



COLORADO
Department of
Transportation

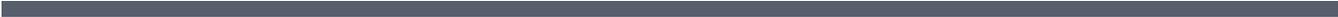
2040 | Regional Transportation Plan

February 2015

Southwest

Transportation Planning Region





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A Message from your Southwest Transportation Planning Region Chairman

As Chair of the Southwest Transportation Planning Region, representing Archuleta, Dolores, La Plata, Montezuma, and San Juan 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 these goals and more. It recognizes current needs and priorities, while formulating solutions to keep pace with regional growth and changing conditions.

The Southwest 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. I want to personally thank every member of the public and stakeholder groups who took the time out of their busy lives to contribute the valuable input that was so crucial to formulating this Regional Transportation Plan.

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 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 Southwest Transportation Planning 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 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 Regional Transportation Plan. The 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 plan and become more engaged in the Southwest Transportation Planning Region's transportation future.

Sincerely,



Bobby Lieb, Jr.
Chair, Southwest Transportation Planning Region

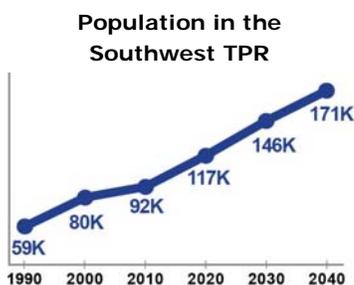
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This regional transportation story describes the region's unique characteristics, along with some of the key transportation conditions that help to define the Southwest TPR. The region's transportation vision and goals also are identified.

Landscape

The geography and climate of the region are important factors for travel. The TPR encompasses more than 6,500 square miles and the area is known for its rugged mountainous terrain, scenic beauty, diverse landscapes, and cultural resources. National monuments, national forests, wilderness areas, and national historic areas are located in the TPR. The state highway system passes through many diverse areas and communities. The region can experience severe winter storms, but also has an above-average amount of sunshine throughout the year.

Driving in the mountains often means rapidly changing weather conditions, steep grades, wildlife on the road, rockslides, and avalanches.



Population in the Southwest TPR is expected to grow at a higher rate than the rest of the state. The region's population is expected to increase by 88 percent by 2040 compared to today. (Source: Colorado Department of Local Affairs)

Population

The population of the Southwest TPR is expected to grow approximately 2.1 percent annually through the year 2040 (from 92,000 residents in 2010 to 171,000 residents in 2040), which is higher than the statewide annual average of 1.5 percent. People 65 years of age or older make up the fastest growing segment of the population, both in the Southwest TPR and statewide.

Heard Around the Region

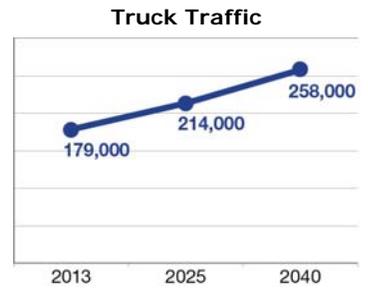
People in the Southwest TPR value their quality of life with its clean air, clean water, and abundant outdoor recreation opportunities. Trails and bicycle facilities are important amenities that support the active outdoor lifestyle that many residents appreciate. Connectivity between communities, including transit, is important. Many residents commute long distances to take advantage of better employment opportunities, better shopping, or lower real estate prices. Many newcomers to the area are retirees or second home owners who seek out the lifestyle of the area.

Economic Vitality

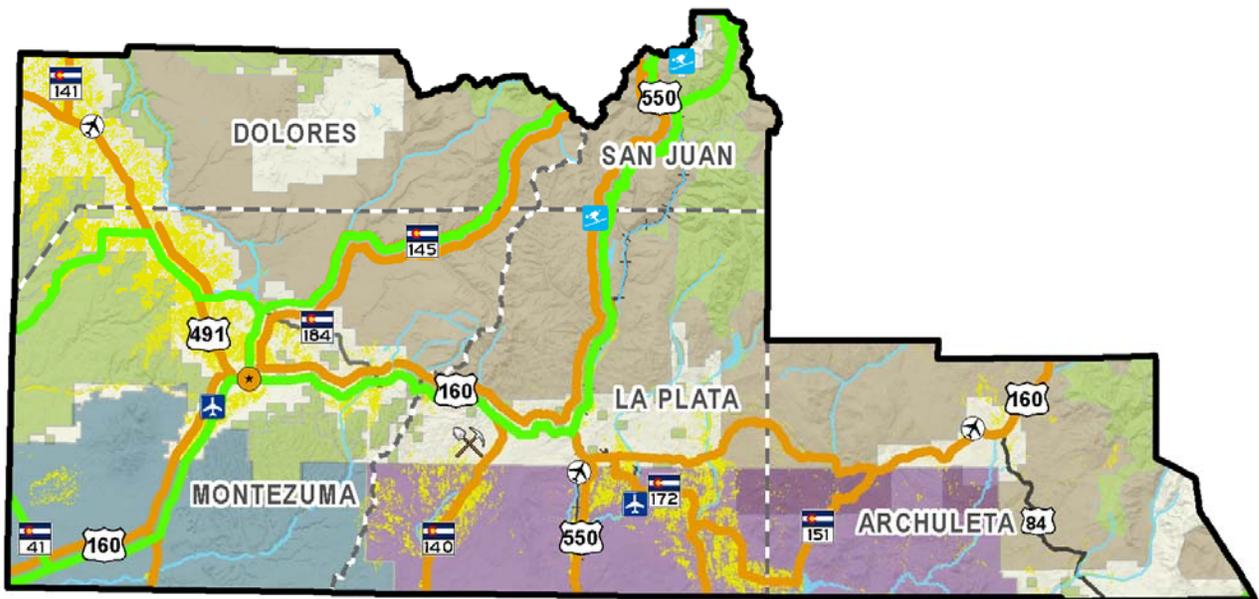
The top industry for employment in the Southwest TPR is health and wellness, followed by agriculture, energy, tourism, and outdoor recreation. The Southern Ute and the Ute Mountain Ute, the state's only Native American tribal lands, are located within this TPR. The Tribes are major economic forces, with their diversified tribal enterprises that provide employment for tribal members as well as others within the regional community. The southwest corner of Colorado is a tourism destination area and is home to the Mesa Verde National Park, the Chimney Rock National Monument, along with national forests and ski areas. The top commodities by value exported from the TPR are hay, dairy farm products, chocolate, and forest products. Commodity values are expected to grow by 1.2 percent annually through the year 2040.

