



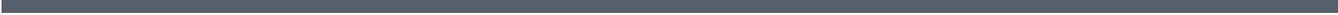
COLORADO
Department of
Transportation

2040 | Regional Transportation Plan

February 2015

Intermountain

Transportation Planning Region



Photos courtesy of CDOT except where noted.

Letter from the Transportation Planning Region Chairman	iii
Chapter 1 Regional Transportation Story	1
Chapter 2 Changes Affecting Regional Transportation	10
Chapter 3 Planning Purpose and Processes.....	13
Chapter 4 Regional Priority Corridors	18
Chapter 5 Transportation Needs and Revenue	22
Chapter 6 Implementation Actions and Moving Forward	28

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A Message from your Intermountain Transportation Planning Region Chair

As Chair of the Intermountain Transportation Planning Region, representing Eagle, Garfield, Lake, Pitkin, and Summit Counties, it is my responsibility to ensure that our area's transportation needs and priorities are recognized, that information on our planning efforts is made easily accessible to the public, and that the process is clearly communicated to the public and key transportation decision-makers. The Regional Transportation Plan planning group, made up of representatives from all jurisdictions within the Transportation Planning Region, recognizes current needs and priorities, while formulating ideas and solutions to keep pace with regional growth and changing conditions within the tight financial constraints the state is currently experiencing for transportation projects and maintenance.

Preparation of this document began in May 2013 and is the reflection of Transportation Planning Region member input, various types of available data and information, and broad public sentiment expressed in online and printed surveys and in responses to a telephone town hall forum. Much of the discussion during preparation of this regional transportation plan surrounded the priorities of the region: tourism needs, impacts of oil and gas development on local and state roads, and the astounding importance of alternative modes of transportation to our residents and visitors, including transit, bicycle, and pedestrian facilities. Current federal and state highway funding is wildly insufficient, and we need to continue the discussion at all levels to find new funding streams for our aging transportation infrastructure.

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 as well as reflecting the general transportation priorities of the region.

This 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 Intermountain Transportation Planning Region plays in the overall state transportation system. For example, the priority corridors and transportation needs identified in this plan will be rolled up into the statewide transportation plan.

This 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. It will be revisited periodically to ensure that we are on the right path toward accomplishing the vision and goals set forth in this plan.

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 plan and become more engaged in the Intermountain Transportation Planning Region's transportation future.

Sincerely,



Thaddeus J. Noll
Chair, Intermountain Transportation Planning Region

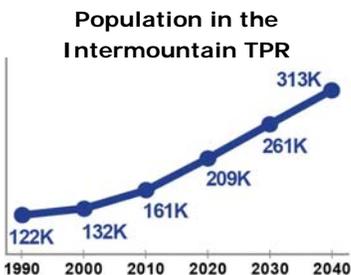
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Landscape

Located in the heart of the Rocky Mountains, the Intermountain TPR is characterized by mountainous terrain, attractive scenery, and some of the best alpine resorts in the world. This region can experience severe winter storms. On the other hand, the region also experiences an abundance of sunshine throughout the year. The changing and sometimes severe weather creates potential for road closures due to adverse weather conditions.



Roadways in the Intermountain TPR are limited and heavily traveled for recreation as well as freight movement.



Population in the Intermountain TPR is expected to grow at a significantly faster rate than the rest of the state. The region's population is expected to increase by 94 percent by 2040 compared to today. (Source: Colorado Department of Local Affairs (DOLA))

Population

The population of the Intermountain TPR is expected to grow approximately 2.2 percent annually through the year 2040 (from 161,000 residents in 2010 to 313,000 residents in 2040), which is a significantly higher growth rate than the statewide annual average of 1.5 percent. In addition to the permanent residents, the area also has second homes and short-term residents along with day skiers and visitors. People 65 years of age or older—both in the Intermountain TPR and statewide—make up the fastest-growing segment of the population.

Heard Around the Region

The people of the Intermountain TPR value and protect their quality of life, which includes numerous recreational opportunities, abundant wildlife, natural resources, and high-quality water. High housing costs in resort communities and employment centers often means that workers must live far away from these areas, and thereby experience long commutes. Impassable terrain and protected public lands impose limits on the alternate routes of the Intermountain TPR's transportation network.

The Intermountain TPR's aging population will necessitate better signing, lighting, accommodation of recreation vehicles, and public transportation services (alternatives to driving). Intermountain TPR members have said that transportation options are especially vital for those without access to a vehicle or who cannot drive.

Economic Vitality

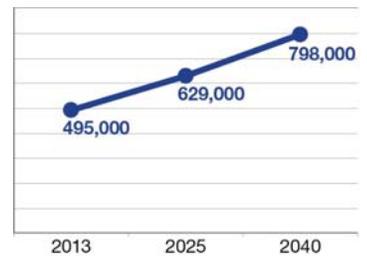
The top industry for employment in the Intermountain TPR is tourism and outdoor recreation, followed by health and wellness. Visitors are drawn to the area for the skiing, camping, hiking, hunting, bicycling, and for its scenic beauty. The top commodities by value exported from the TPR are petroleum refining products and grain.

Freight movement is an economic indicator, and approximately 10 percent of the daily vehicular traffic in the TPR is composed of trucks. Statewide, the percentage of truck traffic is 9 percent. These trucks are concentrated along the I-70 corridor, which is a major contributor to the state and national economic vitality. The sidebar graphic shows the growth in truck vehicle miles traveled (VMT). VMT is defined as one vehicle traveling one mile.

Freight rail is also a key mode for commodity import and export. The Intermountain TPR is served by the Union Pacific Railroad. Commercial and general aviation airports also contribute to the region's economic vitality.

There are five scenic byways in the TPR: the Collegiate Peaks, the Colorado Headwaters, the Dinosaur Diamond, the Top of the Rockies, and the West Elk Loops. These scenic byways attract visitors and boost the tourism industry.

