise, the statewide modal and operational plans developed by CDOT (such as the Transit Plan and Strategic Highway Safety Plan) must be integrated with the Statewide Transportation Plan. This integration allows for a holistic look at transportation needs.

A full list of the regional, modal, and operational plans that are integrated to form the Statewide Transportation Plan is below. These plans are available on CDOT's planning website.

Plans that support a statewide multimodal transportation system:

- Regional Transportation Plans
- Colorado Statewide Transit Plan
- Central Front Range Regional Coordinated Transit and Human Services Plan
- Statewide Bicycle and Pedestrian Plan
- Colorado Aviation System Plan

Plans that support the economic vitality of the state:

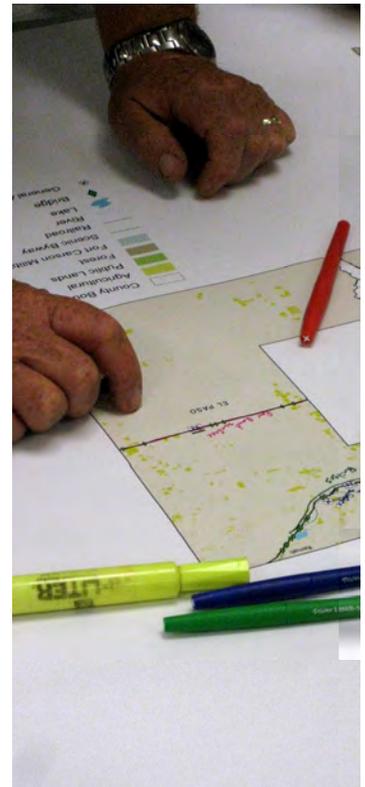
- Colorado State Freight and Passenger Rail Plan
- Colorado Statewide Freight Plan
- Colorado Airports Economic Impact Study

Plans that assist in identifying maintenance needs for the existing transportation infrastructure:

- Risk-Based Asset Management Plan
- Colorado Bridge Enterprise 10-Year Program Plan

Plans that aim to get more out of the existing system by focusing on traveler safety and operational improvements:

- Strategic Highway Safety Plan
- Integrated Highway Safety Plan
- Transportation System Management and Operations Plan



Public Engagement

The purpose of public engagement is to create meaningful opportunities for the general and traveling public to learn about statewide and regional transportation issues and comment on transportation concerns and priorities. Over the course of the plan development process, CDOT sought input from the public in defining the regional transportation needs and priorities for highways, transit, rail, and other programs throughout the state. This public input will influence the selection of specific future projects in the STIP. Results of the public engagement process are below.

Public Survey

A survey was offered via the Statewide Transportation Plan's website so that the general and traveling public could provide valuable feedback about priorities in the TPR. The survey was available statewide in both electronic and hard-copy format and contained questions specific to the Central Front Range TPR. A total of 283 survey responses were received from the Central Front Range TPR. Results of the survey, combined with data, were employed by the Regional Planning Commission to select high-priority transportation corridors for their TPR. This public input also was used to illustrate the unique local characteristics of each TPR in **Chapter 1, Regional Transportation Story** of this plan. Survey questions and popular responses for the Central Front Range TPR are below. To see the full list of questions and survey results, go to CDOT's website for Statewide Planning.

Why is transportation important to you?

- #1 Moves people and goods safely
- #2 Helps me get to work and/or vital services
- #3 Helps economic development

What transportation issues matter most to you?

- #1 Improving roadway pavement condition
- #2 Reducing congestion
- #3 Improving economic development

In light of today's limited funds for transportation, what should be the focus of CDOT efforts?

- #1 Make safety improvements
- #2 Maintain the existing transportation system
- #3 Expand highways by adding lanes
- #4 Offer more choices for travel (transit, bike/pedestrians)
- #5 Add shoulders

Telephone Town Hall

A telephone town hall is an interactive public meeting conducted over the telephone. On May 8, 2014, 9,875 residents in the Central Front Range TPR were called on the phone and invited to participate in a discussion with local leaders and CDOT staff. This created a valuable connection with members of the public who might otherwise be uninvolved. A total of 1,691 people participated, both listening and commenting on the topics discussed. This exercise provided an opportunity to vet the work done by CDOT and the Regional Planning Commission with the broader public before proceeding to finalize important components of the plan. Below are some of the outcomes of the conversation with the public.