There are three Scenic Byways in the region that include the San Juan Skyway, (US 550 north of Silverton south to Durango and US 160 from Durango west to the state line), the Trail of the Ancients (SH 145 north to Rico down to Cortez, plus segments of US 491), and the Alpine Loop (located on back country roads between Lake City, Silverton, and Ouray). These Scenic Byways also contribute to the economic vitality of the region.

The region's economy relies heavily on an efficient and well-connected transportation system. Truck traffic makes up 8 percent of the traffic in the region, which is slightly lower than the statewide average of 9 percent. Projected growth in truck vehicle miles traveled (VMT) is shown to the right. One VMT equals one vehicle traveling one mile.



The region is expected to experience growth in truck traffic. By 2040, the daily VMT by trucks in the region will increase by 44 percent. (Source: CDOT, 2014)



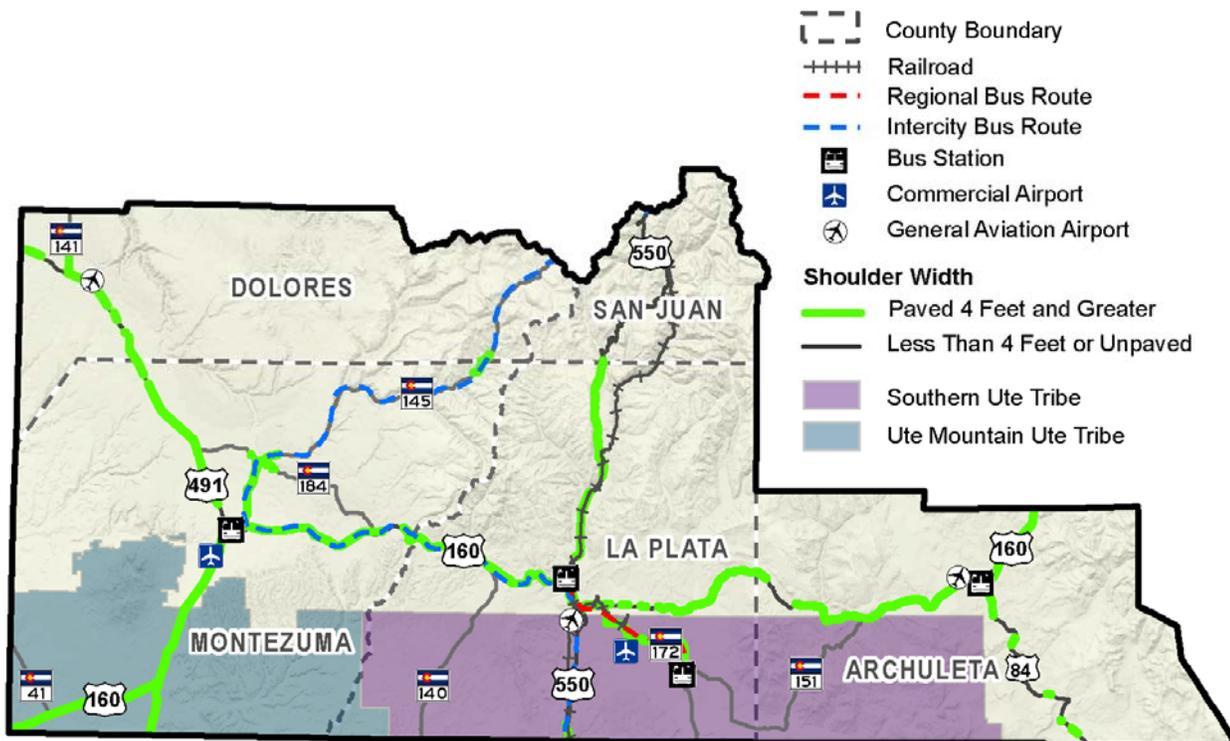
- | | | | |
|--|------------------------|--|--------------------------|
| | County Boundary | | Railroad |
| | Agricultural | | River |
| | Parks | | Lake |
| | Forest | | Commercial Airport |
| | Southern Ute Tribe | | General Aviation Airport |
| | Ute Mountain Ute Tribe | | Active Coal Mine |
| | Scenic Byway | | Port of Entry |
| | Energy Corridor | | Ski Area |

Multimodal Transportation System

The multimodal transportation system in the Southwest TPR includes state highways, three general aviation airports, two commercial airports, and two regional/intercity bus service providers, including service between Durango and Grand Junction.

Bicycle use in the region is a popular and growing activity for both transportation and recreation. Highway shoulders and off-system trails are in high demand to meet the cycling need. 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. Bike racing is popular between Durango and Silverton.

Bus 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.