Truck Traffic in the Region



The region is expected to experience growth in daily truck traffic. By 2040, the daily VMT of trucks will increase by 61 percent. (Source: CDOT, 2014)

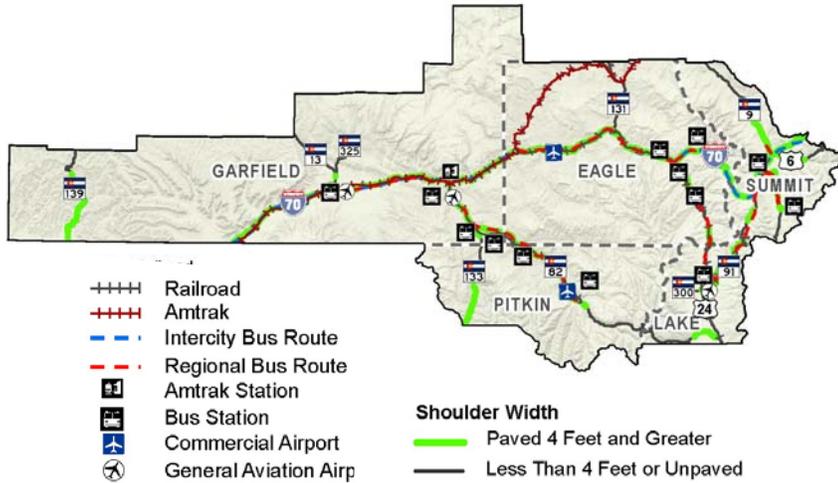


Heard Around the Region

Local industries tend to be transportation intensive, with seasonal and weekend peaks in traffic. The TPR recognizes the important role of freight in moving goods through the region and supporting local communities. However, they also have expressed concerns with the impacts of freight to the transportation system in terms of maintenance, safety, and travel delay.

Multimodal Transportation System

The multimodal transportation system in the Intermountain TPR includes numerous state highways, three general aviation airports, two commercial airports, 19 general local public and human services transit providers, intercity bus service, numerous airport and resort shuttles, and freight and passenger service rail lines. The California Zephyr Passenger Rail (Amtrak) travels through the Intermountain TPR, making a stop in Glenwood Springs. Visitors and residents who utilize aviation to access the area help reduce the congestion on I-70.



Bicycle use on state highways in the region is primarily recreational; however, there are a rising number of bicyclists using the state highways to commute to work. Improved highway shoulders benefit the needs of all road users, including bicyclists. Other infrastructure improvements, such as side paths, protected bike lanes, and other techniques, can greatly improve safety—particularly where bicyclists and motor vehicles compete for space on the road. Highway shoulders provide safety for travelers by providing room for emergencies, and space for bicycles and trucks to chain up during icy conditions. The map below depicts the paved shoulders on the state highways in the Intermountain TPR.

Intercity bus service plays a vital role in the multimodal transportation system, providing mobility options to the traveling public, especially to those without access to cars or who are unable to drive. It also reduces congestion, enhances system capacity, and improves system efficiency. Transit services connect residents, employees, and visitors to major activity centers for jobs, schools, shopping, medical care, and recreation, thereby contributing to the economic vitality of the area.

Multimodal Transportation System At-A-Glance

- 1,532 lane miles—3 percent of the state system
- 5.4 million VMT per day—7.0 percent of state VMT
- 3 general aviation airports—Glenwood Springs Municipal in Glenwood Springs, Lake County in Leadville, and Garfield County Regional in Rifle
- 2 commercial airports—Eagle County Regional and Aspen-Pitkin County
- 19 local/human services transit providers
- 4 intercity/regional bus providers
 - Greyhound
 - Eagle County Transit
 - Summit Stage
 - Roaring Fork Transportation Authority
- 1 passenger rail provider—Amtrak
- Several airport and resort shuttles

Source: CDOT

Roadway Drivability and Bridges

The frequent freeze/thaw cycles experienced in the Intermountain TPR can affect the condition of bridges and pavement. The infrastructure is routinely monitored and inspected for needed repairs.

Drivability Life

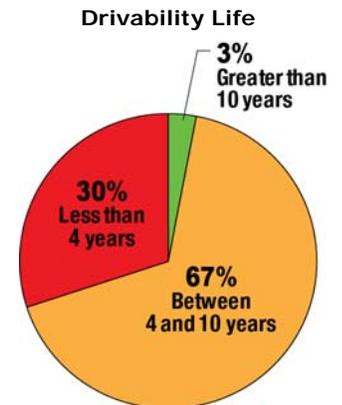
The condition of the pavement is measured by drivability. Drivability is a function of roadway smoothness, pavement distress, and safety. Drivability Life (DL) is, therefore, an indication—reported in years—of how long a highway will have acceptable driving conditions.

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 Intermountain TPR, approximately 70 percent of highways have a DL of high or moderate, while approximately 30 percent of highways have a low DL.

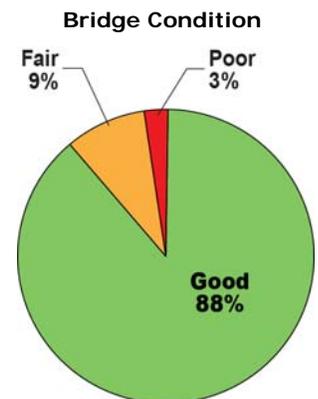
DL will improve the system by taking a more consistent and pragmatic approach to surface treatments. This means strategically utilizing limited surface treatment funds to maximize cost-benefit and minimize unacceptable driving conditions. Unacceptable driving conditions means drivers have to reduce speed 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 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. DL will result in a statewide highway network with the most drivable roads across the entire pavement network due to routine surface treatments.