What is most important to you about transportation?	How should CDOT invest limited dollars?	What kinds of transportation improvements can best help the economy in your area?
<p>42%: Safety</p> <p>25%: Lets me live my life the way I want</p>	<p>54%: Maintain the existing system</p> <p>31%: Safety improvements</p>	<p>38%: Better bus or rail to support tourism</p> <p>30%: Improving the pavement</p>

Other Public Engagement Tools

Several other methods were used to share information with the public and allow for dialogue outside of formal engagement. These included popular social media applications and an interactive website.

www.ColoradoTransportationMatters.com

This is the interactive website dedicated to the development and presentation of the Statewide Transportation Plan and RTPs. The information provided allows the public to explore topics based on their own interests. There are multiple avenues for providing feedback, and the questions, comments, and other input received through the website were used to define priorities and highlight areas of potential improvement in both the transportation system and the planning process.



Facebook and Twitter

The use of social media throughout the plan development process provided opportunities for the public to learn about and comment on the RTP as it was created. Facebook and Twitter profiles were deployed to solicit feedback, but also to promote upcoming public events and other opportunities for robust public involvement.



Environmental Stakeholder Engagement

The link between transportation planning and the environment is of the utmost importance. Stakeholder engagement during the planning process that facilitates input on key environmental issues or concerns can serve as foundational information for future National Environmental Policy Act (NEPA) studies and aid in streamlining documentation.

In accordance with state and federal regulations, CDOT conducted a statewide interagency environmental discussion to identify environmental concerns or issues with the Regional Priority Corridors. Key participants included state and federal agencies, TPRs, and MPOs. These discussions were conducted via two webinars; the first focused on purpose, intent, and a collaborative identification of key information to be presented, and the second focused on interagency input. Based on the input provided, examples of potential mitigation strategies could include: wildlife crossings designed to reduce vehicular collisions, habitat conservation for threatened or endangered species, and construction of sound barriers.

Outreach to environmental advocacy groups also was conducted via a webinar. Information was shared about the development of the Statewide Transportation Plan and RTPs, how CDOT is addressing state and federal planning factors, development of various modal plans and policies, and key initiatives. One of those initiatives is the CDOT Sustainability Program that includes: (1) collaboration with the Colorado Energy Office, the Regional Air Quality Council, and other groups to develop a market and infrastructure for compressed natural gas and other alternative fuel vehicles; (2) creation of a greenhouse gas model; and (3) innovations in design and construction.

During development of the RTP, corridor profiles were modified to include environmental characteristics and concerns and to develop any environmental Implementation Actions if desired. For further information on environmental stakeholder participants and corridor profiles, go to CDOT's planning website. To review implementation actions identified by the TPR, go to **Chapter 6, Implementation Actions and Moving Forward**.

Chapter 4 Regional Priority Corridors

Regional Priority Corridors

A Regional Priority Corridor is a corridor that has been selected by the stakeholders of the TPR as having high importance to the region's transportation system or it is important because of a need for near-term improvements.

This plan emphasizes planning for transportation corridors in the Central Front Range TPR. This approach, called corridor-based planning, is being used for the 2040 Statewide Transportation Plan and RTPs. Corridor-based planning connects the long-term vision of a transportation corridor with the goals, solutions, and strategies that the TPR has identified to attain the vision. Strategies are classified into specific benefit categories. Benefit categories provide a mechanism to recognize the needs on a corridor and track progress.

This long-range transportation plan guides the shorter-term STIP. The STIP is a fiscally constrained plan that identifies funding for and the scheduling of specific transportation projects and programs. The corridor-based structure of this transportation plan provides long-term flexibility to respond appropriately to changing transportation issues with specific projects in the STIP. Defining transportation needs at the corridor level gives the TPR flexibility in implementing particular solutions on specific transportation issues.

