Northwest Regional Planning Commission

October 21, 2004

NORTHWEST
2030 Regional
Transportation Plan

URS

By: URS Corporation
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I – THE NORTHWEST TRANSPORTATION PLANNING REGION

INTRODUCTION

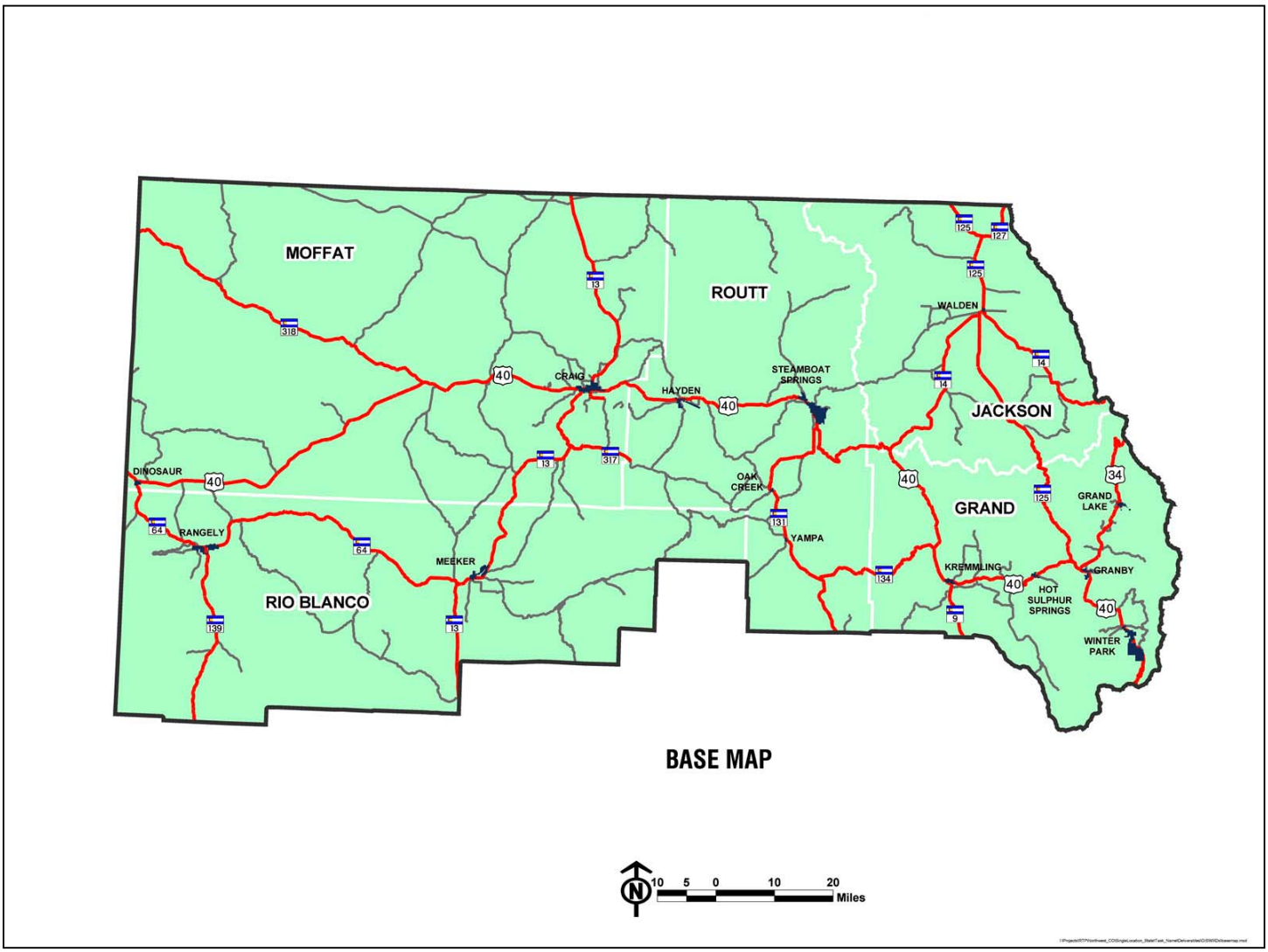
The Northwest 2030 Regional Transportation Plan ("the Plan") has been prepared as part of the Colorado Department of Transportation's (CDOT) Regional and Statewide Transportation Planning Process. The Northwest Transportation Planning Region (TPR) is one of 15 TPRs comprising the entire State of Colorado. The Northwest TPR consists of Grand, Jackson, Moffat, Rio Blanco, and Routt Counties and is located in CDOT Region 3. The Plan considers all modes of transportation and has been instrumental in developing not only long range plans, but dialogue between representatives of the TPR, local officials, the public, and CDOT. The plan addresses the planning period from 2005 – 2030. Its purpose is to develop an understanding of the long-term transportation needs of the region and to identify priorities for funding. This has not been a simple task. The needs are diverse and extensive, while available funding is generally understood as inadequate. Therefore, tough choices have necessarily been made regarding the level of improvements that might be reasonably expected – and on what facilities.

It is the belief of the Northwest Regional Planning Commission that this plan best represents the needs of the TPR within the context of stringent financial constraints. The plan also takes a new approach for the TPR in that rather than a simple project-based plan that attempts to identify specific improvements at specific locations, it develops a corridor-based approach. The plan identifies multimodal corridors that may contain a highway, transit providers and service areas, airports, railroads, and bicycle pedestrian facilities. These modes move the region's people, goods and services and are critical to its economic well-being and the general quality of life, not only for this region, but also for the state as a whole.

The plan is also unique in that two previously distinct planning processes have been brought together for the first time. Until now, a Regional Transportation Plan formed the basis for (primarily) state highway funding, while the separate Transit Development Program (TDP) was used to establish short- and mid-term needs for public transportation providers. The current planning process dispenses with the TDP in favor of the new Transit Element, containing both short- and long-term public transportation needs. The Transit Element process, while focused on transit needs, is an integral component of the 2030 transportation plan. While published under separate cover, key sections have been summarized and incorporated in this document.

The following map shows the Northwest TPR planning area.

Exhibit 1: Study Area Map

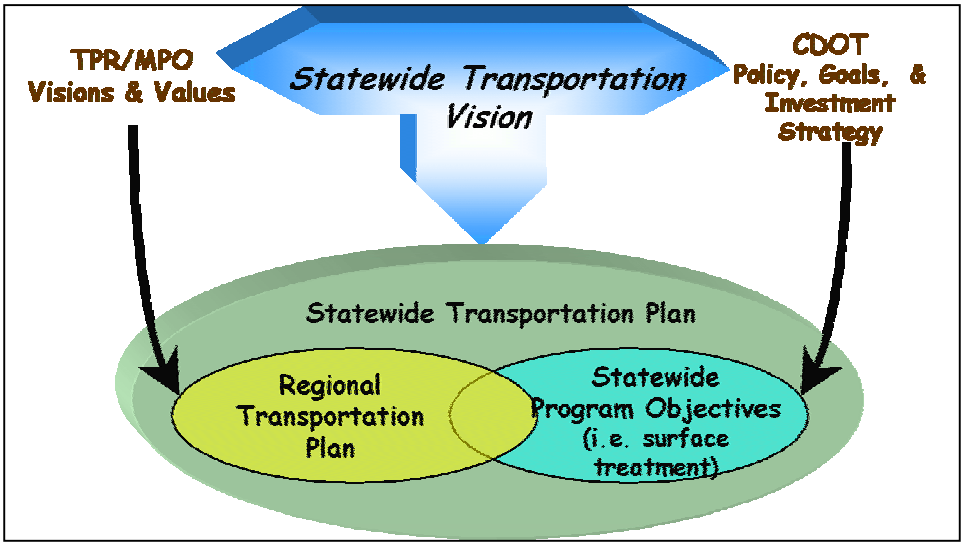


Source: CDOT

The Transportation Planning Process

The regional transportation plan is based on a combination of the TPRs Vision and Values with CDOT's stated policies, goals, and investment strategies. The plans are seen to incorporate the statewide transportation vision as expressed by CDOT. Together with statewide programs such as mobility, maintenance, surface treatment, safety programs, and the bridge rehabilitation and replacement program, the entire state's needs are encompassed within the Statewide Transportation Plan. In other words, the Statewide Transportation Plan is the summation of needs at the regional and statewide levels.

Exhibit 2: Statewide Transportation Planning Process



Consistency with State and Federal Requirements

This plan is offered in response to state and federal requirements to have in place a current long-range transportation plan. The planning process will be based primarily on TEA-21, Title 43 Colorado Revised Statutes, *Colorado's Statewide and Regional Transportation Planning Process Rules and Regulations*, the *Regional Planning Guidebook*, and the *Transit Element Guidelines*.

Other potential sources of guidance include the *Colorado Statewide Planning Public Involvement Guidelines*, Environmental Justice guidance issued by CDOT and the FHWA, CDOT's *Corridor Optimization Guidelines*, the *State of Colorado Access Code*, Federal guidance on *Limited English Proficiency*, and other appropriate documents.

This plan meets all regulatory and statutory requirements with respect to public involvement and review, subject matter covered, projected timeline, and other items as required.

FHWA Participation

This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.

THE REGIONAL PLANNING COMMISSION

The Northwest Regional Planning Commission (RPC) has been established by memorandum of agreement to include a representative from each county and each incorporated municipality within the TPR. The RPC has the responsibility to carry out the regional planning process and adopt the plan. The RPC met regularly throughout 2003 and 2004 to oversee the plan.

Table 1: Regional Planning Commission Members

Northwest Regional Planning Commission Members		
Duane Dailey	Grand County Commissioner	Hot Sulphur Springs
Janet Ray	Town of Yampa	Yampa
Forrest Nelson	Rio Blanco County	Meeker
Les Hampton	Moffat County	Craig
Linda Kakela	City of Steamboat Springs	Steamboat Springs
George Krawzoff	City of Steamboat Springs Transit	Steamboat Springs
Dan Ellison	Routt County	Steamboat Springs
Daryl Shrum	Town of Winter Park	Winter Park
Rick Wyatt	Jackson County	Walden
Jim Weber	City of Steamboat Springs - Public Works	Steamboat Springs
James Shockey	Town of Grand Lake	Grand Lake
Jim Cervenka	Town of Grand Lake	Grand Lake
Gene Baker	USFS	Steamboat Springs
Sue Graler	Moffat County	Craig
Rob Staebel	Town of Hayden	Hayden

TRANSIT ADVISORY COMMITTEE

The Transit Advisory Committee (TAC) was established to provide technical guidance during the development of the Transit Element. The TAC also met on May 22, 2003 and July 9, 2003 to provide input into transit planning for the NWTPR. Members included transit providers, elected officials, technical staff and the general public.

Table 2: Transit Advisory Committee Members

Northwest TPR Transit Advisory Committee		
James Evans	Associated Governments of NW Colorado	Rifle, Colorado
Daryl Schrum	Winter Park	City of Winter Park, Colorado
Diane Temple	Grand County Council on Aging	Grandy, Colorado
Sue Ann Fitch	Grand/Jackson Counties Advisory Commission	Grand/Jackson Counties
Jack VanHorn	Home James Transportation	Winter Park, Colorado
Christy Stinton	Jackson County Council on Aging	Walden, Colorado
Bobbie Scott	Jackson County Council on Aging	Walden, Colorado
Sharon Hallabaugh	Meeker Streaker	Meeker
Keith Antonson	Moffat County Housing Authority	Craig
Rick Marcus	NW Colorado Council of Governments	Silverthorne
Shelly Orrell	Routt County Council on Aging	Steamboat Springs
George Krawzoff	Steamboat Springs Transit	Steamboat Springs
Jonathan Flint	Steamboat Springs Transit	Steamboat Springs
Mike Fudge	Winter Park Lift	Winter Park
Gary McGraw	Ski Winter Park	Winter Park
Scott Uren	Silver Creek Ski Resort	Granby
Ulrich Salzgeber	Alpine Taxi & Limo Inc.	Steamboat Springs
Chris O'Halloran	Storm Mountain Express	Steamboat Springs
Bob & Susan Latham	Mountain Goat Tours	Grand Lake
Dan Stock	East Grand School District	Granby
Jim Baptist	Moffat County School District	Craig
Darren Zehner	Hayden School District	Hayden
Don Bourbeau	North Park School District	Walden
Ed Bingledine	Steamboat Springs School District	Steamboat Springs
Joe DeBell	West Grand School District	Kremmling
Steven Jones	South Routt School District	Oak Creek
Roy Wedding	Meeker School District	Meeker
Ron Reich	Rangely School District	Rangely
Audrey Williams	Steamboat Ski Area	Steamboat Springs
Evelyn Titleson	Independent Living Center	Criag
Sue Mizon	Horizons Specialized Services	Craig
Representation	Horizons Speicalized Services	Steamboat Springs
Bill Gray	Grand County	Hot Sulphur Springs
Kathleen Crislip	Steamboat Springs	Steamboat Springs
Susan Legname Schiesser	Artunk Steamboat	Steamboat Springs
Daniel R. Ellison	Routt County Commission	Steamboat Springs
Joe Fennessy	Meeker	Meeker
Sharon Day	Town of Meeker	Meeker
K.C. Bechaver	Sage Brush	NWTPR

II – PUBLIC PARTICIPATION

The public involvement process provides for communication among all interested parties through public meetings, newsletters, and project updates. It is *the* essential element in facilitating cooperation and consensus building. This planning process sought to involve all interested parties at key points in the visioning, identification of issues, and drafting of the plan.

The consultant team developed a comprehensive mailing list of local agencies, interest groups, modal representatives and citizens with an interest in the plan. A series of three public meetings, as recommended by CDOT in the recent update to the ***Guidelines for the Public Involvement in Statewide Transportation Planning and Programming***, were held in the TPR at the plan visioning, draft and final stages.

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **Environmental Justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **Environmental Justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process. The plan used a Geographic Information System to identify areas of concern based on these principles. Every attempt was made to involve those neighborhoods and/or groups in the planning process.

DOLA OUTREACH PROGRAM

The Northwest Council of Governments (NWCOG), with assistance from the Department of Local Affairs and CDOT, held Community Input meetings in each community in the TPR with fewer than 5,000 residents. URS provided supporting information and documentation for this outreach program. The presentation included an opportunity to view information about the planning process, data about the transportation system, and to identify specific issues or ideas about transportation in the surrounding area. The meetings were widely regarded as successful and informative. Residents of the smaller communities were appreciative of the chance to air their concerns and have them included in the long-range plan.

Meetings were held as indicated in Table 3:

Table 3: DOLA Meetings

DOLA Outreach Meetings	
Town	**Date**
• Dinosaur	August 26, 2003
• Fraser	September 3, 2003
• Grandby	September 23, 2003
• Grand Lake	October 13, 2003
• Hayden	September 4, 2003
• Hot Sulphur Springs	September 18, 2003
• Kremmling	October 6, 2003
• Meeker	September 2, 2003
• Oak Creek	September 11, 2003
• Rangely	October 7, 2003
• Walden	September 6, 2003
• Winter Park	September 2, 2003
• Yampa	September 3, 2003

Comments received have been incorporated in this report in three ways: recommendations were included, if appropriate, in the representative projects portion of the corridor visions; for concerns considered short-term and not appropriate for this long-range plan, comments were forwarded directly to CDOT for possible attention.

Comments received during the DOLA meetings are summarized below:

Safety Concerns

- Safety concerns due to trucks blocking sight distances at certain locations
- Highway 40 requires widening for safety reasons
- Mount Harris Cliffs area is a safety concern for motorists
- Speed limit signs are not always consistent; speed limits through towns need to be considered for lowering
- Some highways so narrow one has to change a tire in a driving lane instead of shoulder
- Wildlife crossings are needed for safety reasons

Traffic Flow

- Stop lights in towns require synchronization to improve traffic flow
- Traffic congestion is a problem in many areas
- Accommodating the flow of freight is essential to small town economies in the region

- Inconvenience of mountain pass traffic flow could potential detract shoppers from shopping in Colorado

Coordination

- CDOT and the Railroads need to coordinate with each other
- CDOT Regions and Engineering Regions need to coordinate to facilitate project planning and implementation
- CDOT needs to focus on being more communicative with the locals, and more responsive to local requests
- Signs ready for installation but CDOT not installing them
- Consider rotating public meeting locations to make it more fair for everyone

Transit

- CDOT needs to change mind set to allow for alternative modes of transportation
- CDOT needs to consider installing Bus Lanes to accommodate transit
- Overall, the region needs more transit

Maintenance

- Maintenance issues regarding and snow removal – magnesium chloride use is problematic in downtowns, as it erodes concrete and internal flooring causing expensive repairs
- Snow removal crews sometimes drive through towns to quick and present an inconvenience blocking some street cars in, and causing a safety concern
- Too many CDOT signs detract from scenic byways; some signage is misleading to motorists

Bicycle/Pedestrian

- Cyclists are not accommodated adequately – need wider shoulders along many routes
- Need to consider enhancing funding to bicycle trails
- Consider more project that separate bicycles from automobiles
- Installation of rumble strips in some areas has rendered some shoulders unusable for cyclists
- More pedestrian crossings and underpasses are needed in order to safely cross highways
- Consider licensing cyclists to help pay for shoulder widening projects

Drainage

- Drainage issues that result from roadway runoff are not adequately addressed by CDOT
- Culverts require cleaning and some are no longer effective

Railroads

- In some instances, the railroad tracks divide towns; need at-grade access to mitigate this effect

- Railroad car noise in some areas are "bone jarring"

PUBLIC MEETINGS

Public Meetings were held on the schedule in the table below:

Table 4: Public Meeting Times and Locations

Public Meeting Times and Locations		
Date	**Time**	**Location**
July 8, 2003	10:00 am – 2:00 pm	Meeker Town Hall, 345 Market Street, Meeker, CO
July 8, 2003	4:00 pm – 7:00 pm	Grand County Fairgrounds, 210 Eagle Street, Kremmling, CO
July 9, 2003	4:00 pm – 7:00 pm	Olympian Hall, 845 Howelsen Parkway, Steamboat Springs, CO
March 16, 2004	4:00 pm – 7:00 pm	Grand County Commissioners' Meeting Rm, 308 Byers Ave., Hot Sulphur Springs, CO
March 17, 2004	10:00 am – 1:00 pm	Rio Blanco County Commissioners' Meeting Rm, 555 Main Street, Meeker, CO
March 17, 2004	5:00 pm – 8:00 pm	Centennial Hall, 124 10th Ave., Steamboat Springs, CO
September 16, 2004	4:00 pm – 8:00 pm	Centennial Hall, 124 10th Ave., Steamboat Springs, CO

Overview of Public Meetings

In July 2003, the Northwest Regional Planning Commission held the *first* round of public meetings to introduce the regional transportation planning process to the public. At these meetings, the public was given the opportunity to participate in the planning process as well as voice their concerns on specific transportation issues. Typical concerns focused on highway construction, particularly the US 40, SH 9, SH131 and SH13 corridors, the adequacy of aviation and transit services within the region, and concern over limited transportation dollars. The *second* round of meetings were held in mid-March 2004 to present the Preferred Transportation Plan to the public for comment. At these meetings the public was given the opportunity to bring forward any additional transportation projects for consideration. The Preferred Transportation Plan includes all transportation projects identified in the development of the Northwest Transportation Planning Regions regional transportation plan. The *third* public meeting was held in mid-September 2004 was a joint meeting with CDOT and the Northwest RPC for the purpose of presenting the *Draft 2005-2030 Colorado Transportation Plan* and the *Draft 2005-2030 Northwest Regional Transportation Plan* to the public for review and comment.

III – REGIONAL VISION, GOALS & STRATEGIES

This task provided the opportunity for the TPR to identify issues that will help in the development of Regional Vision, Goals, and Strategies. Ultimately, the Regional Vision, Goals, and Strategies developed through public, RPC, and TAC processes were used in developing evaluation criteria for use in the transportation alternatives development phase of the plan. The Vision provides the basis to compare projects for consistency with the final adopted 2030 plan.

The consultant team led the RPC in a series of exercises to help reach consensus on the Regional Vision, Goals, and Strategies and how best to implement them in support of regional quality of life. CDOT's ***Regional Planning Guidebook*** offers a series of questions to assist in the completion of this task.

Each plan item was compared to the TPR's Vision, Goals, and Strategies for consistency. This ensured that final planning components support the originally conceived ideas of how best to support the regional quality of life.

CDOT's guidance in developing this portion of the plan requests that the TPR begin with the Department's Mission as a foundation:

> *The mission of the Colorado Department of Transportation is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.*

CDOT also offers the following vision as part of its guidance:

> *To create an integrated transportation system that focuses on moving people and goods, develops linkages among transportation choices, and provides modal choices to enhance the quality of life and environment of the citizens of Colorado.*

2030 VISION FOR TRANSPORTATION SERVICES IN THE NORTHWEST REGION

> *To work together to establish and maintain a realistic, balanced multi-modal transportation system that effectively addresses current and future needs at the same time protecting the quality of life and the safety of residents and visitors in the Northwest Region.*

TRANSPORTATION GOALS AND STRATEGIES IN THE NORTHWEST REGION

Goal 1: Adopt a unified mission and goals for the region

Strategy A Consider the effects of federal and state regulations and policies on the region when developing plans for the TPR.

Goal 2: Support a transportation system that meets present and future mobility and freight needs

Strategy A Recognize the importance of the US 40 and the Hwy 9 transportation corridors as well as the importance of feeder routes during regional planning activities.

Strategy B Consider emerging technology when developing alternatives for the regional plan.

Strategy C Recognize the importance of North/South transportation and freight corridors as connections to adjacent states and other planning regions when developing plans.

Strategy D Consider the enhancement of freight facilities when developing plan alternatives.

Goal 3: Enhance passenger and freight rail service along with freight and commuter air service

Strategy A Develop commercial air passenger and air freight connections to Grand Junction, Colorado Springs, Denver and Salt Lake airports from smaller regional/county airports, and improve service to and from resort area airports.

Strategy B Enhance access to the region's airports.

Strategy C Enhance service of passenger and commercial rail.

Goal 4: Broaden the economic base for communities in the region

Strategy A Identify and enhance routes of economic importance for freight, employment centers, tourism, and travel.

Strategy B Ensure that economic lifelines and transportation links are balanced and accessible to all.