Bridges

The Intermountain TPR has 270 bridges that are maintained by CDOT. Bridge condition in the TPR is relatively good, with 97 percent of bridges being in good or fair condition. A continual bridge inspection program identifies needed repairs. Since the establishment of the Bridge Enterprise Program, progress has been made on reducing the number of bridges categorized as poor condition. The small number of bridges rated as poor are operational and safe, but may not meet current design standards or are weight restricted.



About 70 percent of the pavement on the state highways has four or more years of remaining life. (Source: CDOT, 2014)

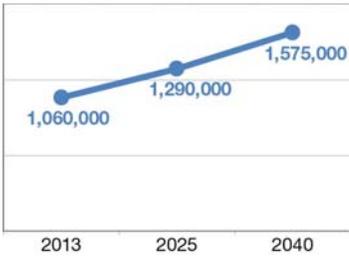


(Source: CDOT, 2011-2013)

Heard Around the Region

High-altitude mountain passes and adverse winter driving conditions can cause limitations on travel. Intermountain TPR communities are located far from each other, resulting in long travel distances for employment, medical services, and shopping. In the event of a road closure, potential alternate routes tend to be limited and unable to handle freight truck traffic. For these reasons, snow and ice removal, along with avalanche control, are essential needs in the region so that social and economic activities can continue.

Total Vehicle Miles Traveled



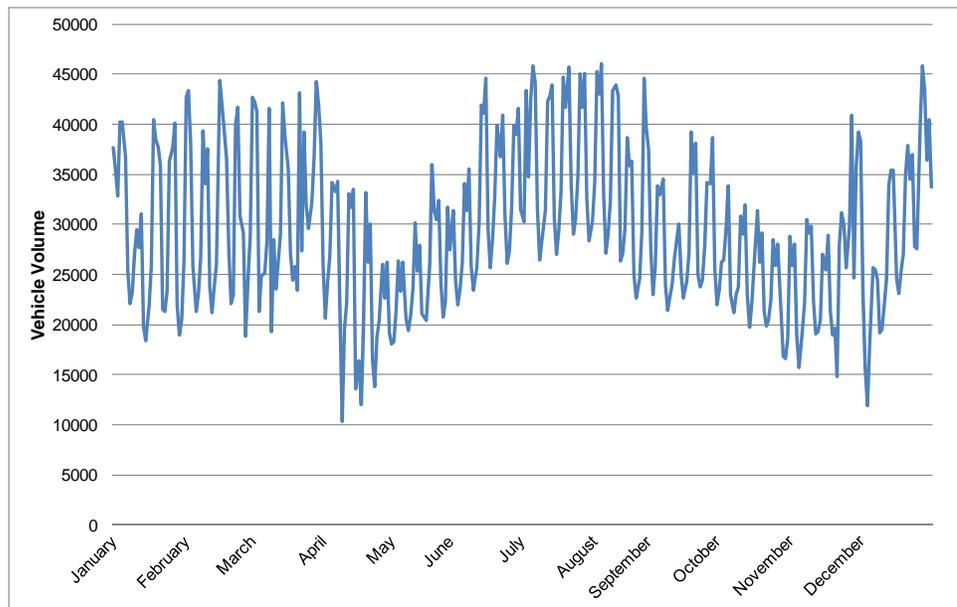
Total VMT in the region likely will grow at an annual rate of 1.8 percent. (Source: CDOT, 2014)

Traffic and Safety

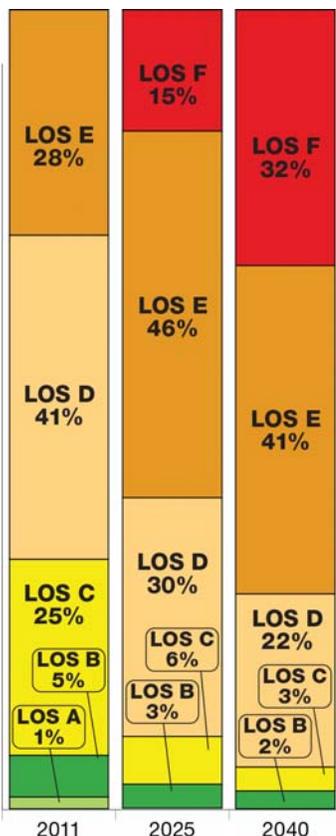
Traffic volume in the Intermountain TPR is growing. Between 2013 and 2040, the VMT traveled in the Intermountain TPR likely will grow at an annual rate of 1.8 percent. This is slightly higher than the 1.6 percent growth rate anticipated for the state. Congestion is growing significantly in the region, with the majority of highways projected to experience congestion by 2025.

I-70 traverses the Intermountain TPR, providing mobility for freight, tourists, and residents. It is the main east-west throughway for long-haul trucks that pass through Colorado and those that serve the Intermountain TPR. I-70 serves several ski resorts and is a gateway into the Rocky Mountains for recreational users. On weekends, holidays, and other peak times, the corridor experiences extreme congestion. The graph below illustrates the variation of traffic volumes that occur at the Eisenhower-Johnson Memorial Tunnels.

I-70 Traffic Volume at Eisenhower-Johnson Memorial Tunnel in 2013



Roadway Level of Service



Congestion is growing on the state highway system in the Intermountain TPR and will continue to be problematic into the future. (Source: CDOT, 2013)

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. The adjoining bar chart forecasts LOS for 2025 and 2040. The charts illustrate a drop in acceptable LOS in the future.

Between 2010 and 2011, the average crash rate in the region was 1.46 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 Intermountain TPR from 2010 to 2011 were wild animal collisions and rear-end collisions.



On weekends, holidays, and other peak times, the I-70 corridor through the Intermountain TPR experiences extreme congestion.

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 Intermountain TPR. Also, state highways often serve as the main street in many communities in the Intermountain TPR, adding to safety concerns. Extreme congestion is a growing issue during the peak winter and summer recreation seasons.