A Regional Priority Corridor is a corridor that has been selected by the stakeholders of the TPR as having high importance to the region's transportation system or it is important because of a need for near-term improvements. While all corridors contribute to the system, some corridors connect to more cities, recreation, and tourist destinations; carry more traffic; support the industries that contribute to the economic vitality of the region; and provide multimodal options, such as transit, bicycle, and pedestrian travel. Selection of Regional Priority Corridors highlights the region's transportation needs and priorities and creates linkages to funding priorities among corridors. Through the corridor prioritization process, the Central Front Range TPR confirms the relative importance of the corridors in the region with state officials, stakeholders, and decision makers and communicates its priorities for the dedication of resources by the Colorado Transportation Commission.

Central Front Range TPR Regional Priority Corridors



US 24: Elbert Road east to I-70



US 50: East of Salida to I-25 in Pueblo



US 285: Antero Junction north to Conifer



SH 9: US 24 (Hartsel) north to Breckenridge



SH 67: Victor north to Divide



SH 115: US 50 (Cañon City) east to Colorado Springs city limit

Priority Corridor Selection Process

Selection of the Regional Priority Corridors was a collaborative process with TPR members and stakeholders involving a series of meetings that included several steps and considerations. As a result of this process, the most pressing transportation issues and project needs were identified.

The process began with a review of the Central Front Range TPR profile and the prioritization of the corridors in the 2035 RTP. Multimodal activity on the corridors was acknowledged through the existing CDOT plans for bicycle, pedestrian, and transit services. Public input, gathered through an online public survey and telephone town hall, also helped define and confirm the region's overall priorities. The economic vitality supported by the corridor and other unique characteristics, such as Scenic Byway designations, also were considered.

Transportation leaders' understanding of the daily travel experience in the region brought important insight into the characteristics of the corridor. The TPR also identified medium- and low-priority corridors. These include:

Medium Priority:

- US 24: Lake George east to SH 67
- SH 9: US 50 north to US 24 (Hartsel)
- SH 67: Wetmore north to US 50
- SH 69: US 160 Custer/Huerfano County north to US 50 (Texas Creek)
- SH 94: Ellicot east to US 40
- SH 96: Westcliffe east to I-25 (Pueblo)
- Gold Belt Tour Scenic Byway
- Guanella Pass
- Tarryall River Road

Low Priority:

- US 24: Trout Creek Pass to Lake George
- SH 67: Woodland Park north to Sedalia
- SH 120: SH 115 east to US 50
- Copper Gulch Road
- Elbert Road
- Front Range Intermodal Corridor
- Oak Creek Grade

Corridor Profiles

The Central Front Range TPR has developed corridor profiles for each corridor in the region. Development of the 2030 and the 2035 RTPs included extensive work on the corridor profiles. The 2040 RTP builds upon those efforts by updating the corridor profiles to reflect the changes that have occurred since adoption of the 2035 RTP.

The benefits associated with each of the strategies listed on the corridor profiles will be used to track and report progress in meeting corridor goals after plan adoption. The complete set of corridor profiles can be accessed at CDOT's planning website.