Multimodal Transportation System At-A-Glance

1,099 lane miles—**4.8** percent of the state system

2.2 million VMT per day—**2.8** percent of state VMT

2 commercial service airports—Cortez-Montezuma County and Durango-La Plata County

3 general aviation airports—Animas Airpark in Durango, Stevens Field in Pagosa Springs, and Dove Creek

14 local/human services transit providers

2 regional/intercity bus providers:

- Southern Ute Community Action Program (SUCAP)—Road Runner Stage Lines
- Ute Mountain Ute Tribe

Source: CDOT

Heard Around the Region

Local industries tend to be transportation intensive, including agriculture, energy and natural resources development, and tourism. They indicate the region is experiencing increased energy production, including oil and gas, and mining. These industries tend to fluctuate based on influences from the national and global economies and are, therefore, not considered as stable as other sectors, such as agriculture and tourism.

Significant truck traffic is associated with the energy and mining industries. Trucks have much greater impacts on road conditions and maintenance needs due to their significant weight. Trucks can be slow-moving up steep grades, which creates the need for passing lanes. Many people in the region are concerned about the effect of trucks on mobility and pavement quality.



Roadway Drivability and Bridges

Drivability Life

Pavement condition is measured 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.

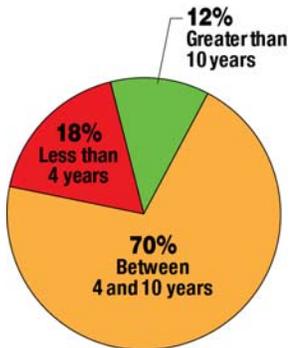
A highway with a DL of greater than 10 years is considered to have a high DL, while a highway with a DL of less than four years is considered to have a low DL. A DL is considered moderate when it is between four and 10 years. In the Southwest TPR, approximately 82 percent of highways have a DL of high or moderate, with a remaining life of four or more years. Approximately 18 percent of highways have a low DL, with a remaining life of less than four years.

DL will improve the system by taking a more consistent and pragmatic approach to surface treatment. 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 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 network with the most drivable roads across the entire pavement network due to routine surface treatment.

Bridges

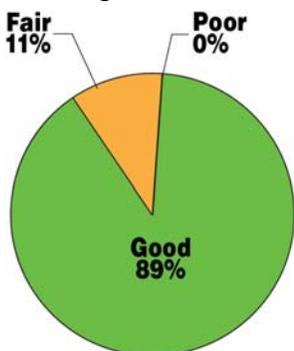
The region's system has 76 rated bridges maintained by CDOT. Bridge condition in the TPR is relatively good. All of the bridges on the state highway system are in good or fair condition.

Drivability Life



(Source: CDOT, 2014)

Bridge Condition



(Source: CDOT, 2011-2013)

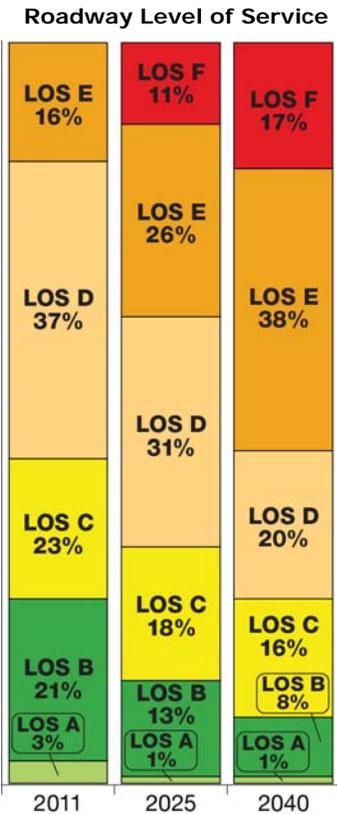
Heard Around the Region

Communities are located far from each other, resulting in long travel distances for employment, affordable real estate, medical services, and shopping. Potential alternate routes tend to be limited and unable to handle the heavy truck traffic. As a result, isolation and lengthy detours are concerns, especially in severe winter weather conditions. Snow and ice removal is an essential need in the region so that social and economic activities can continue.

Other multimodal needs and desires of residents in the Southwest TPR include intercity bus service on US 160; multimodal investments, such as local public transit, bicycle facilities, and pedestrian improvements, that provide options for local travel; and on-demand van service for elderly, disabled, and other residents to access health care and social opportunities. TPR members have expressed a need for regional transit service to Durango for commuting, medical, and shopping trips.

Traffic and Safety

Traffic in the Southwest TPR is growing. Between 2013 and 2040, the VMT in the region is estimated to grow at an annual rate of 1.4 percent. This is slightly lower than the 1.6 percent rate anticipated for the state.



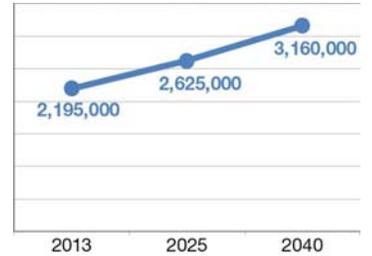
(Source: CDOT, 2013)

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.

Today's heavily traveled roadways are expected to see increased congestion levels in the future. The junction of US 160 and US 550 is predicted to be the most congested area in the region in 2025. US 160 in the Pagosa Springs area between Durango and Mancos and in the Cortez area are all predicted to see increased congestion.

From 2010–2011, the average crash rate in the region was estimated to be 1.57 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 Southwest TPR for 2010–2011 were wild animal collisions and rear-end accidents.