“Life in the crack” is a common local phrase that expresses the challenges associated with planning highways in a geographically limited area. Rock fall, avalanches, and wild animal collisions are major safety concerns. Alternate routes to use when a road is closed or congested are limited. Detours or reroutes often are significantly long when they are required.

The Glenwood Springs South Bridge project, a new bridge and interchange on SH 82, is an important regional priority but it did not meet the Regional Priority Program funding criteria. The project was presumed in the base traffic model for the Corridor Optimization Plan that the Colorado Transportation Commission adopted in 2011. The new bridge and interchange will improve mobility on SH 82 by providing a secondary route around the increasing congestion through Glenwood Springs.

Connecting the existing transit services to each other would help to fill in service gaps and provide bus service. Other multimodal needs and wants of the residents include investments in public transit and bicycle and pedestrian facilities. Providing on-demand service for elderly, disabled, and other residents to health care and social opportunities is important.



*New interchange at I-70
Parachute West*

Recent Accomplishments

Transportation is constantly changing in the Intermountain TPR. Several bridge, highway, and transit projects that have been completed since the last RTP include:

- US 24 Tennessee Pass—Highway rehabilitation, six-foot shoulders, safety improvements, and bridge reconstruction
- I-70 G, Edwards Interchange, Phase 1—Roundabouts, bike/pedestrian path
- I-70 Parachute West Interchange, Phase 1—I-70 on- and off-ramps, two roundabouts, and safety improvements
- SH 13 North from SH 325, Rifle to Rio Blanco County Line—Preliminary engineering to 30 percent design and initiated ROW acquisitions with current funding to ultimately reconstruct the existing roadway
- Roaring Fork Transportation Authority—Opened the nation’s first rural bus rapid transit route from Glenwood Springs to Aspen in September 2013
- Local circulator transit service was implemented in Carbondale
- New grade-separated pedestrian crossing completed at Willits Bus Rapid Transit Station
- Bustang, an interregional bus service, is expected to begin operating between Glenwood Springs and Denver Union Station in spring of 2015

Key Takeaways

The Intermountain TPR 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 and implementation actions (Chapter 6).

- Year-round outdoor recreation opportunities attract residents and visitors to the region.
- The region and surrounding areas are experiencing increased natural resources and energy production, including oil and gas.
- Freight movement is increasingly characterized by larger trucks and heavier loads.
- Natural resources, topography, water quality, wildlife migration routes, and land values limit the ability to construct alternate routes.
- Local demand and investment in transit have resulted in additional multimodal options.
- Many residents and workers in the region experience long commutes.
- As with the state overall, the average age in the Intermountain TPR is increasing.
- Reducing congestion, increasing transit and bike and pedestrian options, and improving pavement conditions are the issues that matter most to the TPR.

Transportation System Vision and Goals

The vision and goals for the future Intermountain TPR transportation system, including transit, are listed below. The 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 of the Intermountain TPR is to be a region 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. The transportation vision is supported by the following goals:

- 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.
- Integrate multimodal options into all planning and funding decisions.
- Phase in useful increments.
- Evaluate projects based on total costs of construction and maintenance through the year 2040.
- Provide maximum flexibility for use of funds.
- Tap into all potential funding sources.
- 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.
- 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.
- Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the region's needs and goals.

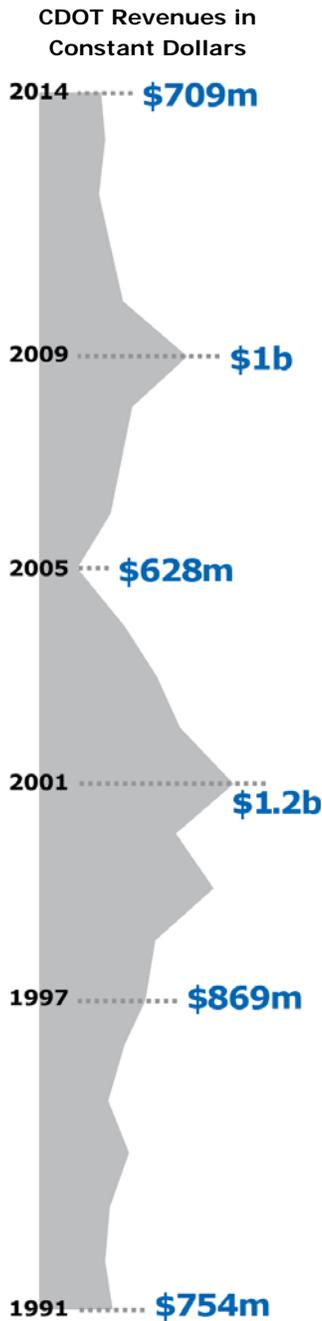
Transit Vision and Goals

In the Intermountain TPR, the transit vision is to provide an integrated transit network that offers access and connectivity to, from, and within the region to enhance the quality of life of all residents, businesses, employees, and visitors. The transit vision is supported by the following goals:

- Improve connectivity and coordination between regional transit and transportation systems to better provide access to jobs, recreation, education, health and human services, and medical facilities.
- Ensure transit is a competitive transportation choice for all users, and support and plan for increasing shifts away from the single-occupant vehicle.
- Enhance local and regional transit service to provide congestion relief.
- Ensure transportation/mobility options are available for transit-dependent populations.
- Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.
- Support transit investments that attract tourists and contribute to the economic vitality of the region and state.