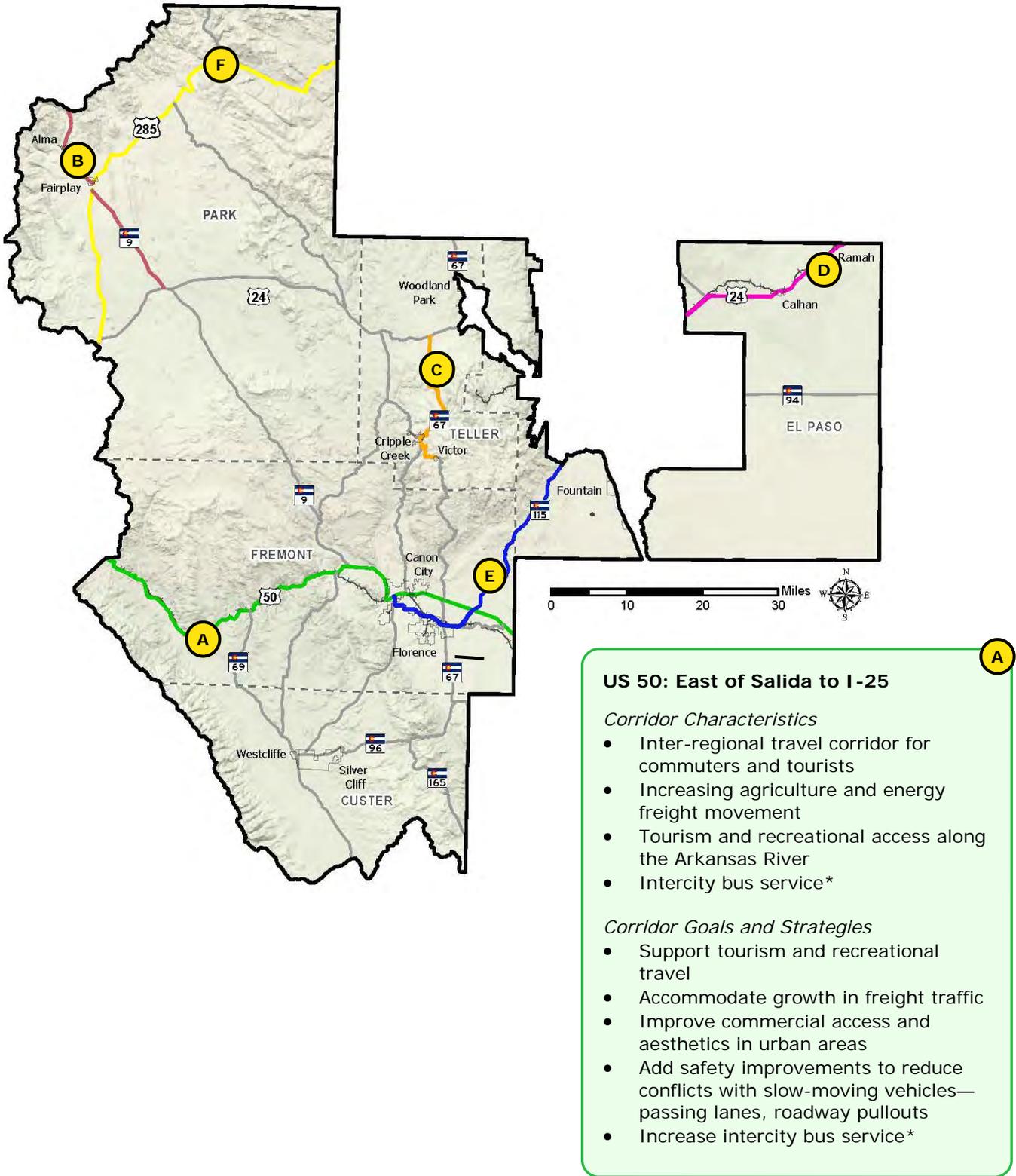
Regional Priority Corridor Factors

- TPR Profile data
- Project needs
- 2035 corridor priority information
- Bicycle, pedestrian, and transit plans
- Public input

Function of Corridor Prioritization

Selection of the Regional Priority Corridors will guide future decisions for the use of resources in the Central Front Range TPR. The importance of Regional Priority Corridors is further validated by the collaborative process by which they were identified, involving key stakeholders and grassroots interests in the region. The overall prioritization of corridors also helped to inform the subsequent and critical discussion around transportation needs and priorities when or if revenues are more or less than expected, outlined in **Chapter 5, Transportation Needs and Revenue.**

Regional Priority Corridors for the Central Front Range TPR



SH 9: US 24 (Hartsel) north to Breckenridge

B

Corridor Characteristics

- Link from Front Range urban areas to Summit County tourist and recreation destinations
- Reliever route for I-70 during congestion or closures
- Serves increasing commuter traffic

Corridor Goals and Strategies

- Increase travel reliability for commuters and freight
- Mitigate congestion during peak hours
- Improve safety and mobility for pedestrians and bicyclists
- Provide regional transit to essential services*

SH 115: US 50 in Cañon City east and north to Colorado Springs city limit

E

Corridor Characteristics

- Heavy commuter traffic in sections near Colorado Springs
- Energy development, military, and freight route
- Recreational and utilitarian bicycling use east of Cañon City to Penrose

Corridor Goals and Strategies

- Safety improvements for bicyclists, including shoulders
- Increase transit opportunity for commuters east of Cañon City
- Overall mobility improvements
- Provide regional transit services*

SH 67: Victor north to Divide

C

Corridor Characteristics

- Popular tourism corridor from Cripple Creek to Colorado Springs area
- Heavy mining traffic due to gold extraction activities
- Dedicated Prisoner of War/Missing in Action State Memorial Highway in 2013