Strategy C Develop interregional corridor partnerships to cooperate on plans for key growth areas to enhance the quality of the transportation system.

Strategy D Promote acquiring a growth management strategy for the region; promote employment opportunities, and support land use plans that are based on encouragement of transit oriented and multi-modal development.

Strategy E Adopt a policy that discourages abandonment of rail rights-of-way and rail service.

Goal 5: Support a transportation system that increases convenience and quality of travel for residents

Strategy A Develop regional and local transportation systems that are based on multi-modal centers throughout the region that provides both NWTPR residents and visitors frequent, convenient, and cost effective year round service.

Strategy B Provide for effective (upgraded and maintained) accesses along the primary routes to visitor destinations for employees and tourists.

Strategy C Develop local partnerships that promote transportation enhancements.

Goal 6: Develop a transportation system with a strong mass transit element

Strategy A Develop public/private partnerships to address transit needs and multi-modal centers.

Strategy B Increase use of mass transit by identifying revenue sources for multi-modal facilities.

Strategy C Increase use of existing transit systems and expand it.

Goal 7: Provide a safe, efficient and well maintained roadway system

Strategy A Increase safety considerations when designing roadway improvements.

Strategy B Improve highway safety and maintenance:

- Promote the use of intelligent transportation system technology that monitors the roadways and informs the traveling public of roadway conditions.
- Upgrade and maintain major/primary routes to accommodate tourism/scenic byways/trails; and,
- Widen appropriate roadways, shoulders, provide passing lanes (where appropriate), improve railroad crossings, and develop bike trails along appropriate roadways to allow for safe passage of both vehicles and bicycles.

Goal 8: Plan for a transportation system that considers preserving environmental resources, creates and maintains pleasant human environs, and adapts to geographical conditions

Strategy A Support a regional plan that upholds, supports and implements the provisions of CDOT's Environmental Justice initiative which seeks to eliminate disparities in transportation development among ethnic minority, low income and other disadvantaged populations.

Strategy B Adopt a plan that supports improved and sustainable quality of life for the region's diverse population.

Strategy C Promote a regional plan that either avoids or mitigates air quality impacts when feasible.

Goal 9: Support a transportation system that facilitates and maximizes funding for the region

Strategy A Create and fund cooperative transportation partnerships among the counties, cities, and towns of the region.

Strategy B Develop realistic plans based on the ability to fund new projects and maintain the existing transportation system.

Strategy C Develop a common method for prioritizing projects.

Strategy D Develop a flexible prioritization system and timetable, by transportation mode.

Goal 10: Support a transportation plan that develops options that are understood and supported by the traveling public

Strategy A Promote a regional transportation planning process that invites full public involvement and input at key points of project development, through the use of advisory committees, public meetings, websites, newsletters, including input opportunities for the general public and interest groups.

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IV – TRANSPORTATION SYSTEM INVENTORY

This chapter provides a comprehensive overview of the existing transportation system including highway system, public transportation, bicycle, pedestrian, rail, and aviation systems. Each mode has been examined along with its infrastructure, level of service, capacity, operating, and safety characteristics etc. to identify existing conditions. Not only will this "picture" of the existing systems broaden our knowledge of what types of systems serve the TPR, it also provides the base of information necessary to determine future transportation investments by allowing for the identification of deficiencies within each system.

The approach to collecting data on the existing transportation system will depended, to a significant degree, on the Transportation Planning Data Set as developed by CDOT. The Dataset contains complete information as collected by CDOT on the highway characteristics and traffic data as well as modal components of the state's transportation system. Information from the Dataset have been mapped and displayed using the ArcView/GIS program.

Note on Transit: A complete inventory of transit operators and their services was undertaken during the transit element **process** and is fully integrated with the RTP. This document contains summary information about local transit systems; for complete information about public transportation, please see the ***Transit Element*** published separately**.**

HIGHWAY SYSTEM

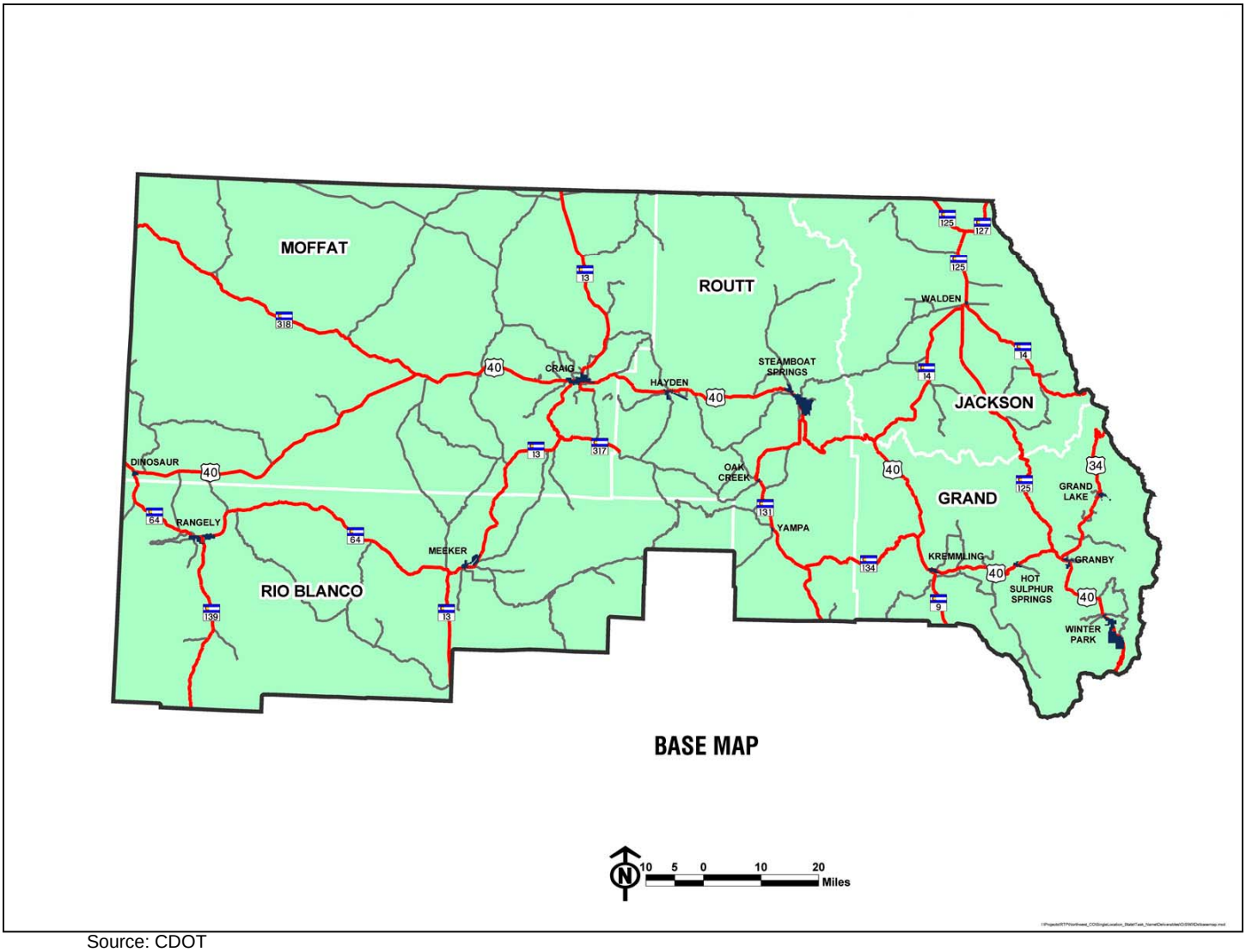
The following section utilizes the best, most current data available as provided by CDOT. Most highway information is for the year 2001, the most recent available. The section describes the region's highway system with the following information:

- Project Area
- National Highway System
- Scenic Byways
- Functional Classification and Mileage
- Traffic Volumes
- Surface Condition
- Bridges
- Accident Locations
- Commercial Truck Traffic
- Hazardous Materials Routes

Project Area

The project area encompasses Grand, Jackson, Moffat, Rio Blanco, and Routt Counties. The continuous north/south route in the region is US SH 13 and the major east/west route is US 40.

Exhibit 3: Project Area Map

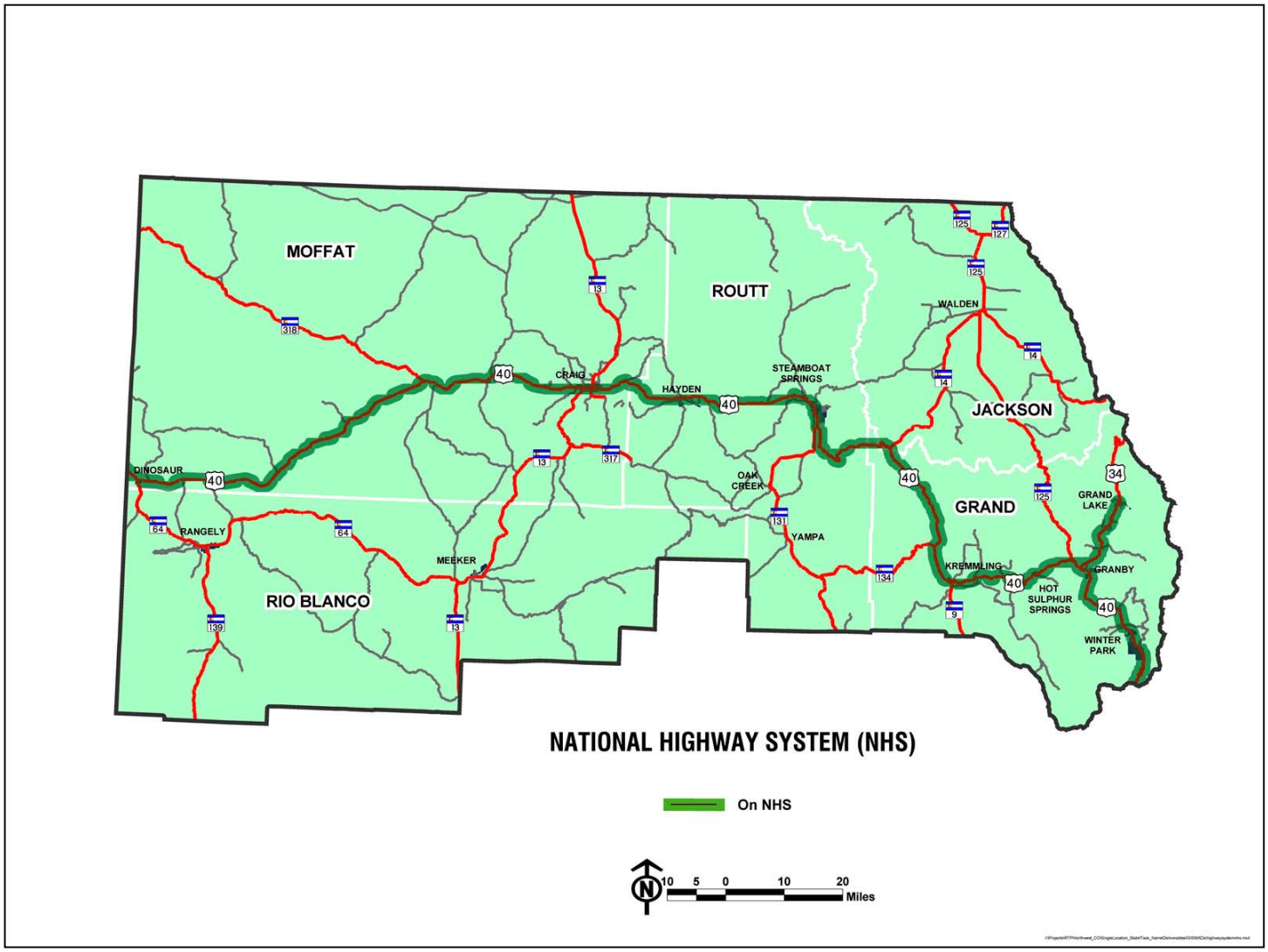


Source: CDOT

National Highway System

The National Highway System (NHS) was first proposed in ISTEA in 1991 and was adopted by Congress. The NHS is a system of principal arterials that are considered significant components of a nationwide network linking major ports to commercial and industrial centers, connecting major metropolitan areas, providing access to major recreational areas, connecting major intermodal facilities, and designating a sub-component of strategic defense highways. The system contains all Interstate Highways plus other major highways and totals about 161,000 miles nationwide. About 260 miles of the 806 miles of state highways in the Northwest TPR are identified as being on the NHS.

Exhibit 4: National Highway System Map



Source: CDOT

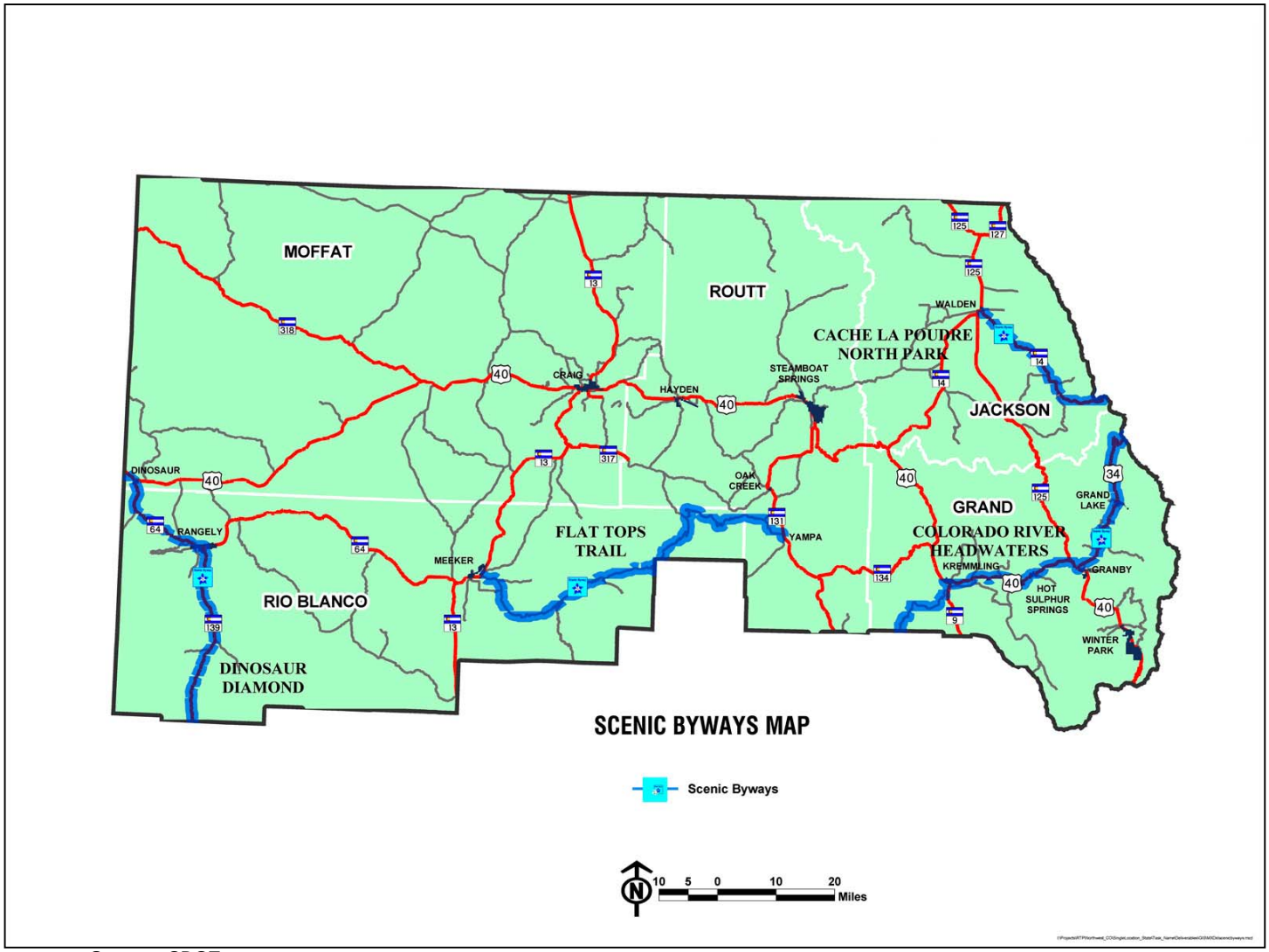
Scenic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradoans and visitors. This system of outstanding touring routes in Colorado affords the traveler interpretation and identification of key points of interest and services while providing for the protection of significant resources.

Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features. (from The Official Site of Colorado's Scenic and Historic Byways - http://www.coloradobyways.org/Main.cfm)

The major Scenic Byways in the region include SH 64 and SH 139 in the west, a route south of Flat Tops Trail centrally located, and portions of US 40, SH 34 and SH 14 to the east.

Exhibit 5: Scenic Byways Map



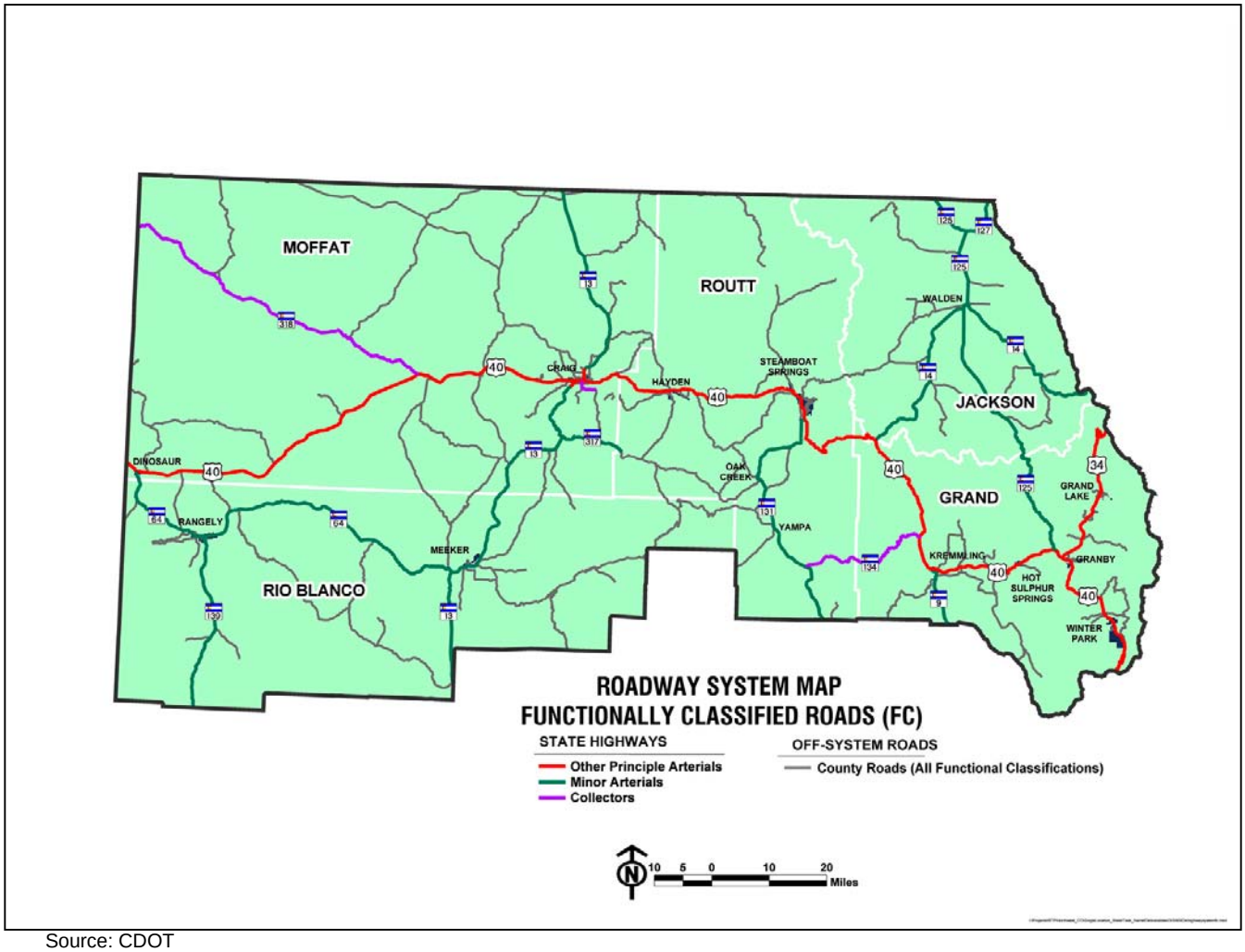
SOURCE: CDOT

Functional Classification System

The classification of the highway segment, as defined by FHWA, and is divided between rural and urban areas. The functional classification system is based on the grouping of streets and highways into classes, or systems, according to the character of the service they are intended to provide. The road classes are repeated for Urban and Rural systems:

- Arterial - a major highway primarily for through traffic usually on a continuous route. The classification is further divided into Interstate, Freeways and Expressways, Principal Arterials, and Minor Arterials.
- Collector - streets whose primary purpose is to serve the internal traffic movement within an area. The classification is further divided into Major and Minor Collector (Rural), and Collector (Urban).
- Local - streets whose primary purpose is feeding higher order systems (Collector & Arterial), or providing direct access with little or no through traffic.

Exhibit 6: Functional Classification Map



Source: CDOT

State Highways

The following table shows mileages and percent of total state highways for each functional classification within the TPR. Of just over 800 miles, approximately 52.0% are Minor Arterial Rural, 32.6% are Other Principal Arterial Rural, and 11.0% are Minor Collector Rural.

Table 5: State Highway Functional Classification

State Highway Functional Classification		
Highway Classification	**% Of Total**	**Miles**
Freeway Urban	0.0%	0
Other Principal Arterial Urban	2.1%	17
Collector Urban	0.5%	4
Minor Arterial Urban	0.0%	0
Interstate Rural	0.0%	0
Other Principal Arterial Rural	32.6%	263
Minor Arterial Rural	52.0%	419
Major Collector Rural	11.0%	89
Minor Collector Rural	1.9%	15
Total	100.0%	806

Source: CDOT

Local Roads

The following table shows mileages and percent of total local roadways for each functional classification within the TPR. Local roadways are under the jurisdiction of a county or municipality. Of just under 5,400 miles, approximately 73.7% are Local Rural.