Chapter 2

Changes Affecting Regional Transportation



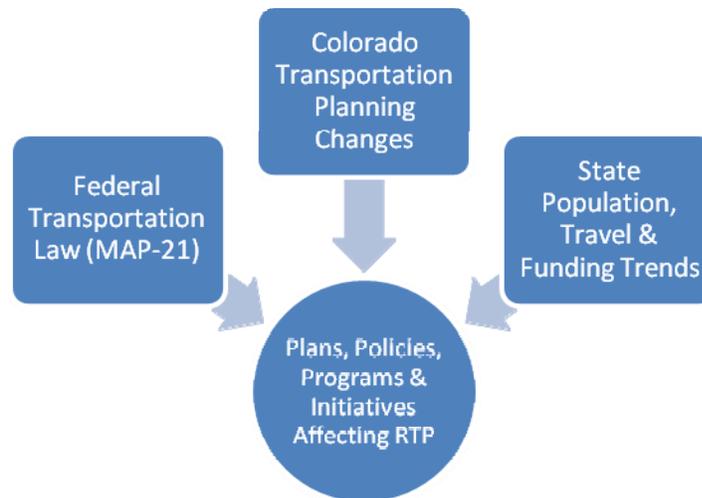
m = millions b = billions

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 Intermountain Region 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

Factors Affecting Regional Transportation



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 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 2011, 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 per day 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.

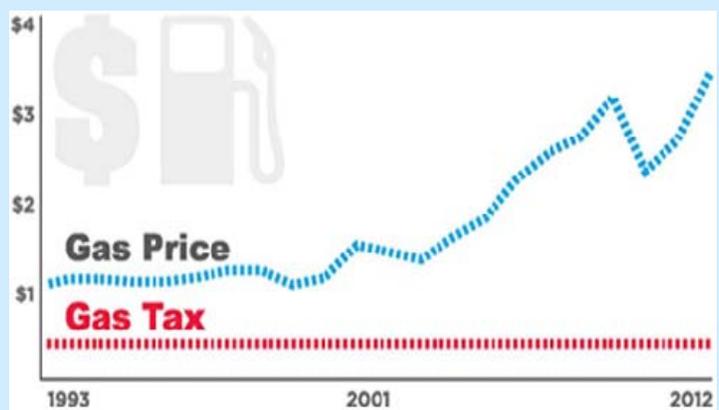
To get more out of the transportation system in the face of limited revenues, CDOT is focusing on maintaining assets, managing traffic flows, and encouraging multimodal choices like transit, bicycling, and walking. While the RTP focuses on regional priorities for highway improvements, other transportation plans incorporate other modes of travel. Planning 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.



With more people living in and traveling through Colorado, necessities such as snow removal are increasingly important for safety and the economy.

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 at all 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, bike 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 Intermountain TPR respond to these national goals, plans, policies, programs, and initiatives?

The Statewide Transportation Plan is a roll-up of the rural TPR and urban Metropolitan Planning Organization (MPO) plans. For CDOT to address the national goals and federal planning factors, the regional plans address as many of them as appropriate. The Intermountain TPR is not subject to specific performance measures, however, this RTP addresses these goals where applicable. National goal topics such as truck freight, pavement and bridge condition, system reliability, safety, and supporting economic vitality have been emphasized in this RTP. In addition, the Intermountain TPR has identified several multimodal priorities, including improvements for transit and bicycles/pedestrian facilities.



SH 82, Independence Pass
Photo Credit, Ken Lund © Creative Commons 2.0
Generic via Flickr

Chapter 3 Planning Purpose and Processes

This chapter discusses the purpose of developing an RTP and the process that was used to develop a plan for the Intermountain TPR. Transportation planning provides the framework for investment in a transportation system that will keep the Intermountain 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 Intermountain 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 Intermountain 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 Intermountain 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 Intermountain TPR so that investments can be made accordingly. The implementation mechanism for the RTP is the STIP, a capital improvement program that identifies which transportation projects have been approved for funding. 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 is for the RTPs and the Statewide Transportation Plan to be updated periodically to remain meaningful references for Regional Planning Commission (RPC) members and other interested parties.

What is a Regional Transportation Plan?

A Regional Transportation Plan (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.

Components of a Regional Transportation Plan



Members of the Regional Planning Commission

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

Counties:

- Eagle County
- Garfield County
- Lake County
- Pitkin County
- Summit County

Municipalities:

- Aspen
- Avon
- Basalt
- Breckenridge
- Carbondale
- Dillon
- Eagle
- Frisco
- Glenwood Springs
- Gypsum
- Leadville
- Minturn
- New Castle
- Parachute
- Red Cliff
- Rifle
- Silt
- Silverthorne
- Snowmass Village
- Vail

Other Agencies:

- Roaring Fork Transit Authority

Development of the Plan

The 2040 RTP for the Intermountain 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 include safety, infrastructure condition, system performance, and maintenance.

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 a TPR profile that illustrates 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 Intermountain 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 local level to be considered in the state's overall transportation planning process, integration of the 15 RTPs must occur. 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 plan are available on CDOT's planning website for review.

Plans that support a statewide multimodal transportation system:

- Regional Transportation Plans
- Statewide Transit Plan
- Statewide Bicycle and Pedestrian Plan
- Colorado Aviation System Update
- Intermountain Transportation Planning Region, Regional Coordinated Transit & Human Services Plan

Plans that support the economic vitality of the state:

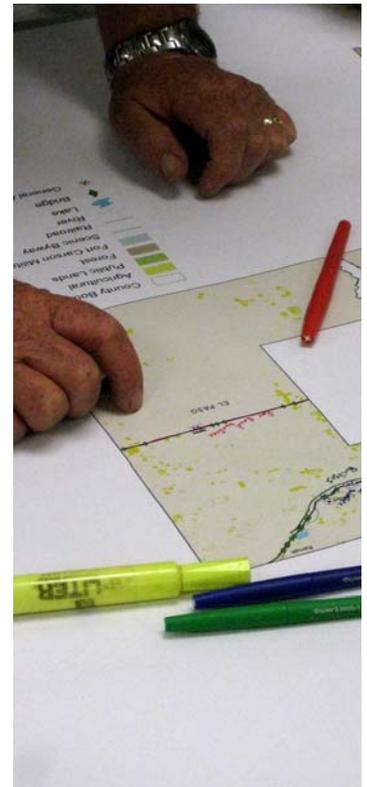
- Colorado State Freight and Passenger Rail Plan
- Statewide Freight Plan
- Colorado Airports Economic Impact Study

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

- 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.