Total Vehicle Miles Traveled



(Source: CDOT, 2014)

Heard Around the Region

Traffic safety is a fundamental priority for transportation at the local, regional, and state levels. TPR members have noted that there are limited passing opportunities on the state highways in the Southwest TPR. Due to the mountainous terrain and forested areas, wild animal collisions, rockfall, and avalanches add to the safety concerns. Shoulder additions, pavement maintenance, and strategic improvements—such as passing and turning lanes—are crucial to improving safety and are highly desired by residents in the TPR.

Recent Accomplishments

Transportation is constantly changing in the Southwest TPR. Several projects have been completed since the prior RTP, including:

- US 160 in La Plata County—Improve intersection safety, relocate county roads, create T intersection, and add wildlife safety features
- US 550 in La Plata County—Improve intersections and add wildlife safety features
- Road Runner Stage Lines (SUCAP) has begun operating intercity bus service between Durango and Grand Junction

Cone zone on US 160 during recent improvements between Durango and Hesperus.



Key Takeaways

The Southwest 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 plan's recommendations.

- Three of the primary industries in the region—agriculture, energy development, and tourism—are dependent upon a well-connected and efficient transportation system.
- The Ute Mountain Ute and the Southern Ute Tribes are major economic forces with diversified tribal enterprises.
- People relocate to the area because they are attracted to the lifestyle that is available.
- Residents and workers in the region accept long commutes to have the benefits of more affordable real estate and more choices for employment, medical services, and shopping.
- Like the state overall, the average age of residents in the Southwest TPR is increasing.
- Improving the roadway pavement condition; increasing bicycle, pedestrian, and transit options; and improving economic conditions are important issues for the TPR.

Transportation System Vision and Goals

The vision and goals for the future Southwest TPR transportation system, including transit, are listed below. The Southwest TPR developed a multimodal vision and goals for its transportation system based on the region's transportation story and the data presented in this plan. 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 Southwest TPR is to maintain the rural character, quality of life, and environment desired by its residents and visitors by providing for a balanced transportation system that accommodates the movements of residents, tourists, and goods through the TPR using telecommunications, expanded air and multimodal travel, and an enhanced highway system.

- Create a safe region-wide transportation system.
- Maintain a functional transportation infrastructure system that responds to the needs of a growing regional community.
- Enhance multimodal options for the region.
- Support opportunities to create recreational bicycle activities.
- Maintain streets and highways that protect natural and cultural resources and highlight scenic beauty.
- Enhance inter-jurisdictional communications with local, state, and federal agencies.
- Support a transportation system that maximizes funding for the region.
- Focus on operational improvements that maximize the system.

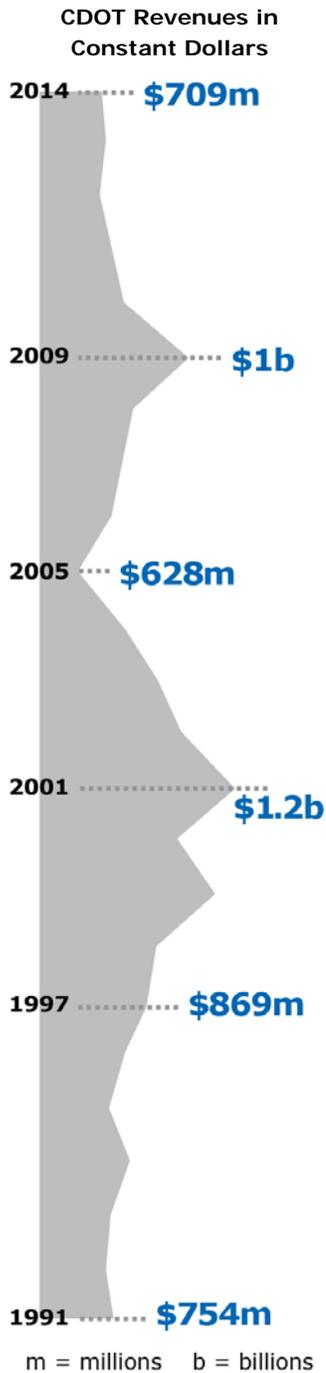
Transit Vision and Goals

In the Southwest TPR, the transit vision is to provide coordinated transportation services that encourage transit travel among the region's residents, employees, and visitors.

- Adopt policies that encourage sustainable, transit-oriented development and that maximize choices and incentives for reducing dependency on the private automobile.
- Identify and explore funding opportunities to preserve existing transportation services and expand the transportation network; share funding information with all transportation providers.
- Consider regional bus service to boost commerce, tourism, and economic development.
- Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit-dependent populations.
- Support existing and future transportation services with informational programs, outreach, and incentives.

Chapter 2

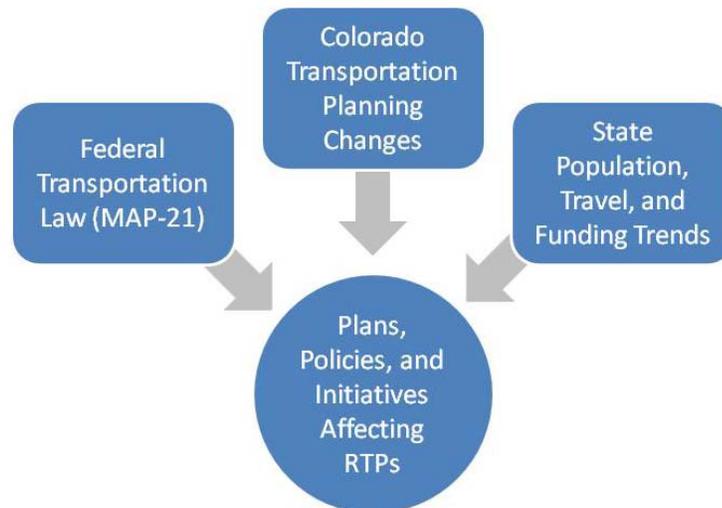
Changes Affecting Regional Transportation



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 plan that affect transportation in the Southwest 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



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.