Corridor Goals and Strategies

- Improve pavement conditions
- Support existing transit service
- Incorporate safety improvements—conduct illumination study
- Increase mobility for truck traffic

US 285: Antero Junction to Conifer

F

Corridor Characteristics

- Inter-regional travel corridor—connection between urban, rural, and mountain rural communities
- Increasing commuter, tourism, and freight traffic
- Alternate route to I-70; east of Fairplay impacted by increasing congestion and closures on I-70
- Intercity bus service*

Corridor Goals and Strategies

- Provide for tourist-friendly travel
- Assure highway improvements blend with environment
- Mitigate impacts of through-traffic on local travel during peak tourist demand
- Accommodate growth in freight traffic

US 24: Elbert Road east to I-70

D

Corridor Characteristics

- Freight corridor connecting Front Range communities to I-70
- Increasing agriculture and energy freight movement
- Heavy military vehicle use at times

Corridor Goals and Strategies

- Accommodate growth in freight traffic
- Improve pavement condition
- Add safety improvements to reduce conflicts with slow-moving vehicles—passing lanes, pullouts
- Provide regional, essential transit services*

*These items are reflected in the Central Front Range Regional Coordinated Transit and Human Services Plan.

Chapter 5

Transportation Needs and Revenue

In this plan, the Central Front Range TPR has identified a range of transportation needs through the year 2040 and has prioritized regional issues that are most important to the transportation system, particularly for the next 10 years. Because of the limited availability of funding for transportation, the RTP allows the Central Front Range TPR to focus on those priorities that could be realistically accomplished, but also to have a contingency plan in case more or less transportation funding is received. In this chapter, funding scenarios have been applied to the TPR's priorities to give decision makers a range of possible future scenarios related to three assumptions for future revenue: baseline revenue, less-than-baseline revenue, and additional revenue.

The results of scenario planning are particularly important for the first 10 years of the planning horizon. Within this period, both transportation needs and funding availability are more predictable. In addition, the identification of priorities for the first 10 years aligns with development of a four-year STIP. The STIP is a federally required, fiscally constrained program of projects.

Regional Multimodal Needs

Multimodal issues and regional trends for the Central Front Range TPR were considered throughout this planning effort. Some of these needs are discussed in **Chapter 1, Regional Transportation Story**. Highway and multimodal needs are described in **Chapter 4, Regional Priority Corridors**. Detailed needs for highways, transit, aviation, bicycles and pedestrians, freight, and rail have been developed through CDOT modal plans. The modes are discussed below and are not in priority order.

Highway Corridors

Highway corridor needs include adding passing lanes, widening shoulders, enhancing safety, and improving pavement condition. **Chapter 4, Regional Priority Corridors** describes the highway and multimodal needs for the Regional Priority Corridors, which are designated as such because of their importance to the region's transportation system or because of a need for short-term improvements. In addition, strategies and benefits for every highway corridor in the region are listed in the corridor visions.

Transit

Transit needs and services and funding gaps are described in the Central Front Range Regional Coordinated Transit and Human Services Plan (2014). Transit needs include expanding service to fill gaps in the existing transit network. The region plans to maintain existing operation and capital investments, as well as make improvements to transit facilities. To address these needs and maximize existing services, the TPR will need to establish better coordination and develop new partnerships between transit service providers of the region.

Aviation

Statewide estimates to fund aviation needs are detailed in the 2011 Colorado Aviation Plan for the general aviation airports within the Central Front Range TPR. Improved ground transportation, weather reporting equipment, emergency access improvements, and pavement maintenance were some of the needs identified for the three general aviation airports in Cañon City, Westcliffe, and Calhan.

Bicycle and Pedestrian

Plans that specifically address bicycle and pedestrian needs and strategies are conducted at the state level in the Colorado Bicycle and Pedestrian Plan. However, some changes that improve bicycle and pedestrian mobility, such as wider highway shoulders or pedestrian safety at key crossings, are related to highway projects. Bicycle and pedestrian needs for the Central Front Range TPR noted during plan development include wider shoulders and pedestrian crossing improvements at intersections in towns, as well as better coordination with CDOT to improve bicyclist and pedestrian safety at key locations in the region.