Table 6: Local Road Functional Classification

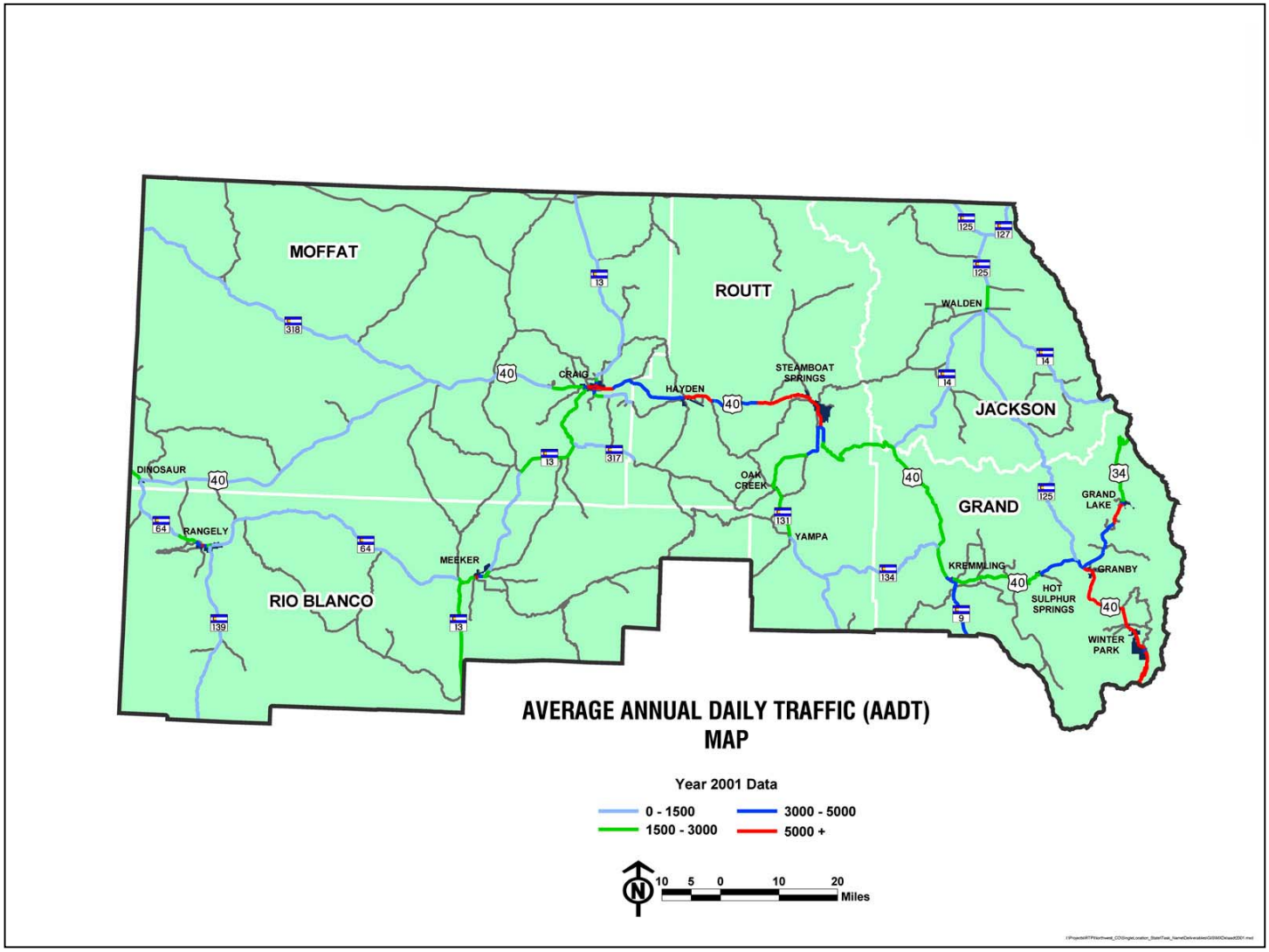
Local Road Functional Classification		
Road Classification	**Miles**	**% Of Total**
Principal Arterial Rural	0	0.0%
Minor Arterial Rural	0	0.0%
Major Collector Rural	476	8.7%
Minor Collector Rural	802	14.7%
Local Rural	4,016	73.7%
Highway Urban	0	0.0%
Principal Arterial Urban	0	0.0%
Minor Arterial Urban	27	0.5%
Major Collector Urban	25	0.7%
Local Urban	115	2.1%
Total	5,450	100%

Source: CDOT

Traffic Volumes

Traffic volumes on state highways were generated using CDOT data for 2001, the most recent available. The data is based on a mix of permanent traffic counters, temporary (mobile) traffic counters, and a model comparing known values to similar roadways across the state. The Average Annual Daily Traffic (AADT) is a commonly used measure that provides the total number of vehicles on a highway throughout the year divided by 365. This method helps "smooth" peaks and valleys in the traffic profile that may be seasonal (recreation or agriculture) or special event triggered.

Exhibit 7: Average Annual Daily Traffic 2001 Map

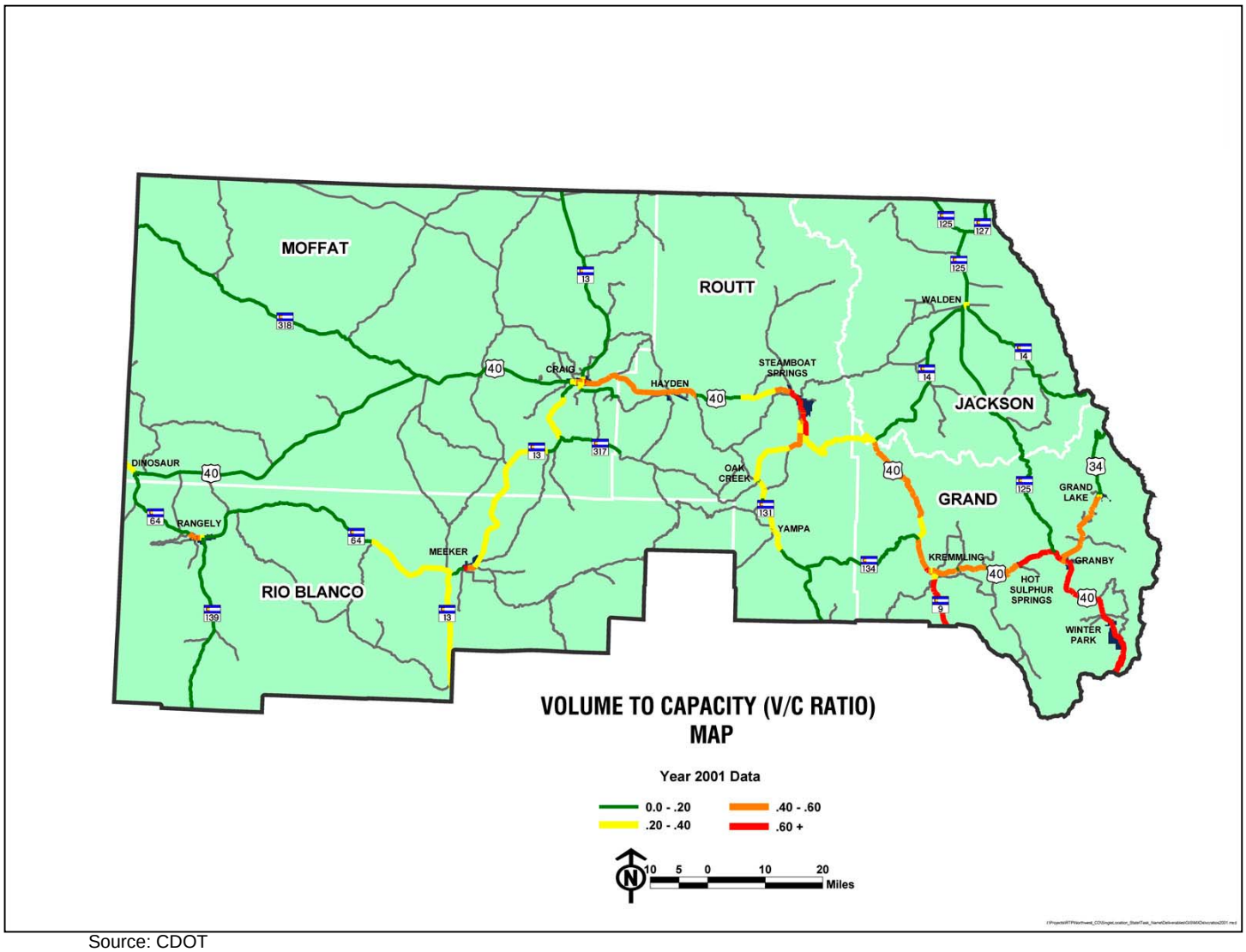


Source: CDOT

Volume to Capacity Ratio

The Volume to Capacity Ratio, commonly referred to as V/C (V over C), is another commonly used measure of traffic. It provides information about congestion on the facility, rather than the raw number of vehicles. For instance, 5,000 vehicles per day on a narrow, two-lane road with no shoulders are much more congested than 5,000 vehicles per day on a 4-lane interstate facility. In the following maps, the Volume (AADT) is compared with the Capacity of the facility to obtain a ratio between 0 (no congestion) and 100 (gridlock). Congestion starts to become a noticeable problem in rural areas at about 0.60 or 60% of capacity. In urban areas, 0.85 is more commonly acknowledged as the lower limit of severe congestion.

Exhibit 8: Volume to Capacity Ratio 2001 Map



Source: CDOT

Surface Condition

CDOT rates the condition of highway surfaces with its Pavement Management System, providing a range of years of remaining service life of the pavement of the highway segment. Depending on roughness, cracking, patching, rutting and other indicators of smoothness and structure. The Colorado Transportation Commission has set a goal of maintaining the state's highway system, overall, with a minimum of 60% rated Good or Fair. Resurfacing projects are not normally chosen as part of the long-range plan, but are scheduled by CDOT according to the output of the Pavement Management System.

Recently, CDOT has reallocated significant funding from construction programs to the surface treatment program to attempt to meet its number one goal of maintaining the existing system at an acceptable level. The region has nearly reached this goal as 59.4% of the roadways are categorized as either in good or fair condition; however, 40.6% of the region's roadways are considered to be in poor condition.

Exhibit 9: Highway by Surface Condition for Region

Remaining Service Life

- >11 Years – Good
- - 11 Years – Fair
- < 6 Years – Poor

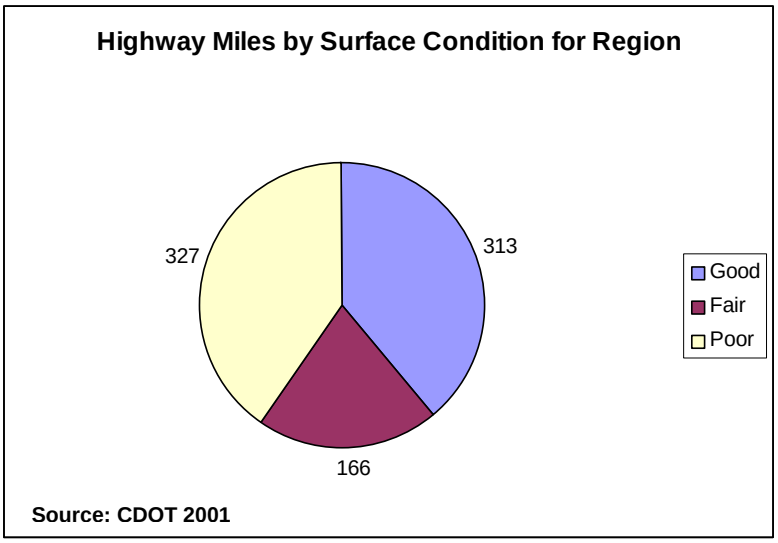


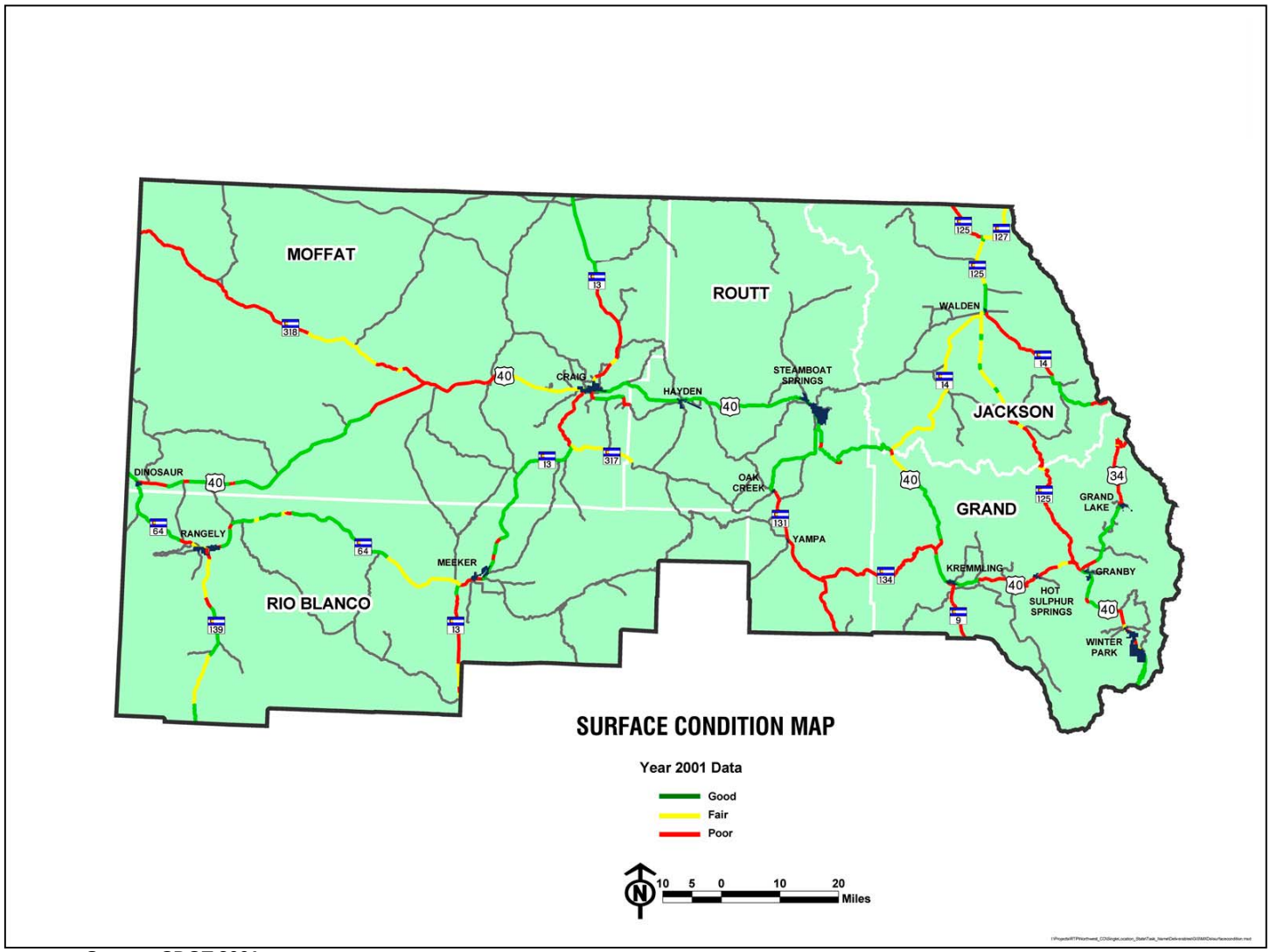
Table 7: Highway Surface Condition

Highway Surface Condition							
County	Miles	Miles per Condition			Percentage per Condition		
		Good	Fair	Poor	Good	Fair	Poor
Grand	169	57	12	100	33.7%	7.1%	59.2%
Jackson	130	22	68	40	16.9%	52.3%	30.8%
Moffat	248	9	40	116	37.1%	16.1%	46.8%
Rio Blanco	144	71	45	28	49.3%	31.3%	19.4%
Routt	113	69	1	43	61.1%	0.9%	38.1%
Total	**806**	**313**	**166**	**327**	**38.8%**	**20.6%**	**40.6%**

Source: CDOT 2001

The following map shows the distribution of Good, Fair and Poor highway segments in 2001. Recent repaving projects may have changed to picture somewhat, but as some segments are being repaved, others reach the end of service life.

Exhibit 10: Surface Condition Map

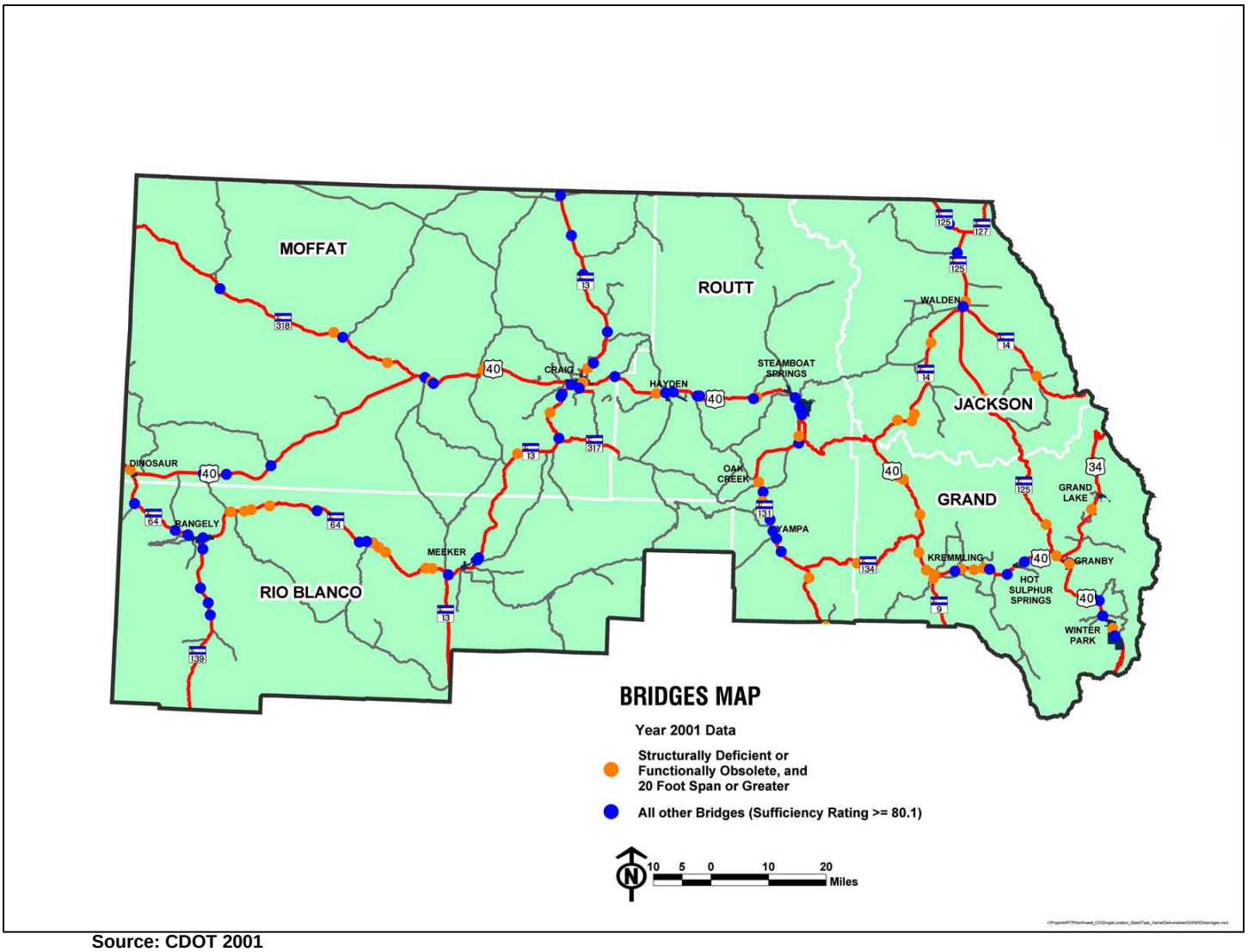


Source: CDOT 2001

State Highway Bridges

Each bridge on the state highway system is given a Bridge Sufficiency Rating by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. Bridges with a sufficiency rating less than .80 and more than 20 feet in length are eligible for funding. Those bridges are plotted on the following map. Bridge repair and replacement projects are not a normal part of the long range planning process, but are chosen by CDOT on the basis of sufficiency rating, funding availability, and proximity to other highway projects. When highways are upgraded or have other major work performed, CDOT also upgrades the associated bridges to current standards as a matter of policy. The data presented here concerning bridges is for information only about the region's system and not intended as part of the major scope of the plan.