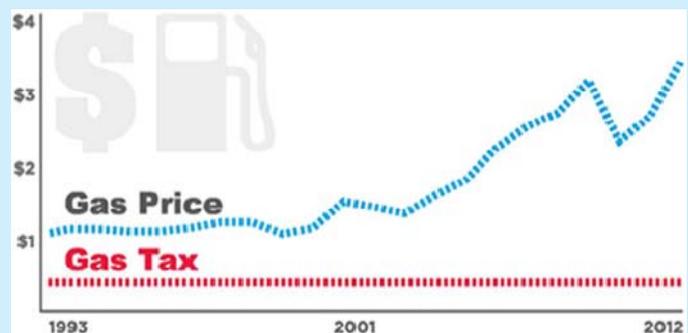
To get more out of the transportation system in the face of limited revenues, CDOT is focusing on maintaining assets, managing traffic flows, and encouraging multimodal choices like transit, bicycling, and walking. While the RTP focuses on regional priorities for highway improvements, other transportation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



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 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 Southwest TPR respond to these national goals, plans, policy, 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 Southwest 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 Plan. In addition, the Southwest TPR has identified several multimodal priorities, including improvements for transit and bicycle/pedestrian facilities.



Chapter 3

Planning Purpose and Processes

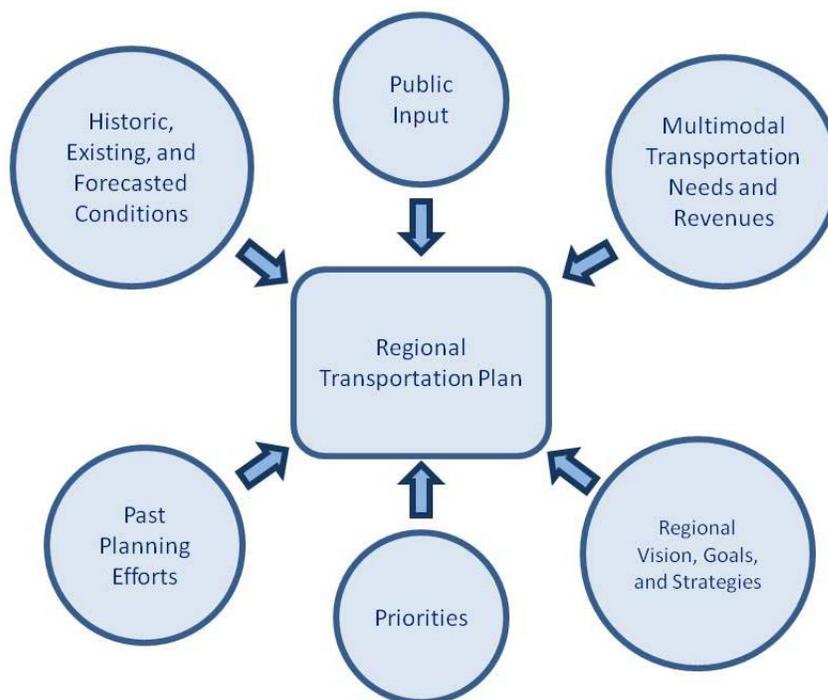
This chapter discusses the purpose of developing an RTP and the process that was used to develop a plan for the Southwest TPR. Transportation planning provides the framework for investment in a transportation system that will keep the Southwest TPR moving forward, growing, and adapting with the needs 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 Southwest 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 Southwest 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 Southwest 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 Southwest TPR so that investments can be made accordingly. The implementation mechanism for the RTP is the 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 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.

Components of a Regional Transportation Plan



What is a Regional Transportation Plan?

A 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 issues via projects, initiatives, and partnerships.

Members of the Regional Planning Commission

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

Counties:

- Archuleta County
- Dolores County
- La Plata County
- Montezuma County
- San Juan County

Municipalities:

- Bayfield
- Cortez
- Dolores
- Dove Creek
- Durango
- Ignacio
- Mancos
- Pagosa Springs
- Silverton

Native American Tribes:

- Southern Ute
- Ute Mountain Ute

Development of the Plan

The 2040 RTP for the Southwest 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 goal topics 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, which 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 August 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 Southwest 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 plans are available on CDOT's planning website.

Plans that support a statewide multimodal transportation system:

- Regional Transportation Plans
- Colorado Statewide Transit Plans
- Southwest 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:

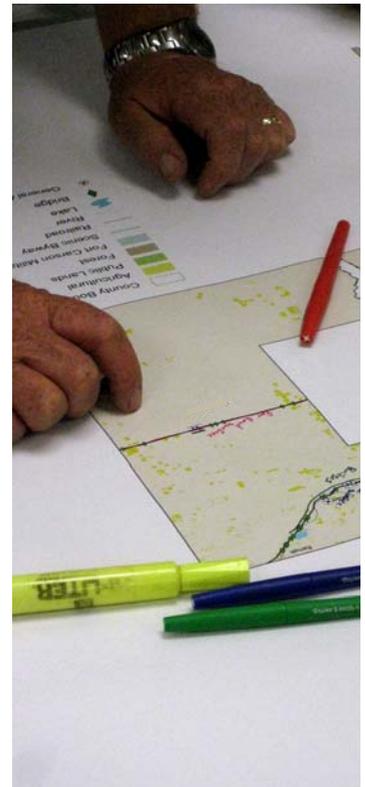
- Colorado State Freight and Passenger Rail Plan
- Colorado Statewide Freight Plan
- Colorado Airports Economic Impact Study

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 Southwest TPR. A total of **463** survey responses were received from the Southwest 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 each TPR in Chapter 1 of this plan. Survey questions and popular responses for the Southwest 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 economic development

What transportation issues matter most to you?