Freight

The Colorado Statewide Freight Plan contains a broad discussion of the Colorado freight corridors and measures to improve freight movement throughout the state. The freight plan has a statewide list of potential projects for the first year, but no costs are associated with the potential projects. Projects proposed in the Statewide Freight Plan within the Central Front Range aim to address needs for pavement improvements, the addition of pullouts and passing lanes, shoulder widening, and general safety improvements, as well as speed limit studies.

Colorado Freight Corridors are roadways that are critical to the inter-regional, intra-state, inter-state, or national freight movement, and play an important role in the regional and state economy. The designated Colorado Freight Corridors in the Central Front Range TPR are:

- US 24
- US 50

Rail

The Colorado State Freight and Passenger Rail Plan discusses statewide-level needs for rail improvements and includes cost estimates for making those improvements. This document recommends that Colorado create a Short Line Assistance Program, as some states have done, to modernize the rail system to accommodate 286,000-pound railcars and increase allowable speeds on short line railroads. Such a program could benefit agriculture and other industries, promote economic development in rural Colorado, and save taxpayer monies from excess highway truck usage. The following rail lines are located in the Central Front Range TPR:

- Burlington Northern Santa Fe (Class I freight rail)
- Union Pacific (Class I freight rail)
- Rock and Rail LLC (short line freight rail)
- Royal Gorge Route (tourist train)



Upgrading at-grade crossing equipment and addressing issues of safety and security are among the Central Front Range TPR's priorities for improving the rail system.

Statewide Regional Priority Program Distribution

In the adopted program distribution, the Colorado Transportation Commission sets aside \$50 million per year statewide in Regional Priority Program (RPP) funding to distribute these funds to CDOT regions. The statewide formula for the distribution of RPP funds to the CDOT regions is based on a calculation of 50 percent population, 35 percent on-system lane miles, and 15 percent on-system truck VMT.

Central Front Range TPR Priorities for Funding

The TPR used three funding scenarios to prioritize transportation improvements. These scenarios are based on the Statewide Revenue Scenarios, discussed on the following pages. The Central Front Range TPR is located in CDOT Region 2. CDOT Region 2 is projected to receive approximately \$11.6 million of Regional Priority Program (RPP) funding in FY 2016 and a total of \$116 million through the end of the first 10 years. This is split between the planning areas within CDOT Region 2, including the Central Front Range TPR, South Central TPR, Southeast TPR, the Pueblo Area, and Pikes Peak Area.

While there are several different sources of funding available for addressing transportation needs within the TPR, the RPP is the most flexible funding source for CDOT regions to use with input from the TPRs. RPP funding is intended to help the TPRs address their regional transportation priorities. The TPR may combine RPP funding with other funding sources to fund individual projects.

Baseline Revenue Scenario

The Central Front Range TPR discussed how RPP funds should be used to address transportation priorities with the current funding availability. The Baseline Revenue Scenario is a forecast of reasonably expected resources for CDOT as a component of the 2040 Statewide Transportation Plan. Based on the adopted statewide RPP distribution and the Statewide Baseline Revenue Scenario, the Central Front Range TPR used an estimate of **\$1.6 million** per year in RPP funds for the first 10 years of the plan. For the purposes of planning for RPP and other possible revenues, the TPR doubled this estimated amount of RPP funding for a total of **\$32 million**. The regional priority corridors, discussed in Chapter 4, were used to decide which locations should be considered for funding during the first 10 years of the plan. The TPR decided to prioritize the RPP funding as follows:

Central Front Range TPR Priorities for RPP Funds

Highway	Amount* (millions)	Project Description
US 24	\$10	Widening from Elbert to Peyton, safety improvements, bridge replacements, and resurfacing
US 50	\$2	Passing lanes between Salida and Cañon City
US 285	\$3	Passing lanes
SH 9	\$8	Add shoulders, safety improvements, and traffic operation improvements
SH 67	\$2	Traffic safety, multimodal improvements, paved multi-use path at high school, pedestrian and bike lane striping on bridge over Arkansas River; drainage improvements and tree removal
SH 115	\$7	Rock Creek Bridge (1.5 miles south of Titus Boulevard)

*Estimated amounts represent immediate needs on these roadways and are not necessarily inclusive of the described project costs. These amounts represent a proportional allocation of the estimated revenue for the TPR.