Exhibit 11: Functionally Obsolete / Structurally Deficient Bridge Map

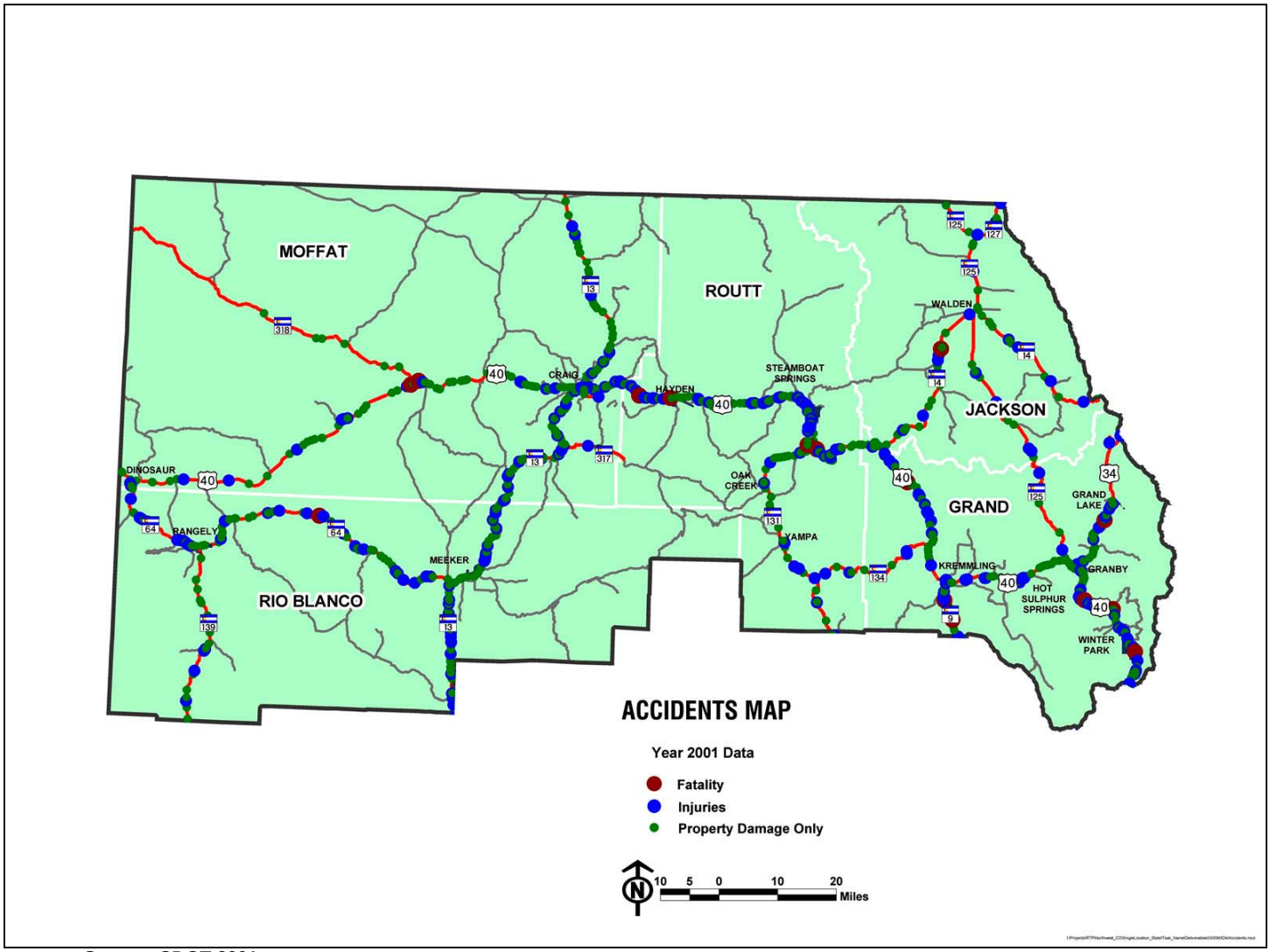


Source: CDOT 2001

Accident Locations

Two sources of information about highway safety and accident locations were examined for this report. CDOT provided a segment-by-segment analysis for the planning process, which showed a crash rate, an injury rate, and a fatality rate on each section of highway. This data provided information for the prioritization of corridors and about the type of work that should be done in the Alternatives Analysis chapter of this report. In addition, year 2001 crash data has been plotted in the following map to provide an overview, for one year, of the distribution and concentration of crashes in the region.

Exhibit 12:Accident Locations Map

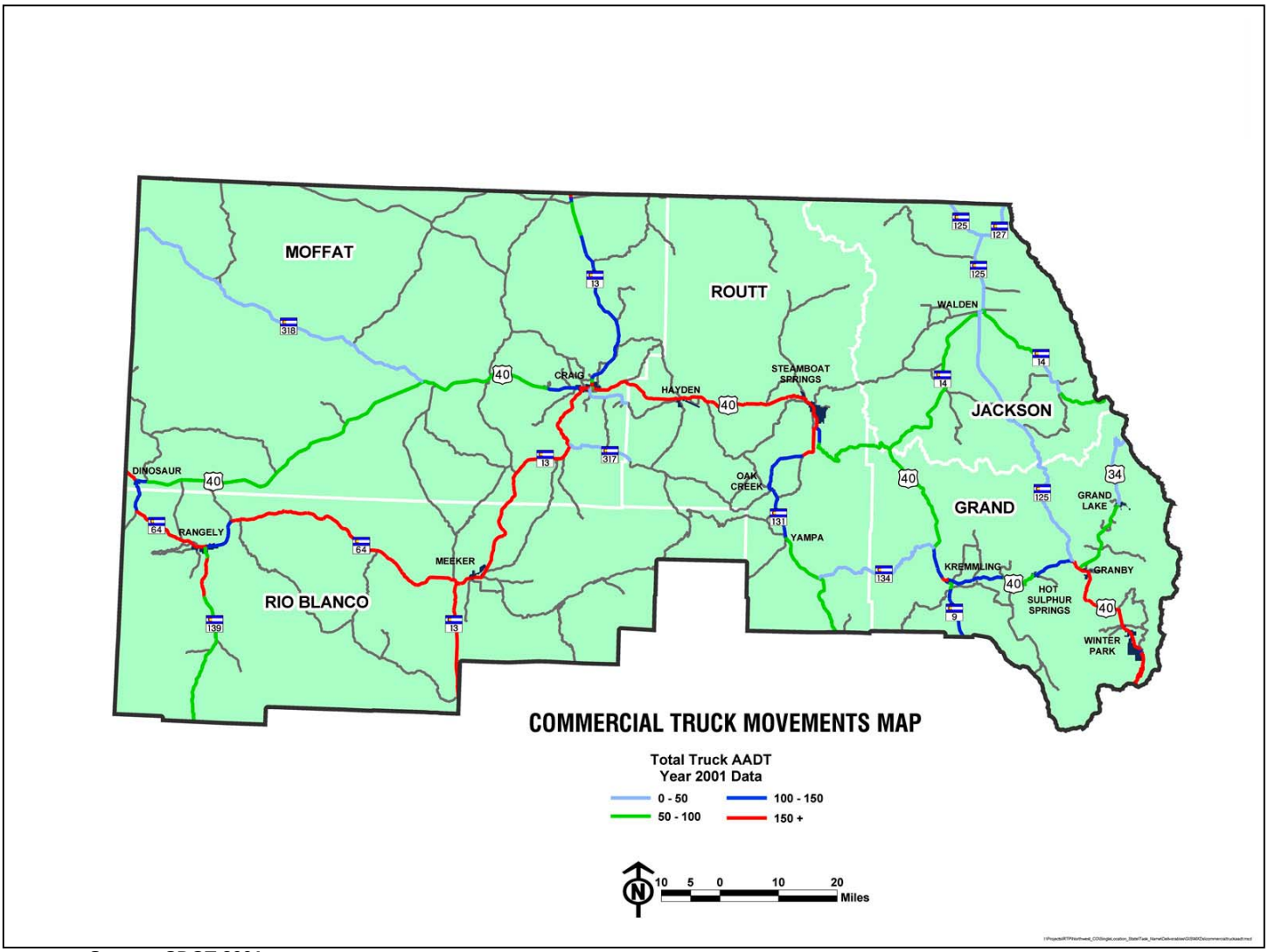


Source: CDOT 2001

Freight

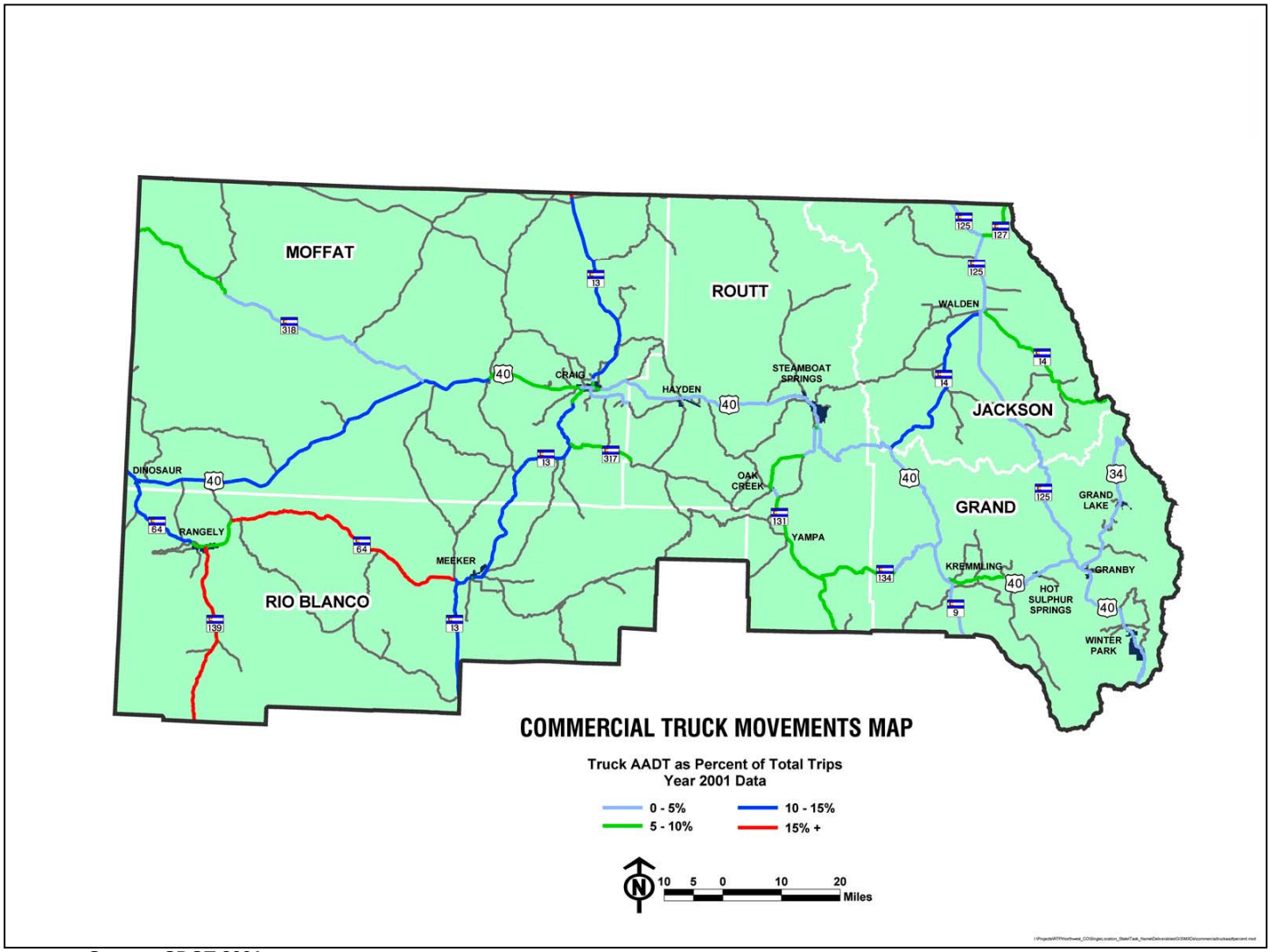
The following two maps, Exhibits 13 and 14 provide a picture of the level of commercial truck use on regional highways. The first, Total Truck AADT, shows the actual volume of commercial trucks on highways. The heaviest used highways, defined as those with more than 150 commercial trucks per day, include US 40 between Craig and Steamboat and south of Granby to I-70, SH 13 south of Craig to the TPR boundary, virtually all of SH 64 and a segment of SH 139 south of Rangely. The second map shows the percentage of commercial vehicles as a percent of total traffic, a percentage of greater than 10% indicates that a corridor more than likely play a role in the movement of commerce. Based on current data, SH 64 and SH 139 on the western side of the region and SH 13, SH 14 and west US 40 are seen as important segments in the freight network. Whether determined by volume or percent, virtually all the corridors in the NWTPR play a significant role in the economy of the region.

Exhibit 13: Commercial Truck Average Annual Daily Traffic – 2001 Map



Source: CDOT 2001

Exhibit 14: Commercial Trucks Percent Total AADT – 2001 Map



Source: CDOT 2001

Freight Analysis Framework

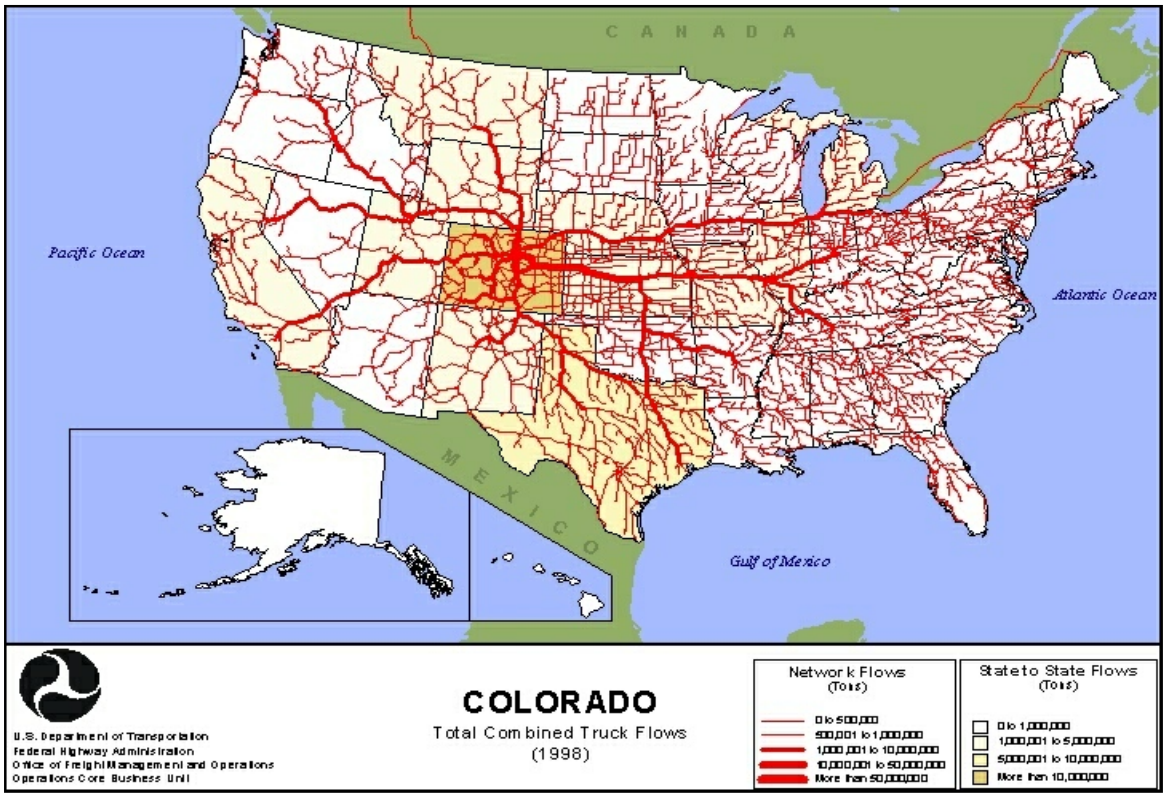
Additional information was acquired from existing federal and local databases as appropriate. For instance, a new federal database reporting model, the ***Freight Analysis Framework***, is available to assist us in understanding commercial vehicle movements in relationship to inter-regional and interstate travel on the state highway system.

"Understanding future freight activity is important for matching infrastructure supply to demand and for assessing potential investment and operational strategies. To help decision makers identify areas in need of capacity improvements, the U.S. Department of Transportation developed the Freight Analysis Framework (FAF), a comprehensive national data and analysis tool, including county-to-county freight flows for the truck, rail, water, and air modes. FAF also forecasts freight activity in 2010 and 2020 for each of these modes. Information about the methodology used in developing FAF is available on the Office of Freight Management and Operations' website www.ops.fhwa.dot.gov/freight.

The U.S. freight transportation network moves a staggering volume of goods each year. Over 15 billion tons of goods, worth over $9 trillion, were moved in 1998. The movement of bulk goods, such as grains, coal, and ores, still comprises a large share of the tonnage moved on the U.S. freight network. However, lighter and more valuable goods, such as computers and office equipment, now make up an increasing proportion of what is moved. FAF estimates that trucks carried about 71 percent of the total tonnage and 80 percent of the total value of U.S. shipments in 1998. By 2020, the U.S. transportation system is expected to handle about 23 billion tons of cargo valued at nearly $30 trillion.

The following map shows the estimated flows on a national basis, but gives valuable insights into freight movement within the NWTPR.

Exhibit 15: Map Freight Flows to, From, and Within Colorado by Truck: 1998 (tons)

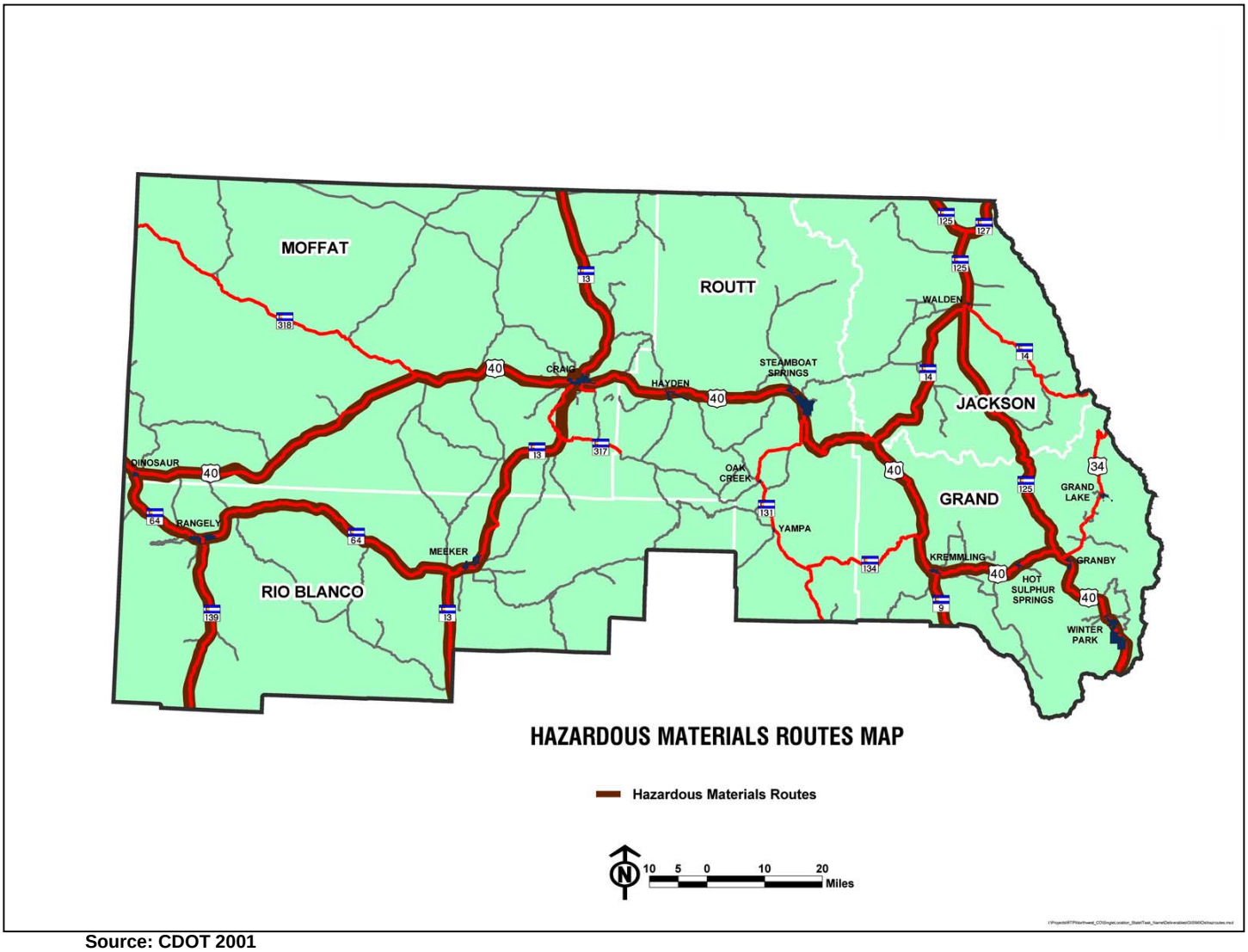


Source: FHWA

Hazardous Materials Routes

Large portions of the major routes in the region are designated as hazardous materials routes. Included in this designation are US 40, SH 13, SH 64, SH 139, SH 14, SH 125, and SH 127. Transporters of all hazardous materials in Table 1 in the Colorado Code of Regulations, Part 172 must adhere to these routes. Transporters of hazardous materials must adhere to the designated routes if the quantities being transported are over certain regulated amounts or in certain types of containers. Exceptions may be granted under some conditions. Information, permits, and complete regulations are available for the Colorado State Patrol at http://csp.state.co.us/HazMat.htm.

Exhibit 16: Hazardous Materials Routes Map



Source: CDOT 2001

TRANSIT SYSTEM AND SERVICE

This section discusses transportation providers within the Northwest Region. The information includes public, private, and nonprofit transportation providers.

A Transportation Provider Survey was sent to all providers in the region. Table 8 provides a brief summary of the transit agencies. Detailed information for the transit agencies is shown in the 2030 Transit Element.

- Pioneers Hospital/Meeker Streaker
- Moffat County Housing Authority
- Routt County Council on Aging
- Steamboat Springs Transit
- Alpine Taxi & Limo Inc.
- Various School Districts in the Study Area
- Home James Transportation/Winter Park
- Independent Living Center/Craig
- Horizon's for the Handicapped/Craig
- Jackson County Council on Aging
- The LIFT/Winter Park
- Lodge Shuttle Services in the Steamboat Springs Area
- Grand County Council on Aging
- Amtrak
- Ski Train
- Intercity Bus

Table 8: Transit Providers

NWTPR Transit Providers					
Provider	**Description**	**Operating Costs**	**Trips**	**Rev. Hrs**	**Rev. Miles**
Alpine Taxi/Limo, Inc.	24 hrs / 7 days	$ 4,013,445	252,446	N/a	1,552,312
Moffat County Housing Authority	DR - M - F; hrs vary	$ 46,000	7,097	1,820	9,503
Routt County Council on Aging	Various Weekdays	$ 44,237	11,093	2,700	26,925
Steamboat Springs Transit	Daily	$ 1,832,815	989,777	40,123	622,903
Meeker Streaker	M - Sat	$ 34,250	2,950	1,400	9,000
The Lift - Winter Park	Daily	$ 1,390,000	925,713	25,000	579,240
Grand County COA	M-f; 8a-5p	$ 56,300	13,205	2,220	23,200
Home James Transportation	24 hrs / 7 days	N/a	N/a	N/a	650,000
Jackson County COA	Various Weekdays	$ 20,000	1,450	600	9,700

Pioneers Hospital/Meeker Streaker

Demand-responsive service is provided six days a week (Monday through Saturday) on the Meeker Streaker. The service area is about a four-to-five mile radius around Meeker. Normal hours of operation are 8:30 a.m. to 2:00 p.m. Peak hours are 8:30 to 11:30 a.m. Due to funding restrictions, no fares are charged—however, donations are suggested. The agency operates two vehicles, which are owned by the Pioneer's Hospital. Four part-time drivers operate the service. The operating budget for fiscal year 2002 was $34,250. Approximately 2,950 trips were provided.