- #1 Improving roadway pavement condition
- #2 Increasing bike/pedestrian options
- #3 Reducing congestion

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

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

Telephone Town Hall

A telephone town hall is an interactive public meeting conducted over the telephone. On April 22, 2014, **9,764** residents in the Southwest 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 **1,809** 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?
<p>46%: Safety</p> <p>21%: Lets me live my life the way I want</p>	<p>55%: Maintain the existing system</p> <p>28%: Safety improvements</p>	<p>48%: Improving the pavement</p> <p>19%: Better bus or rail to support tourism</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 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. Other Colorado transportation plans can also be accessed at this site.



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 Southwest 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 Southwest 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.

Southwest TPR Regional Priority Corridors

-  US 160: Four Corners to Archuleta/Mineral county line
-  US 491: New Mexico state line to US 160
-  US 550: New Mexico state line north to San Juan/Ouray county Line
-  SH 151: Ignacio to US 160 west of Pagosa Springs
-  SH 172: New Mexico state line north to US 160

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 Southwest 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. Public input, gathered through an online public survey and a 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.

The Southwest TPR Regional Priority Corridor identification process resulted in the selection of five high-priority corridors. Four of the selected corridors were identified as a high priority in the 2035 Plan. In addition, SH 151 was updated to high from a medium priority. This occurred as a result of increased tourism travel to the newly designated Chimney Rock National Monument.

Corridor Profiles

The Southwest TPR has developed a corridor profile and vision for each corridor in the region. Development of the 2030 and 2035 RTPs included extensive work on the corridor profiles. The 2040 Plan builds upon those efforts by updating the corridor profiles to reflect the changes that have occurred since adoption of the 2035 plan.

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.

Function of Corridor Prioritization

Selection of the Regional Priority Corridors will guide future decisions for the use of resources in the Southwest TPR. The importance of Regional Priority Corridors is further validated by the collaborative process by which they were identified, involving key community 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 Southwest TPR

A

US 160: Four Corners to Archuleta/Mineral county line

Corridor Characteristics

- Natural resources exploration and production
- Tourism, recreation, agriculture, and commercial activity
- Freight transport and commuter traffic
- High-altitude Wolf Creek Pass
- Trail of the Ancients and San Juan Skyway Scenic Byways
- Access to Cortez-Montezuma County Airport

Corridor Goals & Strategies

- Mitigate for increased energy production impacts
- Improve wildlife crossings
- Provide for tourist-friendly travel
- Improve multimodal options, including providing regional bus service
- Improve intersections

C

SH 151: Ignacio to US 160 west of Pagosa Springs

Corridor Characteristics

- Chimney Rock National Monument, Capote Lake, and Navajo State Park
- Abundant wildlife
- Tourism and natural resources
- Need for wider shoulders and turn lanes
- Rural character
- Access to Southern Ute tribal lands

Corridor Goals & Strategies

- Plan for increased energy production impacts
- Reduce wildlife collisions and crash rate
- Expand transit service
- Widen shoulders and add turn lanes

B

US 550: New Mexico state line north to San Juan/Ouray county line

Corridor Characteristics

- Access to Southern Ute tribal lands
- San Juan Skyway Scenic Byway
- Tourism and public lands
- Passing lanes, vehicle turnouts needed
- Commuter route

Corridor Goals & Strategies

- Support recreation and tourism travel
- Improve multimodal options
- Provide passing lanes and turnouts