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 Intermountain TPR. A total of **263** survey responses were received from the Intermountain TPR. Results of the survey, combined with data, were employed by the RPC to select high-priority transportation corridors for their TPR. This public input also was used to illustrate the unique local characteristics of the Intermountain TPR in Chapter 1 of this plan. Survey questions and popular responses for the Intermountain TPR are below. To see the full list of questions and survey results, go to CDOT’s planning website.

Why is transportation important to you?

- #1 Moves people and goods safely
- #2 Gets me to work and/or vital services
- #3 Helps me to live my life the way I want

What transportation issues matter most to you?

- #1 Reducing congestion
- #2 Increasing transit options
- #3 Increasing bike/pedestrian options

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

- #1 Offer more choices for travel (transit, bike, pedestrian)
- #2 Maintain the existing transportation system
- #3 Make safety improvements
- #4 Manage congestion through managed lanes
- #5 Expand highways by adding lanes

Telephone Town Hall

A telephone town hall is an interactive public meeting conducted over the telephone. On May 1, 2014, **9,829** residents in the Intermountain TPR were called on the phone and invited to participate in a discussion with local leaders and CDOT staff, creating a valuable connection with members of the public who might otherwise be uninvolved. A total of **1,571** people participated, both listening and commenting on the topics discussed. This exercise provided an opportunity to vet the work done by CDOT and the RPC 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?
37%: Safety 25%: Gets me to work or vital services 25%: Lets me live my life the way	41%: More travel options 38%: Maintain the existing system	48%: Better bus or rail to support tourism 24%: Improving the pavement

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 and Regional Transportation Plans. 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 members 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 RTP emphasizes planning for transportation corridors in the Intermountain TPR. This approach, called corridor-based planning, is being used for the 2040 statewide and regional transportation plans. 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 of 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 members 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 Intermountain TPR confirms the relative importance of the corridors in the region with state officials, community members, and decision makers and communicates its priorities for the dedication of resources by the Colorado Transportation Commission.

Intermountain TPR Regional Priority Corridors



I-70/US 6: Glenwood Springs to Eisenhower-Johnson Memorial Tunnel combined with segments of US 6 from Dotsero to Dowd Junction to I-70 over Loveland Pass



I-70/US 6: Debeque to Glenwood Springs combined with US 6: Mesa county line to Glenwood Springs



US 24: Minturn to Leadville



SH 9: Breckenridge to Frisco at I-70



SH 13: Rifle to Meeker



SH 82: Glenwood Springs to Aspen



SH 91: Leadville to Copper Mountain at I-70 Interchange

Priority Corridor Selection Process

Selection of the Regional Priority Corridors was a collaborative process with TPR members involving a series of meetings that included several steps and considerations. Transportation leaders' understanding of the daily travel experience in the region brought important insight into the characteristics of the corridor. As a result of this process, the most pressing transportation issues and project needs were identified.

The process began with a review of the Intermountain 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 halls, 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.

Seven corridors were selected as regional priority corridors. Many of the corridors identified as a high priority in the previous 2035 RTP were carried forward as a high priority into this RTP. US 24 and SH 91 were updated from a medium to a high priority in this plan. US 6 is combined with I-70 as a corridor because it is a parallel facility that provides for local access and provides important connections between the communities adjacent to the interstate.

Corridor Profiles

The Intermountain TPR has developed a corridor profile 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 primary purpose of a corridor vision is to look toward the future and describe how the corridor can meet the community's desired transportation needs. Other elements of these corridor profiles include: the community's general values of the corridor, its primary type of travel, its characteristics, the industries it supports, and the types of improvements that will be needed in the future. The corridor goals describe general objectives that the corridor needs to attain to meet the vision. The corridor strategies describe discrete types of improvements intended to reach those goals.

The benefits associated with each of the strategies listed on the corridor profiles will be used to track and report on progress toward corridor goals after plan adoption. The corridor profiles for the regional priority corridors are summarized and highlighted on the map on the following pages.

Function of Corridor Prioritization

Selection of the regional priority corridors will guide future decisions for the use of resources in the Intermountain TPR. The importance of regional priority corridors is further validated by the collaborative process by which they were identified, involving key TPR members 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.

Regional Priority Corridor Factors

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

Regional Priority Corridors for the Intermountain TPR

SH 82: Glenwood Springs to Aspen A

Corridor Characteristics

- Bus rapid transit, and Aspen-Pitkin County Airport
- Tourism and recreation
- Congestion in Glenwood Springs
- Commuter route
- Oil and gas development

Corridor Goals and Strategies

- Mobility improvements in Glenwood Springs
- Finish entrance to Aspen
- Expand/enhance transit, bicycle, and pedestrian mobility
- Improve wildlife mitigation

SH 91: Leadville to I-70 at Copper Mountain D

Corridor Characteristics

- Commuter route
- Mining
- Recreation
- Alternate route for I-70
- Scenic byway
- Bike route
- Regional bus service

Corridor Goals and Strategies

- Add and improve shoulders
- Provide and expand bus transit
- Construct separated bike facilities

SH 13: Rifle to Meeker B

Corridor Characteristics

- Energy production
- Truck freight
- Abundant wildlife

Corridor Goals and Strategies

- Widen shoulders
- Add passing lanes
- Provide and expand transit
- Wildlife mitigation

SH 9: Breckenridge to I-70 at Frisco E

Corridor Characteristics

- Upper Blue River Valley
- Recreation and tourism
- Bicycle, pedestrians, bus, and passenger vehicles
- Commuter route
- Truck freight