Moffat County Housing Authority

The Moffat County Housing Authority provides demand-response transportation service to meet the needs of seniors. Service is based out of the Sunset Meadows apartment complex. Moffat County and the Colorado Housing and Finance Authority funding support this transportation program. The Housing Authority program provides service for both residents of their facilities as well as the elderly in the general community. No fares are charged for the service, but donations are encouraged.

In 2002, 7,079 trips were provided—an average of 590 each month. This is in addition to the very active Meals on Wheels program delivering 6,336 meals during the same time period. Approximately 7 to 7.5 hours of service are provided daily, an average of 140 hours of service a month. An additional 16 hours of time is allocated for meal delivery each month. Nearly 80 percent of the riders are elderly without disabilities. The remaining trips are for disabled residents, older than age 60. Approximately 204 wheelchair trips were provided in 2002. The operating budget for fiscal year 2002 was $46,000.

Routt County Council on Aging

The Routt County Council on Aging operates three vans in demand-responsive service. Vehicles serve three zones—Hayden, South Routt, and Steamboat Springs.

The Hayden senior van is used four days per week. On Monday, Tuesday, and Thursday, the van transports meals from the central kitchen in Steamboat Springs to the Hayden nutrition sites. Transportation service is then provided to the nutrition site and Meals-on-Wheels are delivered to homebound seniors. Service to Steamboat Springs and Craig for medical appointments and shopping is provided on alternate Wednesdays.

The South Routt van provides transportation in Yampa, Phippsburg, and Oak Creek. On Monday, Wednesday, and Friday, the van provides transportation service to the meal site at the South Routt Community Center in Oak Creek. Meals-on-Wheels are also delivered. Service to Steamboat Springs for medical appointments and shopping is provided on Thursday.

The Steamboat Springs van operates Monday, Tuesday, Thursday, and Friday providing local seniors with access to the nutrition site, medical appointments, banking, and the post office. To supplement a limited volunteer driver team, the van also delivers Meals-on-Wheels.

The ridership for 2002 for the three locations was 11,093 one-way trips. Hours of operation are determined independently at each site and are flexible to accommodate local needs. Generally, hours of operation are between 9:00 a.m. and 3:00 p.m. The operating budget for 2002 was $44,237.

Steamboat Springs Transit

Steamboat Springs Transit (SST) is owned and operated by the City of Steamboat Springs. SST provides fixed-route service and on-demand paratransit service within the city limits, an area of approximately nine square miles. SST also provides fixed-route service that links Steamboat Springs to Milner and Hayden in Routt County and Craig in Moffat County.

SST serves the general population of this mountain resort area. Ridership has consistently been around one million riders annually. The operating budget for 2002 was $1,832,815. The City of Steamboat Springs provided 85 percent of the funding to support SST operations. Section 5311 (operating and administration) grants provided five percent of total funding. The remainder came from firebox collections, bus advertising, and corporate and intergovernmental contributions.

Alpine Taxi & Limo Inc.

Alpine Taxi/Limo Inc. is a for-hire transportation service operating under Common Carrier Authority issued by the Colorado Public Utilities Commission. While the primary service is the shuttle to and from Hayden Airport, Alpine also provides private executive and limousine service, private charters throughout Colorado, daily Denver shuttles, local taxi service, and group transfers.

Alpine Taxi employs 20 full-time drivers year-round. In 2002, 252,446 one-way trip rides were provided. 42 percent of these rides were from or to the Hayden Airport. Taxi service accounted for 36 percent of these rides. These trips generated 1,552,312 vehicle-miles. Annual revenues in 2002 were $4,013,445.

School District Transportation

Nine school districts have been identified in the Northwest Region. Table III-7 identifies the cost to provide transportation services for school children. The average cost to provide school bus transportation is $392 per pupil per year. This is 66 percent more than the statewide average and reflects the additional operating expense to travel longer distances as well as the mountain terrain that the vehicles must serve. On an average, 3.9 percent of the total school district budget is expended on transportation.

Table 9: Comparison of Support Program Expenditures

Comparison of Support Program Expenditures All Funds (FY 2001 – 2002)				
School District	**Total $ for Transportation**	**Number of Pupils**	**Cost per Pupil**	**$ Of Total Budget**
East Grand	$ 410,230	1,306	$ 314	3.1
Moffat County	$ 723,959	2,454	$ 295	4.1
Hayden	$ 208,991	493	$ 424	5.1
North Park	$ 128,922	296	$ 436	4.2
Steamboat Springs	$ 632,486	1,898	$ 333	3.3
West Grand	$ 273,165	528	$ 517	5.3
South Routt	$ 212,508	438	$ 485	1.7
Meeker	$ 180,722	661	$ 273	3.4
Rangely	$ 287,248	643	$ 447	4.7
Regional Average	$ 339,803	969	$ 392	3.9
Statewide Total	$ 167,005,697	707,203	$ 236	2.5
		Incremental Cost:	66%	55%

Source: Colorado Department of Education, School Data, Table IVb

Home James Transportation

Home James is a for-hire transportation service operating under Common Carrier Authority issued by the Colorado Public Utilities Commission. While the primary service is between Winter Park and the nearby lodging facilities, Home James is also able to provide local taxi and charter bus service. Home James employs 10 full-time drivers year-round. During the peak season, 20 full-time and 15 part-time drivers are employed. The maximum number of vehicles in service is 16. Peak periods are Christmas (12/20 to 4/1), Thanksgiving (11/13 to 12/19), Spring Break (4/2 and 4/20), and during the summer months (6/22 to 9/1).

Independent Living Center

The Independent Living Center is a private nonprofit organization located in Craig. The agency transports people with disabilities. The service began operation in July 2002, and ridership has grown steadily to about 300 round-trips per month. Service is provided three days per week with approximately 7.5 service hours daily or 22.5 hours per week. With 300 trips per month (an average of 23 per day), this equates to just over three trips per hour. The Independent Living Center indicates there is room for some additional trips and also anticipates ridership will continue to grow. The Independent Living Center raised $7,340 for operations for the 2002-2003 fiscal year.

Horizon's for the Handicapped

Transportation service is limited to clients at each of the group living quarters in Craig. Vans are kept at the individual homes with other agency vehicles used for daily travel needs. It is likely that some Horizon's clients would access public transportation if it were available. A program goal is to teach independence; therefore, the use of transportation services is an important skill for clients to gain.

Jackson County Council on Aging

The Jackson County Council on Aging provides demand-responsive service using one 2003 van purchased with funds from the FTA Section 5310 capital fund program. Service is provided from Jackson County to medical and other services available in Laramie, Cheyenne, Fort Collins, Kremmling, Granby, and Steamboat Springs. Two part-time paid drivers are employed. Other than these two part-time positions, all administrative services are volunteers from the Council on Aging. The operating budget is approximately $20,000.

The LIFT

The LIFT offers ground transportation in eastern Grand County, primarily providing service to the Winter Park Ski Resort area. Fixed-route service is provided fare-free within the service area, which includes the towns of Winter Park and Fraser, as well as other lodging facilities located in eastern Grand County. Schedules, including days and hours of operation, are adjusted seasonally. The fleet includes 43 large vehicles. Six are lift-quipped, with ADA-accessible service provided as needed. Ridership reached one million in 2002. The primary source of funding is a local dedicated tax surcharge collected by the Winter Park Resort. First Group, formerly known as Ryder, provides transit management services under contract.

Lodge Shuttle Service in the Steamboat Springs Area

As is common in resort communities, private operators provide substantial on-demand transportation services. In the Steamboat Springs area, condominium and property management firms for the benefit of their guests operate approximately 70 lodge shuttle vans. Following significant efforts of SST and the City of Steamboat Springs, a consolidated lodge shuttle program to prevent duplications in service and routes has been accomplished. Lodge vans coordinate routes with SST's fixed-route service. Benefits include route timing, communication, and coordination of loads and transfers.

Grand County Council on Aging

The Grand County Council on Aging (COA) is based in Granby and is primarily targeted to seniors in Granby and Kremmling. The agency is a private nonprofit organization providing demand-response service. It offers services on weekdays from 8:00 a.m. to 5:00 p.m. Advance reservation door-to-door transportation is available during these hours primarily for medical appointments. Approximately 250 clients use the COA services. The Granby regularly scheduled service is from 10:30 a.m. to 2:30 p.m., Monday through Thursday. The Kremmling service is Monday, Tuesday, Thursday, and Friday from 10:30 a.m. to 2:30 p.m.

The COA has three vans used for meal sites, recreation and social trips, and two trips to Denver monthly. The agency has two 15-passenger vans that are not wheelchair accessible and one 12-passenger van with one wheelchair position. The Grand County COA provided 13,205 trips in 1999. The 1999 transportation budget for the agency was approximately $56,300.

Amtrak

Train stations are located in Fraser and Granby. Passenger service is provided by Amtrak (the California Zephyr), which runs one westbound train and one eastbound train a day through Denver. The westbound train arrives in Fraser at approximately 11:30 a.m. and in Granby at 11:55 a.m. The eastbound train arrives in Granby at approximately 4:30 p.m. and in Fraser at 5:02 p.m. The Amtrak schedules may change slightly on a seasonal basis. Amtrak does not stop in Kremmling, even though the track runs just south of the town limits, nor does it stop in Hot Sulphur Springs.

Ski Train

The Ski Train leaves for Winter Park and returns to Union Station in Denver on the same day. The trip takes approximately two hours from Denver. The Ski Train seats 750 people and operates on Saturdays from mid-June through mid-August. Day trips are available Saturdays and Sundays from December through April. The train departs Denver at 7:15 a.m. and arrives in Winter Park at 9:30 a.m. The return trip leaves Winter Park at 4:15 p.m. and arrives in Denver at 6:30 p.m. The round-trip coach fare is $40 per person.

The Ski Train administration reports that during the winter, the Ski Train runs 90 percent full occupancy. Forty trips are made in the winter and 10 trips during the summer months. Summer occupancy is 60 percent. Many of the passengers are booked by group arrangements. Most travelers are from the Denver and Front Range area. Staff reports approximately 60 to 70 percent of the riders are return passengers. The typical passenger rides the train once per year with a group.

Intercity Bus

Greyhound provides intercity transit service in the Northwest Region. Station locations include Winter Park, Fraser, Tabernash, Granby, Hot Sulphur Springs, and Kremmling. Greyhound does not serve Jackson County. The bus also serves Steamboat and Craig two times per day, seven days per week. Popular destinations include Denver and Salt Lake City, Utah.

AVIATION SYSTEM

Aviation facilities within the region are seven General Aviation service facilities and one commercial service facility. Airports contribute to the region's mobility and access to services as well as helping to support economic activity. Genera Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flight departments, airport maintenance and administration, etc.

General Aviation airports accommodate many visitors to the region, in addition to the commercial facilities, for example, visitors who arrive via private aircraft to partake in various recreational activities as well as business activities. The following table describes the regional airports' facilities and operations.

Table 10: Airport Operations

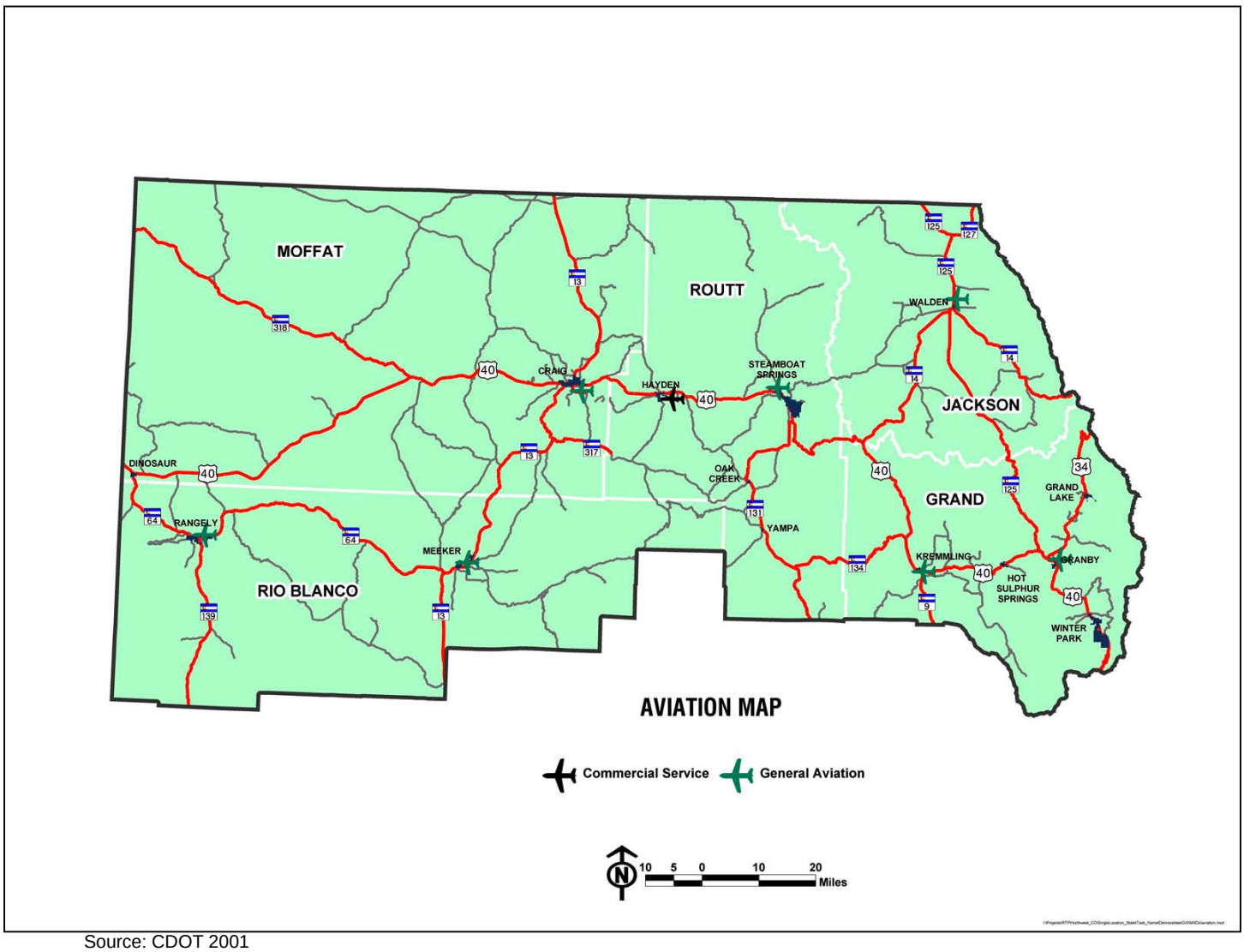
Airport	Craig-Moffat County Airport	Granby-Grand County Airport	Yampa Valley Regional Airport	McElroy Field-Kremmling Airport	Meeker Airport	Rangely Airport	Steamboat Springs Airport	Walden-Jackson County Airport
County	Moffat	Grand	Routt	Grand	Rio Blanco	Rio Blanco	Routt	Jackson
Municipality	Craig	Granby	Hayden	Kremmling	Meeker	Rangely	Steamboat Springs	Walden
FAA Classification	General Aviation	General Aviation	Commercial Service	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation
Functional Level	Intermediate	Intermediate	Major	Intermediate	Major	Intermediate	Intermediate	Intermediate
Annual Enplanements	-	-	114,760	-	-	-	-	-
Based Aircraft	17	12	8	18	13	21	61	0
Annual Operations	2,525	2,450	11,950	4,300	8,070	47,115	11,112	1,000
Runway ID	7-5	9-27	10-28	9-27 and 3-21	3-21	6-24	14-32	3-21 and 16-34
Length in Feet	5600	5095	10000	5540 and 1100	6500	6400	4452	5900 and 4500
Width in Feet	100	70	150	75 and 100	60	75	100	75 and 100
Surface Type	Asphalt	Asphalt	Asphalt	Asphalt and Turf	Asphalt	Asphalt	Asphalt/Gravel	Asphalt and Turf
# Of Runways	1	1	1	2	1	1	1	2
Lights	MIRL	MIRL	HIRL	MIRL/None	MIRL	MIRL	HIRL	MIRL/ None
Approach Lights	Y	Y	Y	Y/N	Y	N	Y	N

Source: CDOT 2001

AVIATION

The following map locates the seven General Aviation airports in the TPR, along with the commercial service airport in Hayden.

Exhibit 17: Aviation Map



Source: CDOT 2001

RAIL SYSTEM

Railroads

In the NWTPR the Union Pacific (formerly the Denver and Rio Grande Western) owns rail lines in Moffat, Routt, and Grand Counties. The railroad line runs from Moffat Tunnel to Winter Park, north to Fraser through Granby and westward. A branch line runs from Bond to Craig passing through Yampa, Phippsburg, Oak Creek, Steamboat Springs, and Hayden. This line primarily serves "pass through" freight traffic. The Craig branch is predominantly a coal line.

AMTRAK provides passenger service (the California Zephyr) on the main line and runs one westbound train and one eastbound train per day through Denver. This east/westbound train makes stops at Fraser/Winter Park, Granby, and Glenwood Springs and Grand Junction before heading into Utah. During the Ski season the Winter Park Ski Train, which utilizes the Union Pacific tracks, operates between Denver and Winter Park on Saturdays and Sundays.

Freight Rail Service

The Union Pacific Railroad owns tracks that are located primarily along US 40, SH 131 and adjacent to other roadways in the region in Moffat, Routt, and Grand Counties. The line runs from Moffat County to Winter Park, north through Fraser to Granby, Hot Sulphur Springs and to Kremmling. From Kremmling the main line goes on into Eagle County and westward. From Bond, a branch line continues up to Craig passing through Yampa, Phippsburg, Oak Creek, Steamboat Springs and Hayden. The Burlington Northern /Sante Fe was granted trackage rights over the main line. This line primarily serves "pass through" freight traffic, while the Craig branch is almost exclusively used for shipping high BTU low Sulfur coal. The Union Pacific Railroad owns the Craig branch.

Rail Abandonment's

No known rail abandonment's are in process.

Top 10 (Most Dangerous) Railroad Grade Crossings

The following table shows the top ten rated Railroad grade crossings along with the Accident Prediction Value as established by the US Department of Transportation. The Accident Prediction Value is a relative prediction of the likelihood of an accident within any one-year and is based on type of crossing protection, number of trains, traffic volumes on the intersecting road, and train speed.

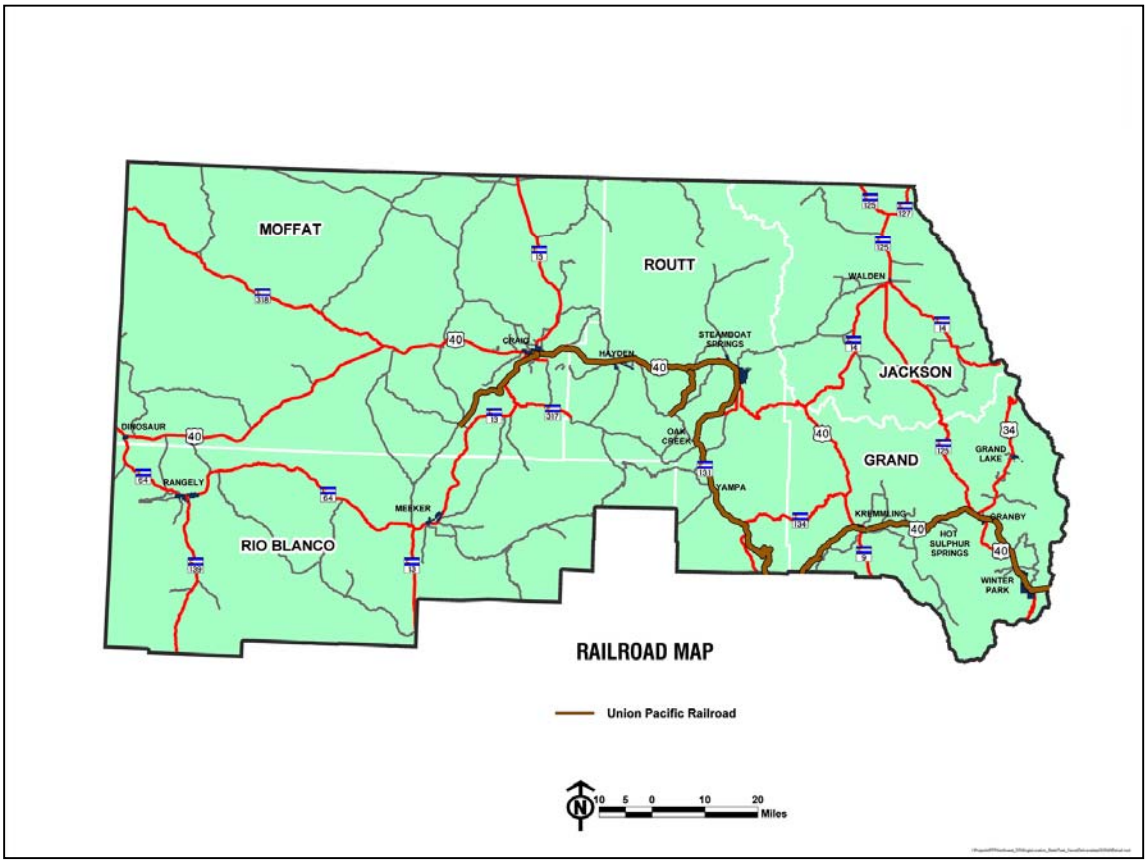
See "Guidance On Traffic Control Devices At Highway-Rail Grade Crossings," U.S. Department Of Transportation, Federal Highway Administration, Highway/Rail Grade Crossing Technical Working Group, November 2002 for more information about threshold levels for improvements and other procedures.