Due to the limited funding, the majority of dollars identified in the baseline scenario will be dedicated to maintaining and preserving the system. CDOT is developing processes to identify critical needs and help maximize returns on taxpayer dollars. This will be accomplished through CDOT's Risk-Based Asset Management Program.

Less-Than-Baseline Revenue Scenario

With less money available, certain CDOT funding programs could be reduced. The Central Front Range TPR identified which CDOT programs should be prioritized in the event of less-than-expected revenues. The TPR determined that snow removal, surface treatment, and addressing geohazards are their top priorities needed throughout the TPR. These recommendations will be factors considered for future project selection should there be a decrease in funding available to the TPR for transportation improvements from any funding resource, including RPP.

Additional Revenue Scenario

The Central Front Range TPR identified improvements needed through the TPR. From this list, the TPR identified the following list of projects and improvements that would receive funding if additional revenue became available:

Central Front Range TPR Priorities for Additional Funds

Highway	Limits	Amount (millions)	Project Description
US 24	Elbert Road east to I-70	\$32	Elbert Road to El Paso County line, add turn and passing lanes
US 50	East of Salida east to SH 115	\$25	Passing lanes between Salida and Cañon City (eastbound lane priority)
SH 9	Hartsel to Breckenridge	\$18	Add shoulders and safety improvements from Breckenridge to Alma
SH 67	Wetmore north to US 50	\$7	SH 67/SH 115 intersection and Arkansas River Bridge
SH 115	Cañon City to Colorado Springs city limit	\$18	Add passing lanes, shoulders, and improved bicycle and pedestrian safety at intersections

For further information, refer to CDOT's planning website.

Statewide Multimodal Needs

The needs and priorities that are identified at the regional level are combined with the needs of other regions to make up the transportation needs of the state. Concurrently developed with the RTPs, the statewide transportation planning process emphasizes multimodal needs made up of costs for highway, transit, freight, rail, aviation, and non-motorized modes of transportation for the first 10 years of the plan. The horizons for statewide planning match those of the regions (10-year and 25-year). Factors considered in identifying needs include: preserving transportation infrastructure and assets (i.e., pavement and bridges), addressing safety and operational concerns, and expanding the transportation system. Similar to the Central Front Range TPR regional multimodal needs, the statewide transportation needs were derived from relevant data and stakeholder input.

The Colorado Transportation Commission considered variations of assumptions for projected future funding and adopted a statewide baseline revenue scenario as a forecasting tool for the 2040 Statewide Transportation Plan. Besides making reasonable projections for future revenues, good planning also requires preparing for when revenues are more or less than projected.

Future projections show baseline revenues will fall short of addressing all of the statewide transportation needs. Comparing cost estimates for statewide needs to the baseline revenue scenario reveals a funding gap. For the 10-year planning horizon, from 2016 until 2025, the gap between projected revenues and the estimated cost of transportation improvement needs is \$8.8 billion.

For the longer-term, 25-year planning horizon, the projected revenues are \$21.3 billion while the total identified needs are estimated to cost \$45.8 billion. This results in an approximate \$24.5 billion funding gap. CDOT will have to consider other revenue sources, such as public-private partnerships and tolling, to close this funding gap and fulfill future statewide transportation needs.

25-Year System Funding Gap (2016-2040)



Estimated amounts in 2016 dollars. Source: CDOT, 2014

Statewide Revenue Scenario Planning

The 2040 forecast includes three revenue scenarios: baseline, additional, and less-than-baseline. The Colorado Transportation Commission adopted the baseline scenario as the expected revenue projection for the Colorado Statewide Transportation Plan (Transportation Commission Resolution #3070). This statewide forecast forms the basis for projections of revenues for the TPR.

Less-Than-Baseline Revenue Scenario

- No federal or state General Fund transfers

Under this scenario, revenues in 2016 would drop from \$1.4 billion to \$1.2 billion and then hold steady at about \$1.2 billion per year through 2040.

This represents an estimated 15-percent decrease from the Baseline Revenue Scenario over the period extending to 2040.