Corridor Goals and Strategies

- Reduce traffic congestion and improve traffic flow
- New alignment at Iron Springs
- Provide, promote, and expand transit
- Build park-and-ride facilities
- Support commuter and recreation travel

I-70/US 6: Debeque to Glenwood Springs C

Corridor Characteristics

- Colorado River Valley
- Regional commuter route
- Tourism and recreation
- Energy and freight
- Bicycle and pedestrian
- Intercity bus

I-70 Goals and Strategies

- Improve interchanges
- Expand/enhance transit service
- Construct regional bicycle and pedestrian trail

US 6 Goals and Strategies

- Construct and maintain park-and-ride facilities
- Add or improve shoulders
- Reduce traffic congestion and improve traffic flow

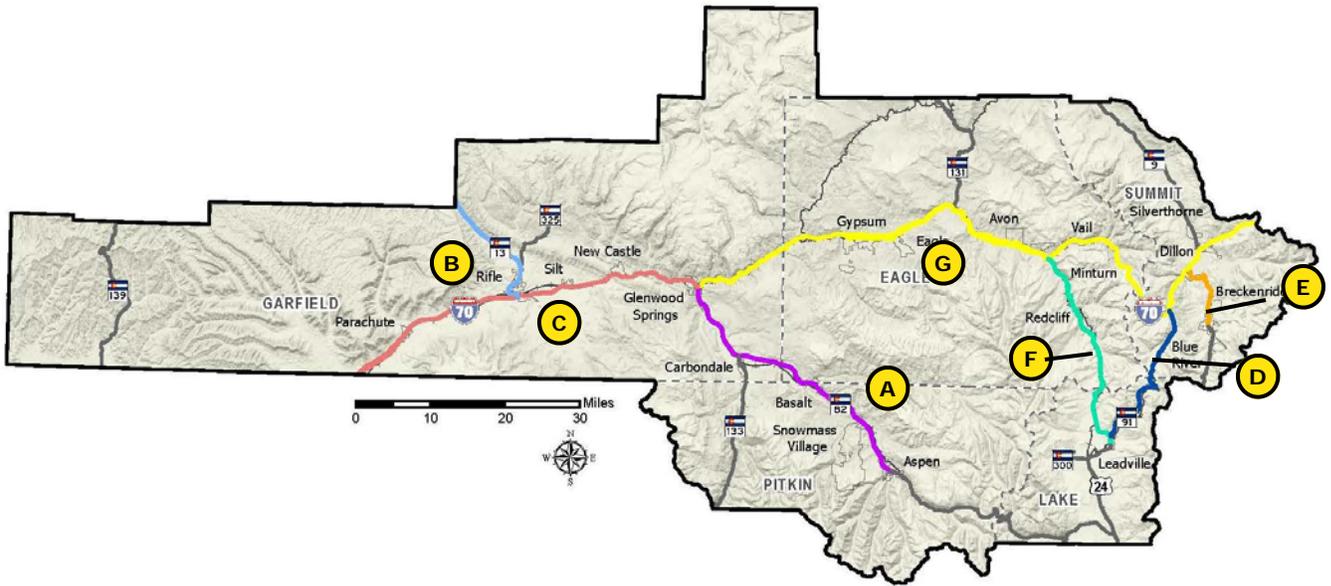
US 24: Minturn to Leadville F

Corridor Characteristics

- Tennessee Pass—high elevation
- Secondary route for I-70
- Commuter route
- Tourism, recreation, freight
- Bicycle and pedestrian
- Regional bus service

Corridor Goals and Strategies

- Provide park-and-ride facilities
- Construct bicycle and pedestrian facilities
- Eliminate shoulder deficiencies
- Provide commuter bus service



I-70/US 6: Glenwood Springs to Eisenhower Tunnel G

Corridor Characteristics

- High-altitude, mountainous terrain
- Rockfall and avalanche concerns
- Gateway to Rocky Mountains tourism and recreation
- Commuter route and truck freight
- Winter conditions can cause road closures
- Abundant wildlife
- Access to Eagle County Regional Airport
- US 6 provides local access and community connections
- Intercity and regional bus service

I-70 Goals and Strategies

- Reduce traffic congestion and improve traffic flow
- Provide and expand/enhance regional and intercity bus, human services transportation, and high-speed transit services
- Implement inter-regional express bus service (Bustang)
- Mitigate avalanche and rockfall concerns
- Employ incident management for road closure incidents
- Improve wildlife crossings

US 6 Goals and Strategies

- Widen to four lanes
- Add turn lanes and shoulders
- Reduce congestion
- Expand transit usage
- Provide for bicycle and pedestrian travel

Chapter 5

Transportation Needs and Revenue

In this plan, the Intermountain 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 TPR must have a plan that allows them to focus on those priorities that could be realistically accomplished, but also have a contingency plan in case they receive more or less transportation funding. In this chapter, funding scenarios have been applied to the TPR's priorities to give decision makers a vantage point 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. The identification of priorities for the first 10 years aligns with development of the STIP, the four-year program to distribute funds to actual transportation projects within each planning region.

Regional Multimodal Needs

Multimodal issues and regional trends for the Intermountain TPR were considered throughout this planning effort. Some of these needs are discussed in **Chapter 1, Regional Transportation Story**. These include:

- The California Zephyr Passenger Rail (Amtrak) travels through the Intermountain TPR, making a stop in Glenwood Springs.
- Bicycle use on state highways in the region is primarily recreational; however, there are a rising number of bicyclists using the state highways to commute to work.
- Transit services connect residents, employees, and visitors to major activity centers for jobs, schools, shopping, medical care, and recreation, thereby contributing to the economic vitality of the area.