Table 11: Railroad Crossing Accident Rate – Top Ten in the Region

CROSSING	COUNTY	HIGHWAY	STREET	TRAINS PER DAY	WARNING DEVICE	ACCIDENT PREDICTION VALUE
253699N	Routt		Tree Haus Rd-E/O	4	flashing lights	0.062353
253703B	Grand		Timberhse.Cabin Rd	9	crossbucks	0.045681
253705P	Grand		Spring Rd-W/O Cr	10	crossbucks	0.044142
253706W	Routt		Cr 33 NE/O CR 27	2	crossbucks	0.040290
253700F	Routt		Cr 205 S/O Us 40	1	crossbucks	0.033226
253709S	Moffat	SH 394A	Ranneyst S/O 4th St	3	flashing lights	0.031119
253707D	Moffat	SH 394A	Ranneyst S/O 1st St	3	flashing lights	0.029579
253701M	Routt		Sharp Av S/O Main	3	flashing lights	0.029458
253702U	Moffat		Russell S/O 4th St	1	stop signs	0.017551
253764S	Routt	US 40A	Us 40 W/O 253689h	3	other gates	0.013879

Source: CDOT 2001

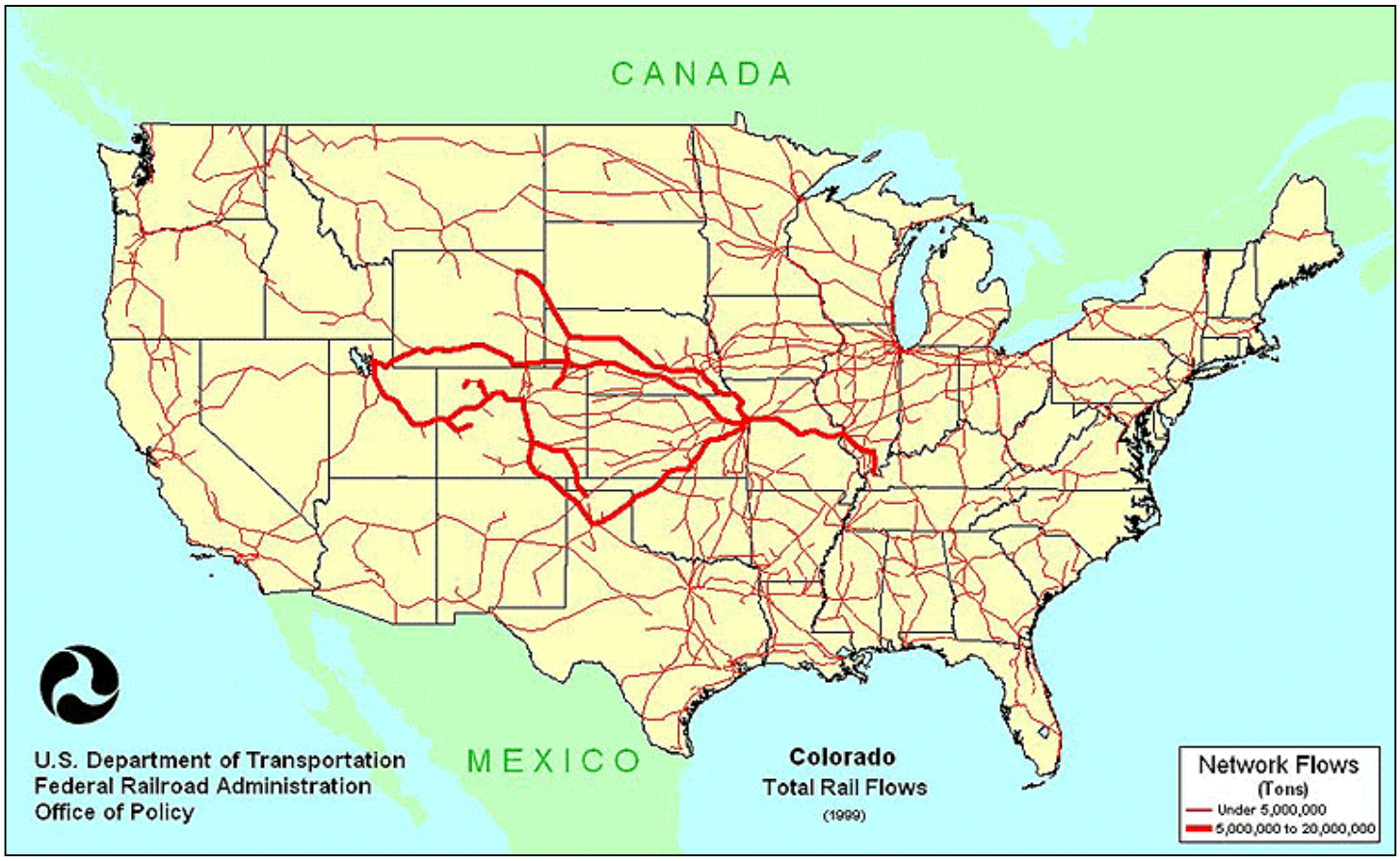
Exhibit 18: Rail Lines in Northwest TPR Map



Source: CDOT 2001

Exhibit 19: Map Freight Flows To, From, and Within Colorado by Rail: 1998 (tons)

The following map from the Freight Analysis Framework shows the relative volumes of rail freight originating in or destined to Colorado.



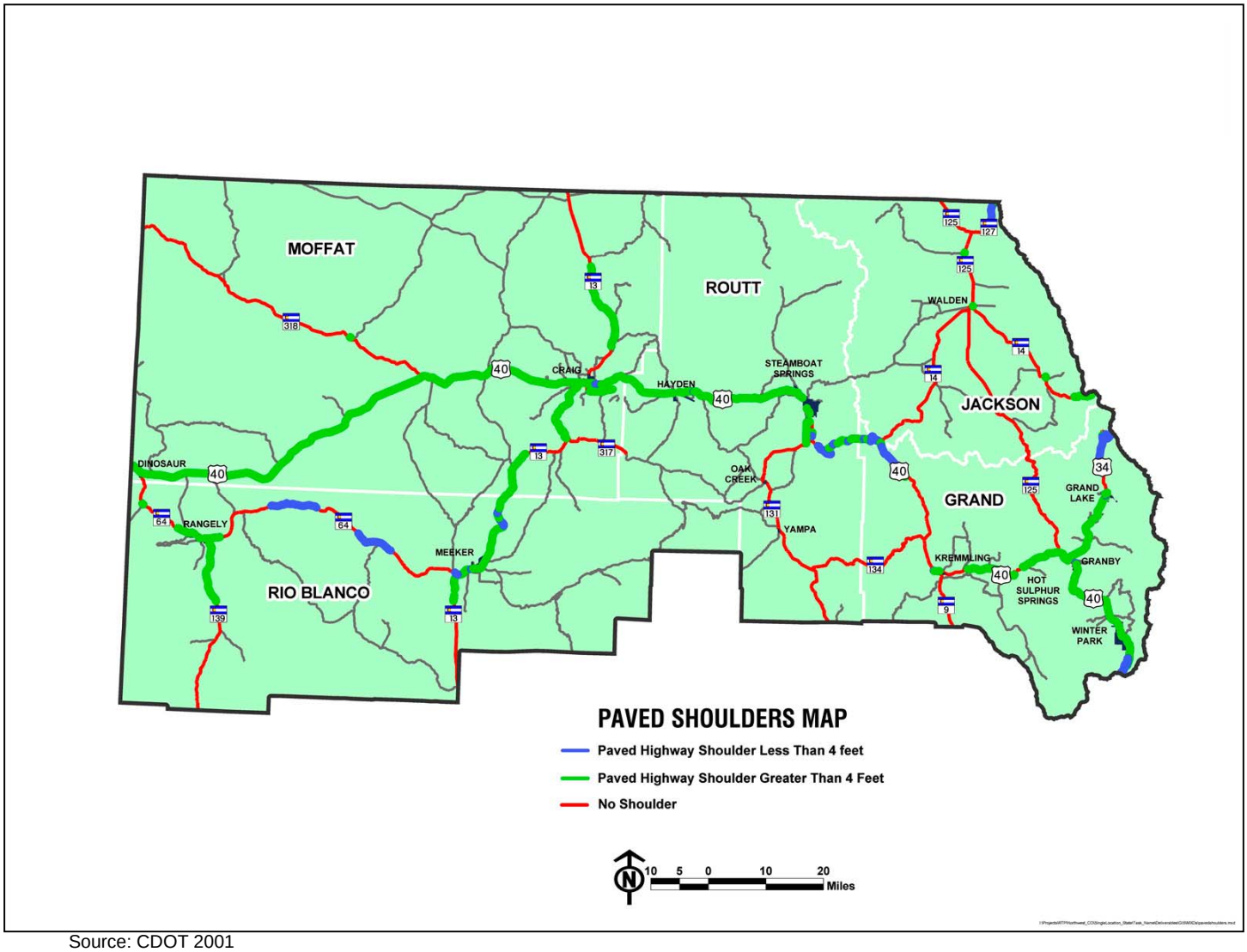
SOURCE:: FHWA

BICYCLE/PEDESTRIAN SYSTEM

Many cyclists enjoy riding on the region's highways. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. The following map shows state highways with paved shoulders wider than or narrower than four feet, the minimum perceived safety margin.

It is the policy of CDOT to incorporate the necessary shoulder improvements to enhance safety for the motoring public and bicyclists along state highways whenever an upgrade of the roadways and structures is being implemented and is technically feasible and economically reasonable.

Exhibit 20: Paved Shoulders Map



Source: CDOT 2001

INTELLIGENT TRANSPORTATION SYSTEM

CDOT has done much work with planning, implementing and operating ITS in Colorado. Several regional and project level architectures have been developed and many corridors now have incident management plans.

In 2000, an ITS Architecture was developed for the I-25 Southeast Corridor Project, also known as T-REX. This project identified the roles and responsibilities of CDOT Region 6, and the required interfaces with adjacent jurisdictions. Using this ITS Plan as a foundation, DRCOG then developed a Strategic Plan and Regional Architecture for the DRCOG TMA. In addition, this same year CDOT developed ITS Architecture based focused primarily on the I-25 corridor from Pueblo to Colorado Springs. CDOT completed an ITS Architecture effort in Region 4. With the completion of this Region 4 effort, all of the CDOT Regions on the Front Range will have ITS Architectures in place.

In 2001, the CDOT ITS branch, in consultation with an ITS Steering Group, developed an ITS Strategic Plan setting forth the vision and strategic goals for ITS investments, describing organizational roles and responsibilities, and establishing strategies and implementation actions to achieve the CDOT goals for ITS investment. This plan also established a Performance Measures program to drive business based investments decisions for ITS.

Gaps in coverage of ITS Architecture include the Eastern Plains and mountain areas of Region 4, and the bulk of CDOT Regions 1, 2, 3 and 5.

For Regions 3 and 5, several ITS elements are deployed including the Hanging Lake Tunnel System, which includes a major Traffic Operations Center. This system is currently being upgraded. There are also a number of dynamic message signs; CCTV cameras installed and incident management plans have been developed for I-70. However, Strategic Plans and Architectures have not been developed for these Regions.

Major Architecture issues identified for Regions 3 and 5 include coordination with the recreation industry, tribal councils and mountain areas of other adjacent CDOT regions.

Currently, CDOT has retained a consultant team to assist them with developing ITS Architecture and Strategic Plans for CDOT Regions 1, 2, 3 and 5, along with developing a plan for Statewide ITS Architecture.

The general process in considering a route for ITS Architecture includes assessing the problems confronted by a particular route and then identifying the ITS Architecture that may assist in mitigating negative situations, such as traffic congestion, safety concerns, etc.

INTERMODAL FACILITIES

The NWPTR has existing passenger rail and freight intermodal facilities. US 40 is a NHS facility and a primary corridor through Moffat, Route and Grand Counties. US 40 has intermodal passenger transfer points located in Craig, Steamboat Springs and Granby, and at airports at Craig, Hayden Steamboat Springs, and Granby. Meeker has intermodal facilities at its airport and truck terminal. Rangely and Walden have their intermodal facilities at their respective airports. More specifics about transit facilities and rail are discussed later in this report.

V – SOCIOECONOMIC PROFILE

The Socioeconomic and Environmental Regional Profile provides the human and natural environment background necessary to help in estimating future transportation demand through 2030. It also provides the framework to assess the potential impacts of proposed transportation investments on the human and natural environment within the Northwest TPR.

The plan compiles socioeconomic projections for 2030 for the TPR based on U.S. Census projections, Colorado Department of Local Affairs projections and locally generated projections. Since population is integrally related to travel demand, reviewing current demographic information in relation to projected future growth will give a broad indication of future travel demand potential within the TPR.

The environmental scan provides a broad overview of the human and natural environment. Its main purpose is to identify potential areas where transportation projects may have an adverse impact on the environment. The approach used in this task will *not* result in a NEPA document, but it will provide enough information to inform the regional planning commission and citizens within the TPR that a proposed transportation project may result in "unacceptable or significant detrimental environmental impacts." The environmental scan will identify areas of concern for both the natural and human environment. Natural environment related concerns may include air quality, wetlands, parklands, historic areas, and archeological sites, threatened and endangered species sites, noise and hazardous material sites. This chapter will also identify minority and low-income populations as required by the Environmental Justice initiative and a series of demographic factors such as age, vehicle ownership, and income that are traditional indicators of transit dependence.

POPULATION

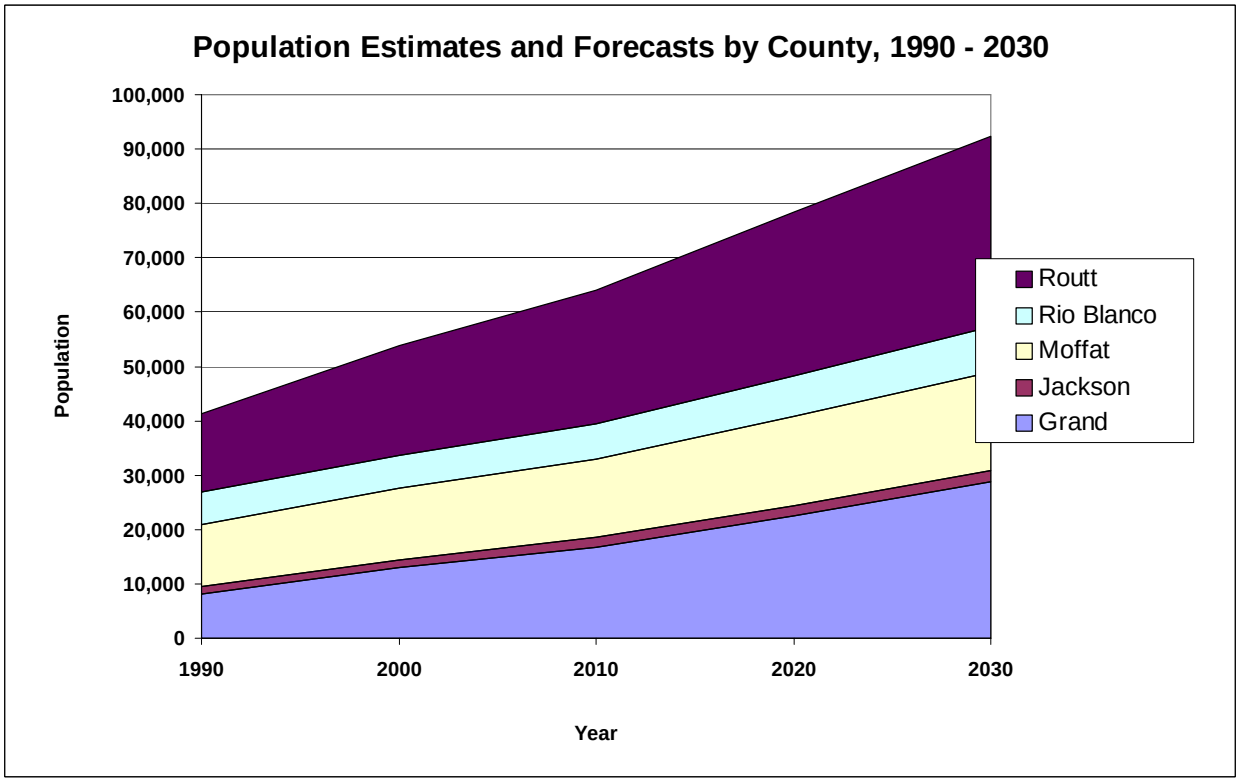
Population in the region is anticipated to grow from 53,743 in 2000 to over 92,000 in 2030, with the percent change in any ten-year period ranging from a low 17.7 % between 2020 and 2030, and a high of 30.5% between years 1990 and 2000. Routt County has the highest population and Jackson County has the lowest.

Table 12: Population Estimates and Forecasts

Population Estimates and Forecasts by County, 1990 - 2030					
Population					
County	**1990**	**2000**	**2010**	**2020**	**2030**
Grand	8,006	12,884	16,740	22,532	28,834
Jackson	1,597	1,586	1,720	1,866	1,986
Moffat	11,354	13,185	14,526	16,324	18,186
Rio Blanco	6,061	5,986	6,548	7,607	8,382
Routt	14,172	20,102	24,390	30,039	34,842
Region Total	**41,190**	**53,743**	**63,924**	**78,368**	**92,230**
Colorado Total	3,304,042	4,335,540	5,137,928	6,133,491	7,156,422
% Change					
County		**1990 - 2000**	**2000 - 2010**	**2010 - 2020**	**2020 - 2030**
Grand		60.9%	29.9%	34.6%	28.0%
Jackson		-0.7%	8.5%	8.5%	6.4%
Moffat		16.1%	10.2%	12.4%	11.4%
Rio Blanco		-1.2%	9.4%	16.2%	10.2%
Routt		41.8%	21.3%	23.2%	16.0%
Region Total		30.5%	18.9%	22.6%	17.7%
Colorado Total		31.2%	18.5%	19.4%	16.7%

Source: Colorado Demography Section

Exhibit 21: Population Estimates and Forecasts Graph



Source: Colorado Demography Section

Table 13: Household Characteristics

Household Characteristics, 2000 Census				
County	**Total HH**	**Avg. HH Size**	**% HH Individuals < 18**	**% HH Individuals > 65**
Grand	5,075	2.37	29.5	13.1
Jackson	661	2.37	31.5	23.9
Moffat	4,983	2.58	40.4	17.6
Rio Blanco	2,306	2.50	37.3	20.4
Routt	7,953	2.44	32.3	9.1
Region Total	20,978	2.46	34.1	13.8

Source: 2000 US Census

Employment

Total employment for the region in 2000 was 26,004 having grown 20.4% over the previous ten years, compared to the state growing 32.1% for the same timeframe. The NWTPR unemployment rate in 2000 was 3.1%, as compared with the Colorado unemployment rate of 2.7%. Employment and labor force data only reflect those individuals residing within the TPR.

Table 14: Labor Force and Employment

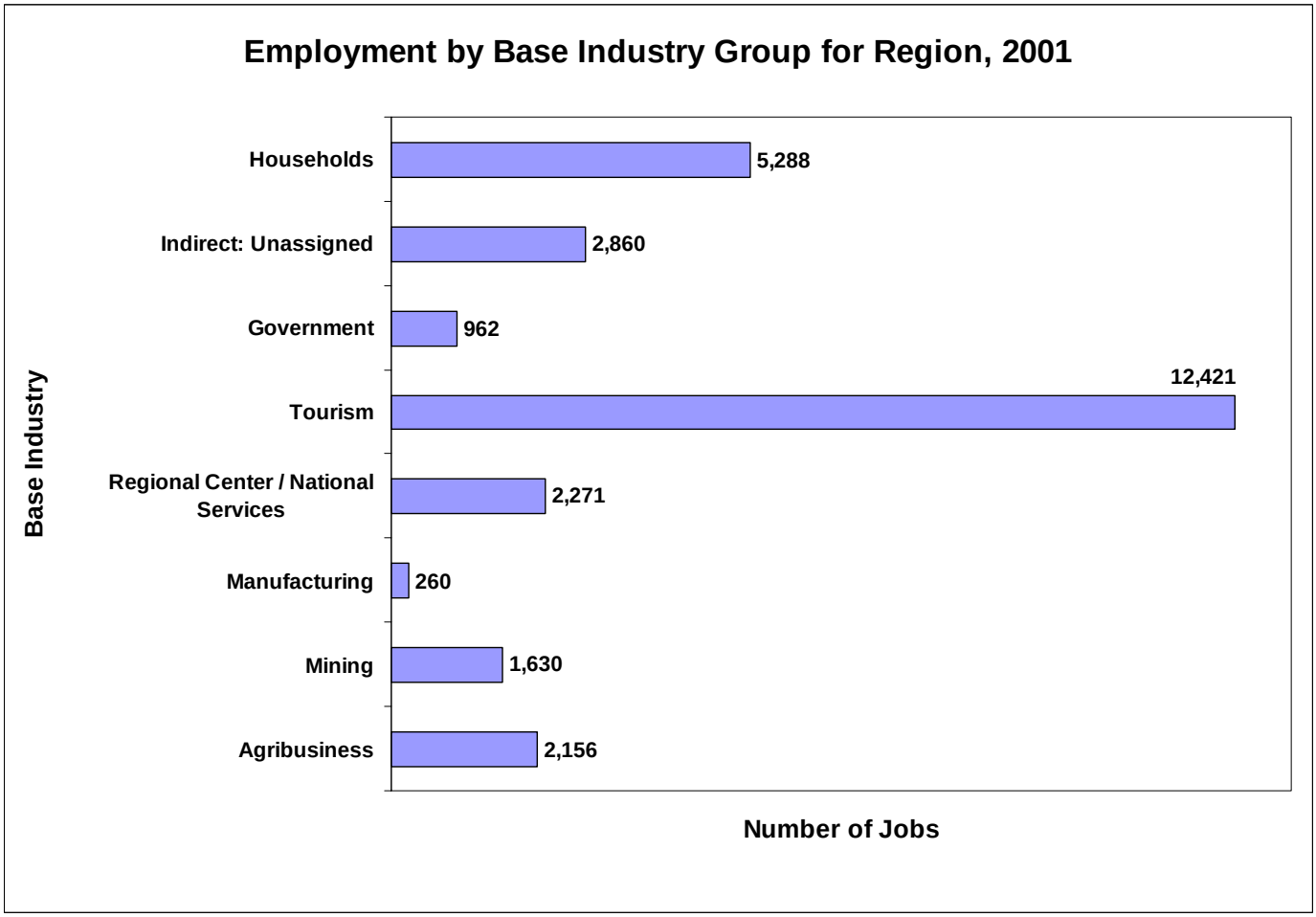
Labor Force and Unemployment by County, 1990 - 2000								
	Labor Force			Unemployed Persons			Unemployment Rate	
County	**1990**	**2000**	**% Change**	**1990**	**2000**	**% Change**	**1990**	**2000**
Grand	4,319	5,860	35.7%	131	148	13.0%	3.0%	2.5%
Jackson	887	857	-3.4%	25	28	12.0%	2.8%	3.3%
Moffat	5,933	5,987	0.9%	332	288	-13.3%	5.6%	4.8%
Rio Blanco	3,177	3,071	-3.3%	132	96	-27.3%	4.2%	3.1%
Routt	8,249	11,049	33.9%	342	260	-24.0%	4.2%	2.4%
Region Total	**22,565**	**26,824**	**18.9%**	**962**	**820**	**-14.8%**	**4.3%**	**3.1%**
Colorado Total	**1,764,181**	**2,275,545**	**29.0%**	**89,057**	**62,501**	**-29.8%**	**5.0%**	**2.7%**

	Employed Persons			Estimated Total Jobs		
County	**1990**	**2000**	**% Change**	**1990**	**2000**	**% Change**
Grand	4,188	5,712	36.4%	6,489	9,839	51.6%
Jackson	862	829	-3.8%	1,006	1,038	3.2%
Moffat	5,601	5,699	1.7%	6,099	6,948	13.9%
Rio Blanco	3,045	2,975	-2.3%	3,533	3,912	10.7%
Routt	7,907	10,789	36.4%	12,211	18,304	49.9%
Region Total	**21,603**	**26,004**	**20.4%**	**29,338**	**40,041**	**36.5%**
Colorado Total	**1,675,124**	**2,213,044**	**32.1%**	**2,021,517**	**2,872,899**	**42.1%**

Source: Colorado Demography Section

Exhibit 22: Employment by Industry Chart

The following chart shows employment by base industry group in 2001. Tourism with 12,421, and then Households at 5,288 are the largest industries in the NWTPR. Manufacturing is indicated as the smallest industry in the region. Employment by industry group does not reflect an individual's county of



residence, but rather the employment by industry irrespective of county of residence.