*Source: March 2014
Transportation Commission
Revenue Projection Packet*

Baseline Revenue Scenario

- Based on current law and current economic assumptions
- Average annual National Gross Domestic Product increases by 2.5 percent
- Federal transportation revenues increase 1 percent per year for fiscal years 2016 to 2020.
- Federal revenues and General Fund transfers are adjusted from 2021 to 2040 to match the Congressional Budget Office (CBO) forecast
- Off-the-top transfers are based on CDOT projections
- Senate Bill 09-228 will create a transfer of funds to CDOT in fiscal years 2016 to 2020

Except for the brief addition of SB 09-228 funds during the time period from 2016 to 2020, baseline revenues are projected to be flat, at around \$1.3 billion per year, rising to just under \$1.4 billion per year in 2040. More recent forecasts of revenues, however, suggest that funds from SB 09-228 may be substantially reduced or eliminated. The latest forecast calls for only a little over \$100 million as compared to the nearly \$800 million over five years included in the Baseline Revenue Scenario.

Source: Colorado Transportation Commission Resolution #3070

Additional Revenue Scenario

- Baseline revenue scenario
- SB 09-228 revenues anticipated in 2016 through 2020 would be replaced by some other revenue source of similar magnitude.

Under this scenario, revenues in 2021 would increase from \$1.3 billion in the Baseline Revenue Scenario to \$1.5 billion per year and increase to nearly \$1.6 billion in 2040. **This represents approximately a 10-percent increase from the Baseline Revenue Scenario over the period extending to 2040.**

*Source: March 2014
Transportation Commission
Revenue Projection Packet*

Chapter 6 Implementation Actions and Moving Forward

Implementation Actions

The following discussion contains information about actions that the TPR will take to implement its RTP. Implementation actions are meant to be near-term, practicable measures related to the Central Front Range TPR's vision, goals, and corridor profile strategies and benefits. Actions presented below are likely to be initiated before the next update of the RTP and will have limited funding needs, focusing primarily on education, coordination, research, and advocacy. The following actions have been developed as a way for the RPC members to actively promote the RTP.

Implementation Actions for the Central Front Range TPR

Implementation Action

Applicability to RTP Vision

Work to strengthen the relevance, role, and authority of the Statewide Transportation Advisory Committee (STAC) in policy-making and funding decisions.

- Develop clearer, more substantial definition of STAC authority, purpose, and role
- STAC representatives should be involved in development of STAC agendas

Create work committees comprised of STAC and other TPR members to participate in CDOT program and policy efforts

"...The 2040 Regional Transportation Plan envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the Central Front Range Transportation Planning Region."

Improve TPR coordination, participation, and input with asset management decision-making and project selection

Encourage the CDOT Regional Transportation Director and Transportation Commissioner to come to TPR meetings more regularly

High Priority Transit Strategies

In addition, the Regional Transit Plan identified several high priority transit strategies for implementation over the next 15 to 20 years to guide the region in making meaningful investments in transit. These strategies address the transit needs identified in region through surveys, Transit Working Group meetings and public input. Each strategy falls in line with the regional transit vision and goals, and supports the overall statewide transit vision, goals and objectives. Strategies include, but are not limited to coordination activities, maintaining, expanding and/or enhancing of transit service, and facility improvements. For more information on the high priority transit strategies for the Central Front Range TPR, please see the Central Front Range Regional Coordinated Transit and Human Services Plan on CDOT's planning website.

Moving Forward with the RTP

Implementation actions are linked with the TPR's vision and tracked through corridor profile strategies and benefits. After adoption of the RTP, the TPR will work with CDOT to develop activities that carry forward implementation actions. This will keep the plan actionable. In addition, regularly assessing progress on the plan based on these implementation actions can help the TPR decide whether to add or remove actions, as appropriate.

Corridor Strategies and Benefits

The actions discussed in this chapter will help achieve the benefits identified in the RTP corridor profiles as documented in **Chapter 4, Regional Priority Corridors**. The corridor profiles for the Central Front Range TPR are available for review on CDOT's planning website.

Benefits include: Aviation, pedestrian and bicycle, transit, capacity, economic development, environmental stewardship and sustainability, freight, operations, rail, safety, system preservation, and leveraging partnerships.

To find out about how you can get involved in the Central Front Range TPR's ongoing transportation planning process, please visit CDOT's planning website.