D

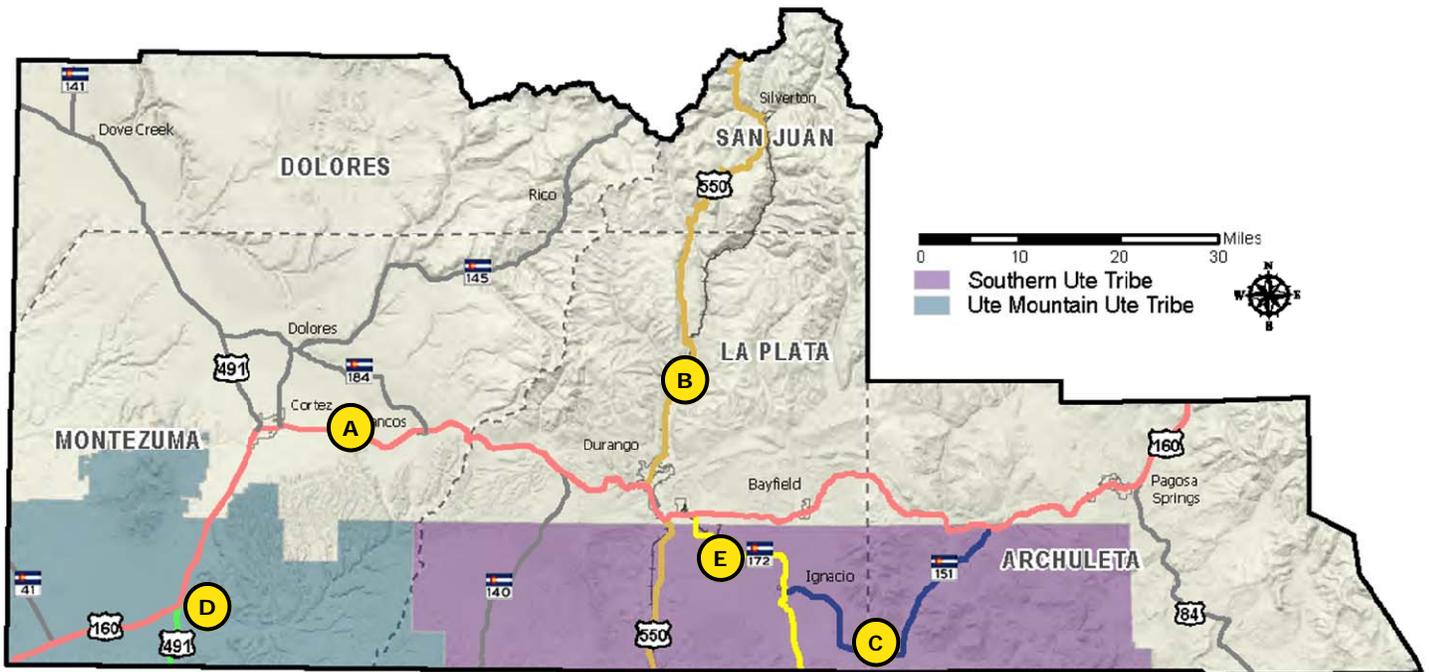
US 491: New Mexico state line to US 160

Corridor Characteristics

- Ute Mountain Ute tribal lands
- Major truck and hazmat route
- Energy production impacts
- Tourism—Canyons of the Ancients and McPhee reservoir

Corridor Goals & Strategies

- Plan for increased oil and gas production
- Provide transit service
- Provide for tourist-friendly travel
- Improve shoulders and add passing lanes



SH 172: New Mexico state line north to US 160

Corridor Characteristics

- Access to Durango-La Plata County Airport
- Tourism, freight, and energy production
- Access to Southern Ute tribal lands

Corridor Goals & Strategies

- Reduce crash rates
- Preserve transportation system
- Provide for tourist-friendly travel
- Improve shoulders and add turn lanes
- Expand transit service

Chapter 5

Transportation Needs and Revenue

In this plan, the Southwest 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 to 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 Southwest TPR were considered throughout this planning effort. Some of these needs are discussed in **Chapter 1, Regional Transportation Story**. These include:

- Transit services are valued, and an increase in general public bus and human transit services transportation is desired
- The airports in the region contribute to the mobility in the region and support the local economy
- Bicycling is a common popular mode for transportation to work, shopping, and recreation

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.

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

The Southwest TPR encourages sustainable development patterns to reduce auto dependency and regional bus service to support commerce, tourism, and economic development. The transit needs and services and funding gaps are described in the Southwest Regional Coordinated Transit and Human Services Plan (2014). Transit needs include identifying additional funding opportunities and ensuring mobility for transit dependent populations. Maintaining and enhancing existing transit services is important in Pagosa Springs, Durango, Montezuma County, Dolores County, and La Plata County, as well as the services provided by SUCAP.

Aviation

Statewide estimates to fund aviation needs are detailed in the 2011 Colorado Aviation System Plan for the general aviation airports within the Southwest TPR. Vertical guidance approach, published approach, on-site weather reporting, emergency access improvement, and pavement maintenance were some of the needs identified for the airports in the Southwest TPR. There are two commercial service airports, Cortez-Montezuma County and Durango-La Plata County and three general aviation airports in Dove Creek, Durango, and Pagosa Springs.

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

Freight

The Colorado State Freight and Passenger Rail 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 in the Freight Plan aim to address needs for wildlife/vehicle reduction measures, the addition of passing lanes and capacity on select corridors, shoulder widening, pavement condition improvements, 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 Southwest TPR are:

- US 160
- US 491
- US 550
- SH 141

Passenger and Freight Rail

The Southwest TPR does not have freight or passenger rail service. The freight movement in the area is limited by the mountainous terrain and winter climate. There are efforts to create a freight distribution center in New Mexico. Freight distribution by air is limited. Freight movement is costly due to the mountainous terrain. Durango and Silverton Narrow Gauge Railroad is a nationally known scenic railroad that runs between Durango and Silverton. There is interest in utilizing the Silverton-Durango rail line to provide transportation to residents traveling to Durango from San Juan County.



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

Southwest 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 Southwest TPR is in CDOT Region 5, which is projected to receive approximately \$3.5 million of Regional Priority Program (RPP) funding in FY 2016 and a total of \$35 million by the end of the first 10 years. This is split with the other planning areas within CDOT Region 5, the San Luis Valley TPR and the Gunnison Valley TPR.