Source: Colorado Demography Section

Table 15: Place of Work

In 2000, 87.8% of workers lived and worked in the same county, as compared to 67% for the state as a whole. However, over 3,182 workers did travel to a different county for their job, presumably commuting on the region's highways.

Place of Work					
2000					
County	**Workers 16 and Over**	**Worked in County of Residence**	**% Worked in County of Residence**	**Worked Outside County of Residence**	**Worked Outside State of Residence**
Grand	7,329	6,436	87.8%	808	85
Jackson	785	730	93.0%	34	21
Moffat	6,357	4,604	72.4%	1,583	170
Rio Blanco	2,896	2,581	89.1%	280	35
Routt	12,009	11,442	95.3%	477	90
Region Total	**29,376**	**25,793**	**87.8%**	**3,182**	**401**
Colorado Total	**2,191,626**	**1,468,010**	**67.0%**	**702,583**	**21,033**
1990					
County	**Workers 16 and Over**	**Worked in County of Residence**	**% Worked in County of Residence**	**Worked Outside County of Residence**	**Worked Outside State of Residence**
Grand	4,610	4,297	93.2%	295	18
Jackson	804	771	95.9%	20	13
Moffat	5,230	4,418	84.5%	738	74
Rio Blanco	2,761	2,599	94.1%	132	30
Routt	8,165	7,796	95.5%	234	135
Region Total	**21,570**	**19,881**	**92.2%**	**1,419**	**270**
Colorado Total	**1,619,760**	**1,124,306**	**69.4%**	**495,454**	**17,680**

Source: 2000 US Census

Means of Transport to Work

The following tables provide more information about how people traveled to work in years 2000 and 1990. Approximately 68.4% drove alone in their car to work in 2000, compared to 75% statewide. Carpooling is the next most common means of transportation to work, with approximately just under 16.9% riding in a multiple occupant vehicle. Public transportation provides only a minimal amount of work trips representing 1.5% percent of the work trips in the region. Comparing the two tables, it appears the use of public transportation for work trips almost doubled in the region between 1990 and 2000 as on 0.8% used transit in 1990 and 1.5% used transit in 2000.

Table 16: Means of Transport to Work by County 2000

Means of Transport	Means of Transport to Work by County 2000													
	Grand		Jackson		Moffat		Rio Blanco		Routt		Region		Colorado	
	Number	% Of Total	Number	% Of Total	Number	% Of Total	Number	% Of Total	Number	% Of Total	Number	% Of Total	Number	% Of Total
Drove alone in car, truck, or van	4,938	67.4%	408	52.0%	4,454	70.1%	2,044	70.6%	8,256	68.7%	20,100	68.4%	1,646,454	75.1%
Carpooled in car, truck, or van	1,188	16.2%	79	10.1%	1,397	22.0%	484	16.7%	1,818	15.1%	4,966	16.9%	268,168	12.2%
Public transportation	92	1.3%	3	0.4%	86	1.4%	6	0.2%	258	2.1%	445	1.5%	69,515	3.2%
Motorcycle	2	0.0%	0	0.0%	0	0.0%	2	0.1%	8	0.1%	12	0.0%	2,582	0.1%
Bicycle	37	0.5%	0	0.0%	20	0.3%	3	0.1%	218	1.8%	278	0.9%	16,905	0.8%
Walked	418	5.7%	136	17.3%	145	2.3%	193	6.7%	679	5.7%	1,571	5.3%	65,668	3.0%
Other means	91	1.2%	5	0.6%	38	0.6%	31	1.1%	48	0.4%	213	0.7%	14,202	0.6%
Worked at home	563	7.7%	154	19.6%	217	3.4%	133	4.6%	724	6.0%	1,791	6.1%	108,132	4.9%
Total	**7,329**	**100.0%**	**785**	**100.0%**	**6,357**	**100.0%**	**2,896**	**100.0%**	**12,009**	**100.0%**	**29,376**	**100.0%**	**2,191,626**	**100.0%**

Source: 2000 US Census

Table 17: Means of Transport to Work by County 1990

Means of Transport	Means of Transport to Work by County 1990													
	Grand		Jackson		Moffat		Rio Blanco		Routt		Region		Colorado	
	Number	% Of Total	Number	% Of Total	Number	% Of Total	Number	% Of Total	Number	% Of Total	Number	% Of Total	Number	% Of Total
Drove alone in car, truck, or van	3,212	69.7%	412	51.2%	3,517	67.2%	1,705	61.8%	5,870	71.9%	14,716	68.2%	1,216,639	74.3%
Carpooled in car, truck, or van	626	13.6%	83	10.3%	1,073	20.5%	585	21.2%	1,147	14.0%	3,514	16.3%	210,274	12.8%
Public transportation	66	1.4%	0	0.0%	12	0.2%	7	0.3%	83	1.0%	168	0.8%	46,983	2.9%
Motorcycle	9	0.2%	0	0.0%	13	0.2%	0	0.0%	36	0.4%	58	0.3%	3,825	0.2%
Bicycle	10	0.2%	13	1.6%	47	0.9%	11	0.4%	159	1.9%	240	1.1%	13,140	0.8%
Walked	403	8.7%	187	23.3%	315	6.0%	233	8.4%	487	6.0%	1,625	7.5%	69,041	4.2%
Other means	52	1.1%	4	0.5%	38	0.7%	17	0.6%	65	0.8%	176	0.8%	10,349	0.6%
Worked at home	232	5.0%	105	13.1%	215	4.1%	203	7.4%	318	3.9%	1,073	5.0%	67,189	4.1%
Total	**4,610**	**100.0%**	**804**	**100.0%**	**5,230**	**100.0%**	**2,761**	**100.0%**	**8,165**	**100.0%**	**21,570**	**100.0%**	**1,637,440**	**100.0%**

Source: 2000 US Census

ENVIRONMENTAL JUSTICE

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **Environmental Justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **Environmental Justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process. The plan used a Geographic Information System to identify areas of concern based on these principles. Every attempt was made to involve those neighborhoods and/or groups in the planning process.

Transit Dependency

The following table shows the number of mobility limited, below poverty level, elderly, youth and households with no vehicle for each county, for the region as a whole, and for the state. This information helps provide background on those who might traditionally be dependent on public transportation, rather than a private vehicle. Over 890 households in the five county area have no vehicle available. Please note that the categories within the transit dependent population table are not mutually exclusive; however, the totals do provide a sense of scale as it represents the population with an attribute that correlates to transit dependency.

Table 18: Transit Dependent Population by County, 2000

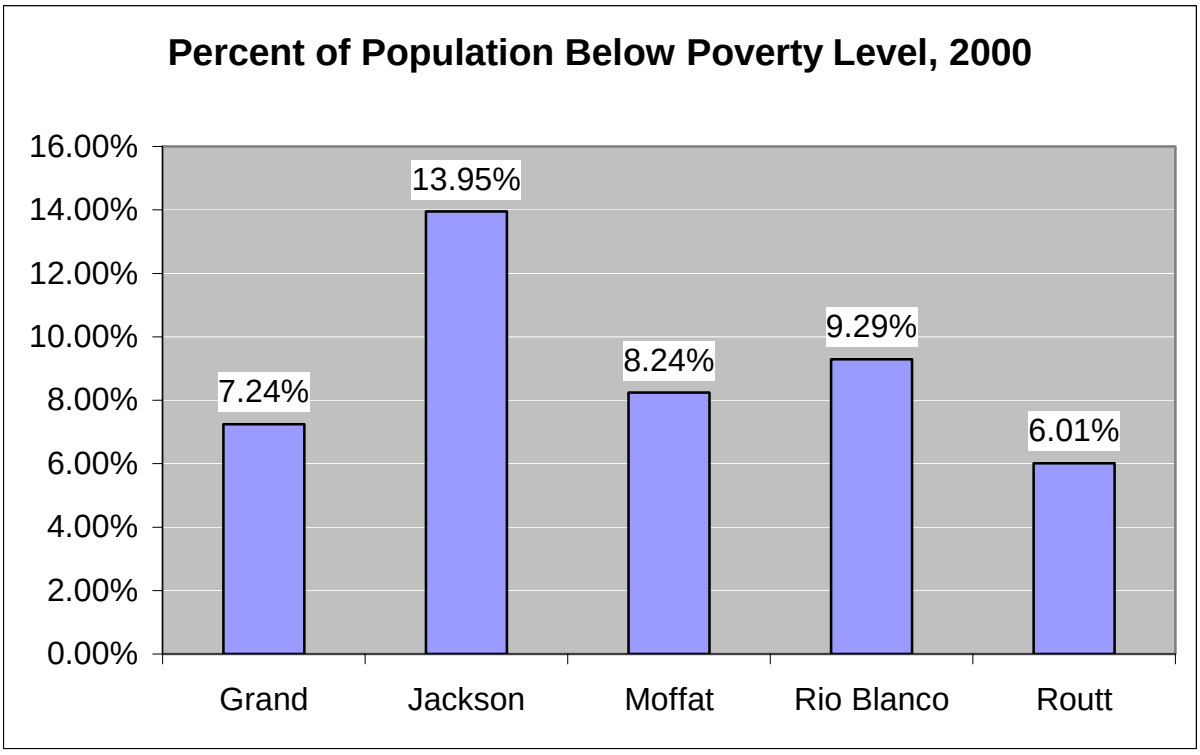
Transit Dependent Population by County, 2000					
Transit Dependent Population Group					
County	Mobility Limited	No Vehicles in Household	Below Poverty Level	Elderly (60 Years +)	Youth (0 – 15 Years)
Grand	223	180	901	1,416	2,366
Jackson	45	28	220	282	335
Moffat	410	306	1,086	1,693	3,259
Rio Blanco	115	102	556	966	1,335
Routt	323	275	1,183	1,566	3,909
Region Total	**1,116**	**891**	**3,946**	**5,923**	**11,204**
Colorado Total	**125,994**	**105,926**	**388,952**	**558,918**	**976,064**
% Of County Total per Transit-Dependent Population Group					
County	Mobility Limited	No Vehicles in Household	Below Poverty Level	Elderly (60 Years +)	Youth (0 – 15 Years)
Grand	1.79%	3.55%	7.24%	11.38%	19.02%
Jackson	2.85%	4.24%	13.95%	17.88%	21.24%
Moffat	3.11%	6.14%	8.4%	12.84%	24.72%
Rio Blanco	1.92%	4.42%	9.29%	16.14%	22.30%
Routt	1.64%	3.46%	6.01%	7.95%	19.85%
Region Total	**2.11%**	**4.25%**	**7.46%**	**11.20%**	**22.19%**
Colorado Total	**2.91%**	**6.39%**	**9.04%**	**12.89%**	**22.51%**

Source: 2000 US Census

Low Income Areas

The following chart shows the percentage of the population with household income below the Census-defined poverty level. For more information about how the Census defines poverty, see http://www.census.gov/hhes/poverty/povdef.html.

Exhibit 23: Percent of Population Below Poverty Level, 2000

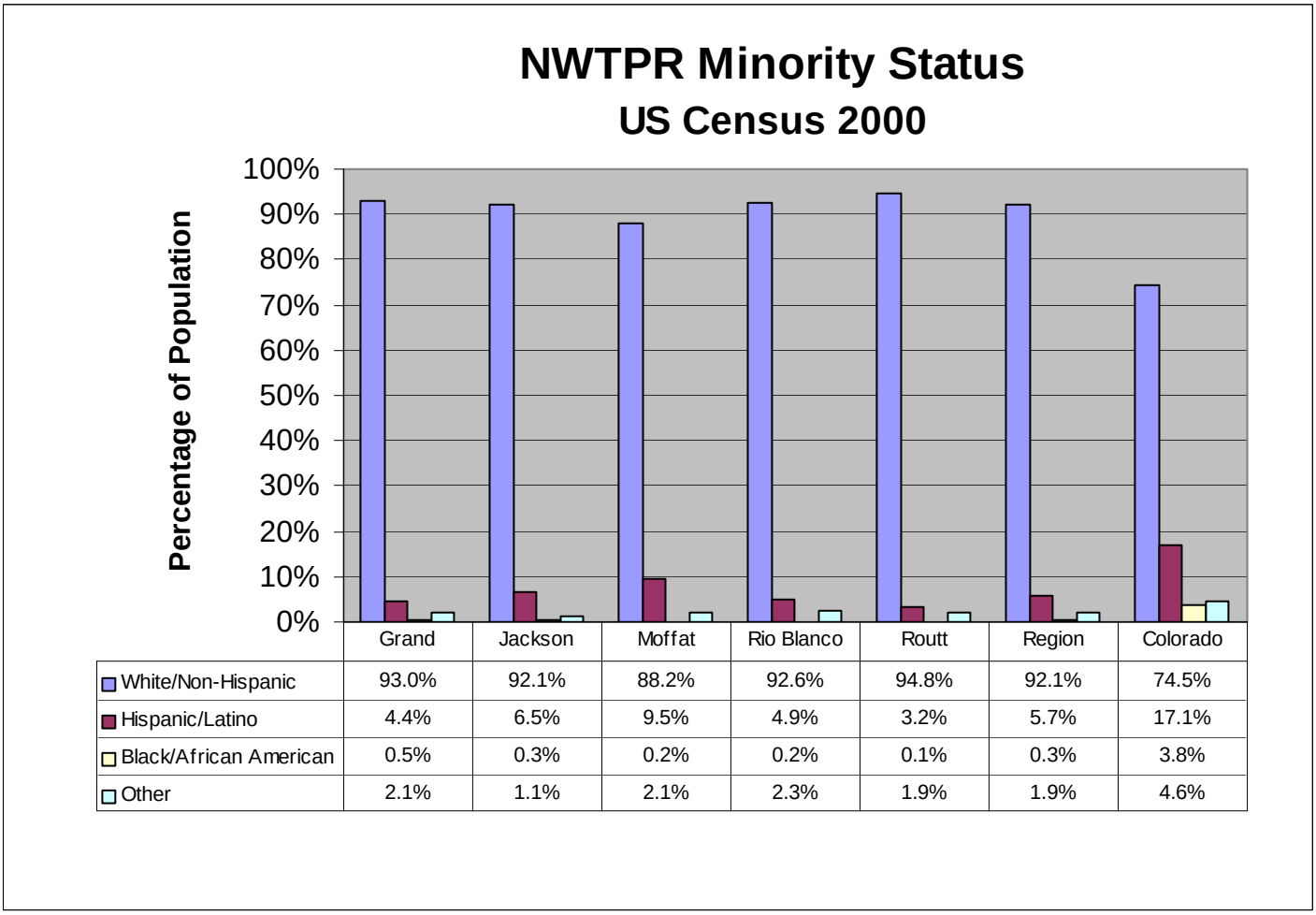


Source: 2000 US Census

Minority Status

Minority status as defined for the purposes of this report is all residents who are not White/Non-Hispanic. The Hispanic/Latino population of the region is significantly less (5.7%) than the state average of 17.1%. The Black/African American Populations is very small. Other groups represent an average of 1.9% of the population for the region.

Exhibit 24: Minority Status Chart



	Grand	Jackson	Moffat	Rio Blanco	Routt	Region	Colorado
White/Non-Hispanic	93.0%	92.1%	88.2%	92.6%	94.8%	92.1%	74.5%
Hispanic/Latino	4.4%	6.5%	9.5%	4.9%	3.2%	5.7%	17.1%
Black/African American	0.5%	0.3%	0.2%	0.2%	0.1%	0.3%	3.8%
Other	2.1%	1.1%	2.1%	2.3%	1.9%	1.9%	4.6%

Source: 2000 US Census

Tourism/Major Activity Centers

It is important to know where major activity centers are located in the region to determine origin and destinations of traffic. For example, local hospitals, schools, shopping areas, recreation facilities and large employers will "attract" traffic in towns. Airports, colleges, and regionally important employers will draw traffic on a regional level. Many local and regional activity centers overlap, with the local population mixing with the regional population at such locations as colleges, recreation areas and medical facilities.

On a state, national, or even international level, the National parks, Monuments, and Forests in the TPR draw large numbers of visitors to hike, climb, fish, hunt, raft, ski, snowboard, raft or do nothing but enjoy the beautiful Rocky Mountains vistas. Specific examples include Rocky Mountain National Park, Dinosaur National Monument, Routt National Forest, Arapahoe National Forest, Colorado State Forest Pearl Lake and Steamboat Lake State Parks are but a few national and state sites that draw considerable traffic throughout the year.

In addition, significant regional activity centers that generate a large amount of traffic and economic activity in the Northwest Region are its popular ski resorts. Continued easy and safe access to these ski areas by visitors and employees by car, train, and transit is important to the communities and the region. See Exhibit 25.

Exhibit 25: Visitors at Region's Ski Areas

Visitors at Ski Areas			
Area	**1993/1994**	**1999/2000**	**2002/2003**
Howelsen Hill	16,171	14,000	14,000
Steamboat	1,021,149	1,024,832	1,001,020
Winter Park	1,008,040	902,827	998,772
Sol Vista	93,516	92,514	65,900
Total Visitors	**2,138,876**	**2,034,173**	**2,079,692**

Source: Colorado Ski Country USA

AGRICULTURE

The Northwest TPR has a substantial amount of land dedicated to farming. Four of the five counties rank in the top five in the production of hay. According to 1997 data provided by the U.S. Department of Agriculture's Natural Resource Conservation Service (NRCS), 31 percent (4,291 square miles out of 13,839 square miles) of the land in the NWTPR is farmland. The breakdown per county is shown in the table below. For more specific information on farmland see the NRCS website for Colorado at the following address – http://www.co.nrcs.usda.gov. It is important to note that Jackson, Routt, Rio Blanco, and Moffat Counties are in the top five counties in the state for the production of Hay.

Table 19: Farmland by County

Northwest TPR Farmland by County						
Farm Attributes	Grand	Jackson	Moffat	Rio Blanco	Routt	**Total**
Number of farms	161	126	389	255	494	**1,425**
Acreage in farms	251,202	477,063	1,031,091	466,272	520,618	**2,746,246**
Average acreage/farm	1,560	3,786	2,651	1,829	1,054	**2,176**

Source: Colorado Department of Agriculture

For transportation projects identified within the Northwest TPR, project specific surveys will be required to determine the types of farmland and amounts of farmland impacts that would result from construction and plan implementation. Whenever feasible, impacts to farmlands would be avoided and/or mitigated.

HISTORIC/CULTURAL RESOURCES

The Northwest TPR has a wealth of cultural resources within its 13,839 square miles. Any transportation project identified for this region would require field surveys to determine which resources have cultural/archaeological significance and potential eligibility for listing on the National or State Registers of Historic Places. The Colorado Office of Archaeology and Historic Preservation tracks sites considered significant that are listed. Within the NWTPR there are a substantial number of sites (approximately 65) listed as significant which include ranches, national park sites, lodges, ditches, historic districts, schools, churches, houses/homesteads, campgrounds, railroads, barns, and roads, bridges, caves, and kilns. For more information on these properties see http:www.coloradohistory-oahp.org/programareas/register/1503/cty.htm.

The listings for the NWTPR are as follows by each county and general location in the TPR.