Highway and multimodal needs are described in **Chapter 4, Regional Priority Corridors**. Detailed needs for transit, aviation, freight, and rail have been developed through CDOT modal plans.

Transit Needs

Transit needs include expanding service between communities; increasing access to jobs, recreation, education, health/human services, and medical facilities; promoting transit; and integrating general public transit with human services on the following corridors:

- I-70
- US 24
- SH 91

Highway Corridors

Highway corridor needs include adding passing lanes, widening shoulders, enhancing safety, adding pull-outs, and reducing wildlife/vehicle collisions. **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 include attracting tourists and new riders by ensuring transit options are a competitive transportation choice and enhancing connectivity and attractiveness of transit. Enhancing transit services for congestion relief includes expanding and enhancing transit service to meet the needs of transit-dependent populations and increased services to access jobs, recreation, education, health/human services, and medical facilities.

Aviation

Statewide estimates to fund aviation needs are detailed in the 2011 Colorado Aviation System Plan for the general aviation airports within the Intermountain TPR. Improved ground, improved emergency access, runway extensions, a published vertical guidance approach, and pavement maintenance were some of the needs identified in the region. Eagle County Regional Airport and Aspen-Pitkin County Airport are identified as major aviation facilities. General aviation airports are located in Glenwood Springs, Leadville, and Rifle.

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 improvements that enhance 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 Intermountain TPR noted during plan development include wider shoulders and pedestrian crossing improvements at intersections in towns.

Freight

The Colorado 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 Freight Plan aim to address needs for intersection and geometric improvements, the addition of pullouts and passing lanes, as well as shoulder widening and general safety improvements.

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 Intermountain TPR are:

- I-70
- SH 13

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 Intermountain TPR:

- Amtrak (Passenger rail)
- Union Pacific (Freight rail)



At-grade crossing equipment and issues of safety and security are among the Intermountain 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.

Intermountain 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. CDOT Region 3 is projected to receive approximately \$7.15 million of Regional Priority Program (RPP) funding in FY 2016 and a total of \$71.5 million by the end of the first 10 years. This is split between other planning areas within CDOT Region 3, including the Northwest TPR, Gunnison Valley TPR, Grand Valley TPR, and Grand Junction MPO.

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 expects RPP funding may be combined with other funding sources to fund individual projects.

Baseline Revenue Scenario

The Intermountain TPR discussed how RPP funds could 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 formula and the Statewide Baseline Revenue Scenario as discussed on the following pages, the Intermountain TPR used a planning estimate of \$15 million per year in RPP funds for the first 10 years of the plan. For planning purposes, the TPR doubled the amount of possible RPP funding for a total of **\$30 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:

Intermountain TPR Priorities for RPP Funds

Priority Corridor	Percentage
I-70: Glenwood to Eisenhower Tunnel	50%
SH 82: Glenwood Springs to Aspen	25%
SH 9: Summit County	25%
Total	100%

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, some CDOT programs—such as snow and ice removal, bridge maintenance, and roadway maintenance—could be reduced. The Intermountain TPR identified which CDOT programs should be prioritized in the event of less-than-baseline revenues. The TPR determined that roadway maintenance is their top priority. This recommendation will be one of the 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 Intermountain TPR identified which corridors in the region would receive funding if additional revenues became available. Within the additional revenue scenario, the TPR planned for an additional \$200 million to \$220 million. The result of this process identified that additional funds would be spent on these corridors:

- I-70
- SH 9
- US 24
- SH 82

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 and passenger 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 Intermountain TPR regional multimodal needs, the statewide transportation needs were derived from relevant data and community 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 improvements 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 RTP 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 Colorado as a whole (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 roughly a 15-percent decrease from the Baseline Scenario.**

*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 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
- MAP-21 revenues increase 1 percent for fiscal years 2016 to 2020
- Senate Bill 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 roughly 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 Intermountain TPR will take to implement its RTP. Implementation actions are meant to be near-term, practicable measures related to the Intermountain 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 Intermountain TPR

Implementation Action	Strategies/ Benefits	Applicable RTP Vision and Goals
Advocate for local safety improvements, such as rumble strips, skid-resistant surfaces, guardrails and barriers, intersection safety improvements, signs at pedestrian/bicycle crossing/school crossings, and auxiliary lanes (passing, turn, acceleration/deceleration lanes).	Safety	The existing transportation system will be maintained in the most efficient manner possible.
Work with CDOT and local jurisdictions to incorporate bike lanes on existing roadways where shoulders are already wide enough to meet AASHTO standards and include those bike lanes on the bicycle facilities mapping project being undertaken by CDOT in cooperation with local agencies and Bicycle Colorado.	Bicycle and Pedestrian	Better coordinate land use and multimodal transportation planning.
1) Work with towns and cities to create awareness for biking and walking by supporting efforts associated with Bike Month in June and Pedestrian Month in October. 2) Investigate and incorporate grade-separated bike and pedestrian access (i.e., underpasses).	Safety Bicycle/Pedestrian	Integrate multimodal options into all planning and funding decisions.
Assist in maintaining the physical integrity and condition of the existing transportation infrastructure by communicating to CDOT Region staff about surface treatment and bridge needs for consideration when additional funds are available.	System Preservation/Asset Management	Address existing and future needs/inadequacies.
Review local coordinated transit/human services plan to see what measures the TPR could assist with implementing.	Transit	Improve connectivity and coordination between regional transit and transportation.

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 Intermountain TPR, please see the Intermountain Regional Coordinated Transit and Human Services Plan on CDOT's planning website.

Moving Forward with the RTP

After adoption of the RTP, the Intermountain TPR will use the implementation actions to monitor progress and will re-evaluate accordingly. The TPR also 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 RTP 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 are available for review on CDOT's planning website.

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



*I-70 in Glenwood Canyon.
Photo credit: © Don Graham,
Creative Commons, 2.0
generic in Flickr*

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