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 Southwest 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 formula, and the Statewide Baseline Revenue Scenario, the Southwest TPR used a planning estimate of \$14 million per year in RPP funds for the first 10 years of the plan. The planning estimate was determined from the CDOT Region 5 expected portion of the RPP funding per year of \$3.5 million multiplied by 10 years for a total of \$35 million. The Southwest TPR traditionally gets 40 percent of CDOT Region 5's RPP, which is \$14 million for the first 10 years of the plan (the remaining 60 percent goes to the other TPRs in CDOT Region 5). The regional priority corridors, the findings of the passing-lane study, and the priorities identified for the more-than-baseline scenarios were used to develop a project list from which the TPR identified their priorities. The TPR decided to prioritize the RPP funding this way:

Corridor	Description	Suggested Funding Amount (millions)	Estimated Cost (millions)
US 160	Prepare design and purchase right of way to complete interchange for US 160 and US 550	\$1	\$91
US 550	US 550 "GAP" CR 302 to Sunnyside (half-build option)	\$13	\$14
Total		\$14	\$105

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 taxpayers' 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 RPP, snow and ice removal, bridge maintenance, and roadway maintenance—could be reduced. The Southwest TPR identified which CDOT programs should be prioritized in the event of less-than-expected revenues. The TPR determined that RPP 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 Southwest TPR identified priority projects that are beyond the planning estimates developed within the Baseline Revenue Scenario, and that would receive funding if additional revenues became available. The result of this process was that additional funds would be spent on these projects:

Corridor	Description	Estimated Cost (millions)
US 160	Prepare design and purchase right of way to complete interchange for US 160 and US 550	\$22
US 160	Wildlife mitigation from Mancos to Pagosa	\$3
US 491	Add passing lanes north of Towaoc	\$8
US 550	Sunnyside	\$25
US 550	US 550 "GAP" CR 302 to Sunnyside (full-build option)	\$20
SH 140	Widen shoulders and bridges	\$15
SH 172	Add passing lanes—Elmore's to Ignacio	\$7
Total		\$100

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

Statewide Multimodal Needs

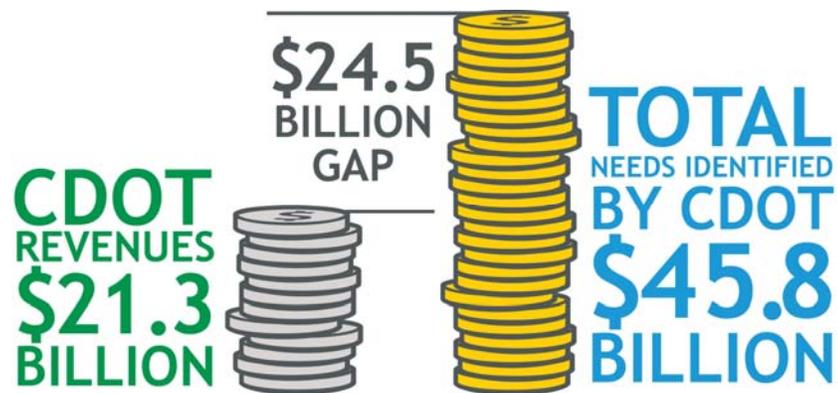
The needs and priorities that are identified at the regional level are combined with the needs of other regions to make up the transportation needs of the state. Concurrently developed with the RTPs, the statewide transportation planning process emphasizes multimodal needs made up of costs for highway, transit, 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 Southwest 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 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 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
- 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 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 Southwest 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 Southwest TPR

Implementation Action	Strategies/ Benefits	Applicable RTP Vision/Goals
Continue building partnerships among the Tribes, counties, cities, and towns within the Southwest TPR and those of the neighboring TPRs (San Luis Valley and Gunnison Valley) to coordinate on transportation issues of mutual concern, particularly the pursuit of a long-term funding solution for the statewide transportation system.	Leveraging partnerships	Enhance inter-jurisdictional communications with local, state, and federal agencies.
Work with the Tribes, counties, cities, and towns of the Southwest TPR to adopt and implement a "Complete Streets" policy designed to enable safe access for all members of the community. Focus in particular on improving accessibility for members of the disabled community through compliance with the Americans with Disabilities Act (ADA).	Bicycle and pedestrian	Create a safe region-wide transportation system.
Work with local economic representatives (including Region 9 Economic Development District and local Chambers of Commerce) to define the Southwest TPR's economic development corridors and strategize on how to best address existing concerns and promote their growth in the future.	Economic development	Maintain a functional transportation infrastructure system that responds to the needs of a growing regional community.
Continue the process of building closer connections between the Southwest TPR, Southern Ute Indian Tribe, and Ute Mountain Ute Tribe to improve coordination, maintain a high level of service, and address ongoing financial challenges.	Leveraging partnerships	Enhance inter-jurisdictional communications with local, state, and federal agencies.
Meet with representatives of the local oil and gas industries, mineral extraction industries, and other resource development industries to coordinate on and address the unique needs and impacts of these economic activities on the regional and statewide transportation system.	Economic development	Maintain a functional transportation infrastructure system that responds to the needs of a growing regional community.
Meet yearly with representatives of local airports and aviation advocates to discuss necessary improvements to their facilities and highway connections with surrounding communities.	Aviation	Enhance multimodal options for the region.

Implementation Actions for the Southwest TPR (continued)

Implementation Action	Strategies/ Benefits	Applicable RTP Vision/Goals
Coordinate with local transit operators, transit advocates, and CDOT regional staff to discuss ways to advance mutual goals and implement the Regional Transit Plan. Focus in particular on establishing a connection between SUCAP bus service and the CDOT interregional express bus service along I-70.	Transit	Enhance multimodal options for the region.
Work with local businesses, environmental advocacy groups, oil and gas industry representatives, CDOT regional staff, the Colorado Energy Office (CEO), and the Colorado Department of Local Affairs (DOLA) to investigate and implement expanded compressed natural gas (CNG) and other alternate fuels infrastructure and fleet adoption within the Southwest TPR.	Environmental	Maintain functional transportation system infrastructure that responds to the needs of a growing regional community.

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

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 Southwest TPR 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.

Moving Forward with the RTP

After adoption of the RTP, the Southwest TPR will use implementation actions to monitor progress and will re-evaluate its actions 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 plan based on these implementation actions can help the TPR decide whether to add or remove actions, as appropriate.

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