Table 20: Historic and Cultural Resources

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
Grand	Fraser	Cozens Ranch House	Colo. Hwy 40	NR 06/09/1988, 5GA.196
Grand	Grand Lake	Dutchtown	Ditch Rd., Rocky Mountain National Park	NR 01/29/1988, 5GA.807
Grand	Grand Lake	Grand Lake Community House	1025 Grand Ave.	SR 08/11/1993, 5GA.1743
Grand	Grand Lake	Grand Lake Lodge	15500 US Highway 34	NR 07/22/1993, 5GA.1750
Grand	Grand Lake	Grand River Ditch/Specimen Ditch	Rocky Mountain National Park, Grand Lake vicinity	NR 09/29/1976, 5GA.301
Grand	Grand Lake	Holzwarth Historic District	Rocky Mountain National Park	NR 12/02/1977, 5GA.299
Grand	Grand Lake	Kauffman House	Pitkin & Lake Ave.	NR 11/21/1974, 5GA.304
Grand	Grand Lake	Lulu City Site	Rocky Mountain National Park	NR 09/14/1977, 5GA.302
Grand	Grand Lake	Milner Pass Road Camp Mess Hall & House	Rocky Mountain National Park	NR 07/20/1987, 5GA.1795
Grand	Grand Lake	Shadow Mountain Lookout	Rocky Mountain National Park	NR 08/02/1978, 5GA.300
Grand	Grand Lake	Timber Creek Campground Comfort Station No. 245	Rocky Mountain National Park	NR 01/29/1988, 5GA.1238
Grand	Grand Lake	Timber Creek Campground Comfort Station No. 246	Rocky Mountain National Park	NR 01/29/1988, 5GA.286
Grand	Grand Lake	Timber Creek Campground Comfort Station No. 247	Rocky Mountain National Park	NR 01/29/1988, 5GA.285
Grand	Grand Lake	Timber Creek Road Camp Barn	Rocky Mountain National Park	NR 07/20/1987, 5GA.1158
Grand	Grand Lake	Trail Ridge Road	Rocky Mountain National Park	National Register 11/14/1984, 5GA.307/5LR.502
Grand	Hot Sulphur Springs	Denver & Rio Grande Railroad Snowplow Ax-044	110 Byers Ave.	SR 06/10/1998, Boundary change 03/10/1999, 5GA.2293
Grand	Kremmling	Mcelroy BARN	204 4th St.	SR 12/09/1992, 5GA.817
Grand	Kremmling	Yust, E. C., Homestead	Off Colo. Hwy. 9, south of Kremmling	NR 10/29/1982, 5GA.193
Grand	Winter Park	Rollinsville And Middle Park Wagon Road - Denver Northwestern & Pacific Railway Hill Route Historic District/Moffat Road	Rollinsville to Winter Park	NR 09/30/1980; Boundary Increase: NR 09/23/1997, 5GA.82/5BL.370/5GL.10
Jackson	Coalmont	Coalmont Schoolhouse	1018 Jackson County Rd. 26	SR 12/13/1995, 5JA.1264
Jackson	Walden	Jackson County Courthouse	396 Lafever St.	SR 09/10/1997, 5JA.888
Moffat	Brown's Park	Old Ladore School	Colo. Hwy. 318, by Green River	NR 02/24/1975, 5MF.1127
Moffat	Brown's Park	White-Indian Contact Site	Brown's Park	NR 02/08/1977, 5MF.605
Moffat	Craig	First National Bank Building	502-506 Yampa Ave	NR 07/17/1997, 5MF.1239
Moffat	Craig	Marcia/Pullman Car-David H. Moffat	341 E. Victory Way	NR 06/20/1975, 5MF.1128
Moffat	Craig	State Armory	590 Yampa Ave.	NR 06/25/1992, 5MF.1250
Moffat	Craig	The First Christian Church Of Craig	(The Center of Craig) 601 Yampa Ave.	SR 12/09/1992, 5MF.3377
Moffat	Craig	Vanatta Apartments	660 Yampa Ave.	NR 01/11/1996, 5MF.3875
Moffat	Dinosaur	Chew, Rial, Ranch Complex	US Hwy. 40, Dinosaur National Monument	NR 10/27/1987, 5MF.2002

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
Moffat	Dinosaur	Julien, Denis, Inscription	US Hwy. 40, Dinosaur National Monument	NR 12/19/1986, 5MF.2357.2
Moffat	Dinosaur	Mantle's Cave	US Hwy. 40, Dinosaur National Monument	NR 05/10/1994, 5MF.1
Moffat	Dinosaur	Upper Wade And Curtis Cabin	US Hwy. 40, Dinosaur National Monument	NR 12/19/1986, 5MF.2357.3
Moffat	Greystone	Bromide Charcoal Kilns	Greystone vicinity	NR 06/30/2000, 5MF.4616
Moffat	Maybell	Two-Bar Ranch	Colo. Hwy. 318, Brown's Park Wildlife Refuge	NR 02/17/1978, 5MF.1126
Rio Blanco	Meeker	Battle Of Milk River Site/Thornburgh	Thornburgh Rd., 17 miles northeast of Meeker	NR 08/22/1975, 5RB.982
Rio Blanco	Meeker	Duck Creek Wickiup Village	36 miles south of Meeker	NR 11/20/1975, 5RB.53
Rio Blanco	Meeker	Hay's Ranch Bridge	County Rd. 127	NR 02/04/1985, 5RB.2376
Rio Blanco	Meeker	Hotel Meeker	560 Main St.	NR 05/07/1980, 5RB.985
Rio Blanco	Meeker	Hugus, J.W., Company Building/A. Oldland Building	594 Main St	SR 12/11/1991, 5RB.2242
Rio Blanco	Meeker	Rio Blanco County High School	555 Garfield St	SR 03/10/1993, 5RB.2667
Rio Blanco	Meeker	St. James Episcopal Church	368 Fourth St	NR 03/30/1978, 5RB.983
Rio Blanco	Rangely	Cañon Pintado Historic District	Colo. Hwy. 139	NR 10/06/1975, 5RB.984
Rio Blanco	Rangely	Carrot Men Pictograph Site	Southwest of Rangely	NR 08/22/1975, 5RB.106
Rio Blanco	Rangely	Collage Shelter	Rangely vicinity	NR 08/27/1980, 5RB.820
Rio Blanco	Rangely	Fremont Lookout Fortification Site	Rangely vicinity	NR 11/20/1974, 5RB.344
Routt	Clark	Hahn's Peak School House	Main St., Hahn's Peak Village	NR 02/15/1974, 5RT.72
Routt	Hayden	Bolten Ranch	Hayden vicinity	SR 12/12/2001, 5RT.1592
Routt	Hayden	Dawson-Carpenter Ranch	13250 W. US Hwy. 40	NR 05/06/1998, 5RT.892
Routt	Hayden	Hayden Depot	300 W. Pearl St.	NR 10/22/1992
Routt	Hayden	Hayden Rooming House	295 S. Poplar St.	NR 09/17/1999, 5RT.1361
Routt	Oak Creek	Bell Mercantile	101-111 Moffat Ave.	NR 06/07/1990, 5RT.364
Routt	Oak Creek	Foidel Canyon School	Northwest of Oak Creek	NR 05/09/1983, 5RT.192
Routt	Steamboat Springs	First National Bank Building (Rehder Building)	803-807 Lincoln Ave. & 57½ 8th St.	NR 01/11/2001, 5RT.259
Routt	Steamboat Springs	Howelsen Hill	845 Howelsen Pkwy.	SR 12/13/2000, 5RT.1048
Routt	Steamboat Springs	Light, F.M., House	204 Park Ave.	SR 03/09/1994, 5RT.480
Routt	Steamboat Springs	Maxwell Building	840 Lincoln Ave.	NR 09/29/1995, 5RT.249
Routt	Steamboat Springs	Perry-Mansfield School And Camp	40755 Routt County Rd. 36	SR 03/08/1995; NR 07/14/1995, 5RT.976
Routt	Steamboat Springs	Routt County National Bank Building	802 Lincoln Ave.	NR 05/20/2002, 5RT.242
Routt	Steamboat Springs	Steamboat Springs Depot	39265 Routt County Rd. #33B	NR 12/20/1978, 5RT.73
Routt	Toponas	Rock Creek Stage Station/Gore Pass Stage Station	Routt National Forest Rd. #206	NR 10/21/1982, 5RT.91
Routt	Yampa	Antlers Cafe & Bar	40 & 46 Moffat Ave.	SR 03/11/1998, 5RT.1254

Note: NR = National Register, SR = State Register,

NATURAL ENVIRONMENT

CDOT's Environmental Ethic states: "*CDOT will support and enhance efforts to protect the environment and the quality of life for all of Colorado's citizens in the pursuit of the best transportation systems and services possible*." It encourages CDOT to consider environmental issues at the earliest stage practicable. As part of the 2030 plan, corridor-visioning process, the Transportation Planning Regions should identify the environmental context of the TPR and the corridors.

General Environmental Issues

Many people associate environmental issues with natural resources like air, water, or wildlife. However, environment actually refers to the whole context of an area. It includes the natural environment and the human environment. The natural environment would refer to a broad range of issues like wildlife, wetlands, clean air, and clean water to name just a few. Factors associated with the human environment would include historic properties, public parks and recreational facilities, communities, human and natural history resources, and cultural facilities as well as clean air and clean water issues.

Many environmental resources are protected by local, state, or federal agencies; impacts to these protected resources require consultation with the regulating agency. Other resources have no legal protection, but are still important to the community.

The regional planning process does not require a complete inventory of all potential environmental resources within the corridor. Many resources are difficult to identify, and all resources will require a more in depth analysis as part of the project planning process. However, the corridor visioning process provides the opportunity to identify the general environmental context within the corridor. Establishing this context at the corridor visioning stage provides valuable information to the project planners and designers to enable the transportation system to be more sensitive to the environment. There are three components to this analysis:

- Known regulated resources with in the TPR or corridor that have the potential to be impacted by projects.
- Known agencies with responsibilities for resources within the TPR or corridor, examples may include the US forest Service, the State Historical Preservation Office, or the City Parks Department.
- Known resources of value to the community that does not necessarily have legal protection.

The information that follows identifies general environmental issues within the TPR or along a corridor. The fact that an issue is not identified in these comments should not be taken to mean that the issue might not be of concern along the corridor. This section focuses on issues that are easily identifiable or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be acted upon proactively, to identify components of the environment that can be incorporated into the values of the people and communities the TPR serves. The CDOT Environmental Stewardship guide is an excellent resource and source of guidance about ways to accomplish this.

The Northwest TPR is made up of Moffat, Routt, Jackson, and Rio Blanco counties. This is a naturally diverse TPR with high desert ecosystems as well as high mountain ecosystems and all the transition zones associated with the ecosystems.

General Natural Context

- This TPR incorporates three major drainage systems.
- In this part of the Colorado River drainage basin there are agreements in place for the protection of the Colorado River and its tributaries for the protection of Endangered fishes.
- Dinosaur National Monument is located in the TPR.
- There are Gold Medal Fisheries within the TPR.
- There is Lynx habitat within the TPR.
- There are other Endangered species in the TPR.
- There is Ute Ladies Tress's Orchid habitat within the TPR.
- There are Black Footed Ferrets in the TPR.
- Many of the corridors cross rivers and riparian zones.

General Human Context

- There are many other historically eligible sites in the TPR.
- There are scenic byways in the TPR.
- This is the historical territory of the Ute Nation and possibly the southern edge of the Shoshone Nation Range.
- There are known archeological resources within the TPR.
- There are known to be paleontological resources within the TPR.

Mineral Resources

The Northwest TPR contains a number of economically valuable mineral resources. The Colorado Department of Mining and Geology monitors mining activity throughout the state. For the Northwest TPR, the table below indicates the number of mines containing the referenced commodity. According to the table below, the most commonly mined commodity in the region is coal.

Table 21: Mining Facilities in the Region

Northwest TPR Mineral Resources					
Commodity	**Grand**	**Jackson**	**Moffat**	**Rio Blanco**	**Routt**
Borrow Pits	3	2	6	6	5
Coal Mines	0	18	84	31	95
Sand, Gravel, Aggregate, Stone	44	27	112	76	89
Blank (No commodity indicated.)	0	3	1	2	6
NA (Sodium)	0	2	2	4	24
Silver, Gold, Copper	1	1	8	0	2
Clay	1	0	2	0	1
Uranium/Vandium	0	0	1	3	
Other Minerals/Metals Mined	3	1	1	8	3
Total	52	54	217	130	225

For more information on the location of mines throughout Colorado see:

http//:www. mining.state.co.us/operatordb/report.asp.

AIR QUALITY

Air Quality in the NWTPR is a concern due to the high elevation of the topography, which results from the presence of the Rocky Mountains. Major sources of air pollution found within the region result from the use of or activities related to: wood stoves, unpaved roads and street sanding, coal mining, oil shale production, refineries, and power plants.

The 1990 Clean Air Act (CAA) renewed and intensified national efforts to reduce air pollution in the United States. These amendments presented a monumental challenge for regulatory officials, regulating industries, and others involved in this environmental control undertaking. The primary purposes of the actions mandated by the CAA were to improve public health, preserve property, and benefit the environment.

The CAA addresses interstate movement of air pollution, international air pollution, permits, enforcement, deadlines, and public participation. The CAA identifies air pollutants and sets primary and secondary standards for each. The primary standard protects human health, and the secondary standard is based on potential environmental and property damage. An area that meets or exceeds the primary standard is called an attainment area; an area that does not meet the primary standard is called a non-attainment area. An estimated 90 million Americans live in non-attainment areas.

The main or "criteria" air pollutants covered by the CAA are ozone, sulfur dioxide (SO_2), particulate matter (PM), lead, nitrogen oxides (NO_x), and carbon monoxide (CO). The CAA includes specific limits, timelines, and procedures to reduce these criteria pollutants. The CAA also regulates what are called "hazardous air pollutants" (HAPs). Chemical plants, dry cleaners, printing plants, and motor vehicles release hAPs. They can cause serious health and environmental effects.

The CAA includes specific goals for reducing emissions from all mobile sources. The comprehensive approach to reduce pollution from mobile sources includes requiring cleaner fuels; manufacturing cleaner cars, trucks, and buses; establishing inspection and maintenance (I/M) programs; and developing regulations for off-road vehicles and equipment.

Air pollution is the contamination of air by the discharge of harmful substances. Air pollution can cause health problems, including burning eyes and nose, itchy irritated throat, and difficulty breathing. Some contaminants found in polluted air (e.g., benzene, carbon dioxide, carbon monoxide, lead, nitrogen oxide, particulate matter, and sulfur dioxide) can cause cancer, birth defects, brain and nerve damage, and long-term injury to the lungs and breathing passages. Above certain concentrations and durations, air pollutants can be extremely dangerous and can cause severe injury or death.

The Colorado Air Quality Control Commission, under the Colorado Department of Health and Environment, distributed a "Report to the Public 2002-2003" addressing air quality issues and attainment designations in the state of Colorado. When discussing air quality in Colorado, the Air Quality Control Commission separates the state into six regions to more clearly address each region's air quality conditions and activities. All five counties of the Northwest TPR fall within the northern boundaries of the Western Slope region.

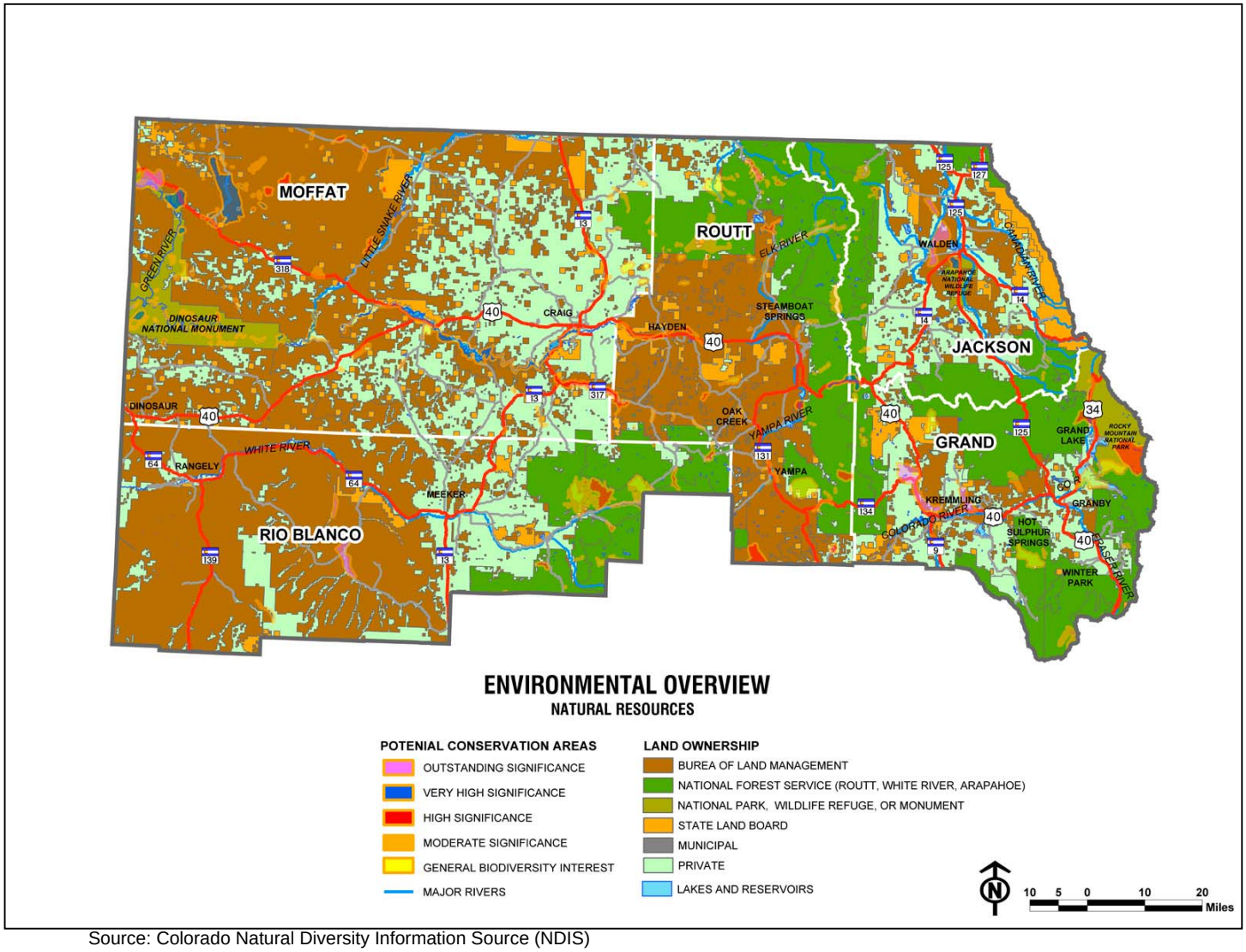
Within the Western Slope region, the air quality program has shifted it emphasis from industrial operations to community area sources, in other words, from coal mines, oil shale, and refineries to the major contributors of air pollution in towns and cities such as woodstoves unpaved roads and street sanding. In this region uncontrolled burns have also been a major source of air pollution. The monitoring sites listed with the highest levels in the region for PM_{10} occurred in Steamboat Springs where it measured 77% of the 24-hour standard.

For more specific details on Colorado Air Quality Regulations see www.cdphe.state.co.us/regulate.asp.

ENVIRONMENTAL OVERVIEW NATURAL RESOURCES

The following map utilizes the Colorado Natural Diversity Information Source (NDIS) database. This database and mapping facility is commonly used within CDOT and other state agencies to identify areas of environmental concern. The NDIS is a combined effort of the Colorado Division of Wildlife, the Colorado Department of Natural Resources, the Colorado Natural Heritage Program, and Colorado State University. Several tools are available within the NDIS, including the System for Conservation Planning, which identifies specific sites of concern with respect to Threatened and Endangered (T& E) species and the Species Occurrence and Abundance Tool, which lists occurrences by location of T & E species.

Exhibit 26: Environmental Overview - Natural Resources



Source: Colorado Natural Diversity Information Source (NDIS)

Hazardous Waste Areas

The Northwest TPR encompasses a land area of approximately 13,839 square miles. Until specific transportation corridors and/or improvement projects are identified, no specific data collection at hazardous material sites is recommended at this time. Certain land uses frequently result in a higher potential for location of hazardous waste or materials. Examples of land uses often associated with hazardous materials include industrial and commercial activities such as existing and former mining sites; active and capped oil and gas drilling operations and pipelines; agricultural areas using chemical fertilizers, insecticides, and pesticides; and railroad crossings which have experiences accidental cargo spills. Active, closed and abandoned landfill sites are also potential problem areas for transportation facility construction as are gasoline stations that potentially have leaking underground storage tanks.

The Colorado Department of Health & Environment tracks Federally listed Superfund sites within the state of Colorado. The Environmental Protection Agency (EPA) designates Federal Superfund sites in Colorado. There are no federally listed superfund sites within the Northwest TPR. For more details on Colorado Federal Superfund sites see www.chphe.state.co.us/hmsf_sites.asp. The following map shows locations of EPA designated Resource Conservation Recovery Sites (RCRA) in the Northwest TPR.

Exhibit 27: Environmental Overview - Hazardous Materials

SUMMARY: POTENTIAL ENVIRONMENTAL CONCERNS BY CORRIDOR

Table 22:Potential Environmental Concerns

Potential Environmental Concerns					
Highway	**Corridor Name**	**Beginning MP**	**Ending MP**	**TPR**	**Potential Environmental Concerns**
SH 9	SH 9 south of Kremmling to the intermountain TPR line	127	139	12	BLM, scenic byway
SH 13	SH 13 north of Craig to the Wyoming border	17	128	12	BLM
SH 14	SH 14 southeast of Walden	0	65	12	BLM, BLM lynx crossing zone
US 34	US 34 northeast of Granby to Rocky Mountain National Park	0	32	12	USFS, RMNP, Lynx Movement Corridors, Scenic byway
US 40	US 40 NHS facility that flows in an east-west direction throughout the Northwest TPR	0	243	12	USFS, BLM, Lynx, Recovery Agreements for endangered fish, Ute Ladies Tresses orchid, Black Footed Ferret, paleontology, gold medal fisheries. Because of the length of this corridor and the diversity of natural systems, it traverses; there are many sensitive species and habitats that may be impacted.
SH 64	SH 64 east of Dinosaur to Meeker	0	74	12	Scenic byway, BLM, endangered fish, Ute Ladies Tresses orchid
SH 125	SH 125 north of Granby to the Wyoming border	0	75	12	Lynx habitat, USFS, BLM
SH 127	SH 127 northeast of Walden	0	9	12	
SH 131	SH 131 north of Wolcott to the junction with US 40 south of Steamboat springs	21	69	12	BLM, USFS, Lynx Habitat, BLM lynx movement corridor
SH 134	SH 134 east-west connecting US 40 with SH 131	0	27	12	
SH 139	SH 139 south of Rangely to the northern border of the intermountain TPR	41	72	12	BLM, scenic byway
SH 317	SH 317 east-west route east of SH 13	0	12	12	BLM
SH 318	SH 318 Utah border south-east to the junction with US 40	0	61	12	BLM
SH 394	SH 394 in the vicinity of Craig	0	9	12	

Source: CDOT

VI – MOBILITY DEMAND ANALYSIS

MOBILITY DEMAND PROCESS

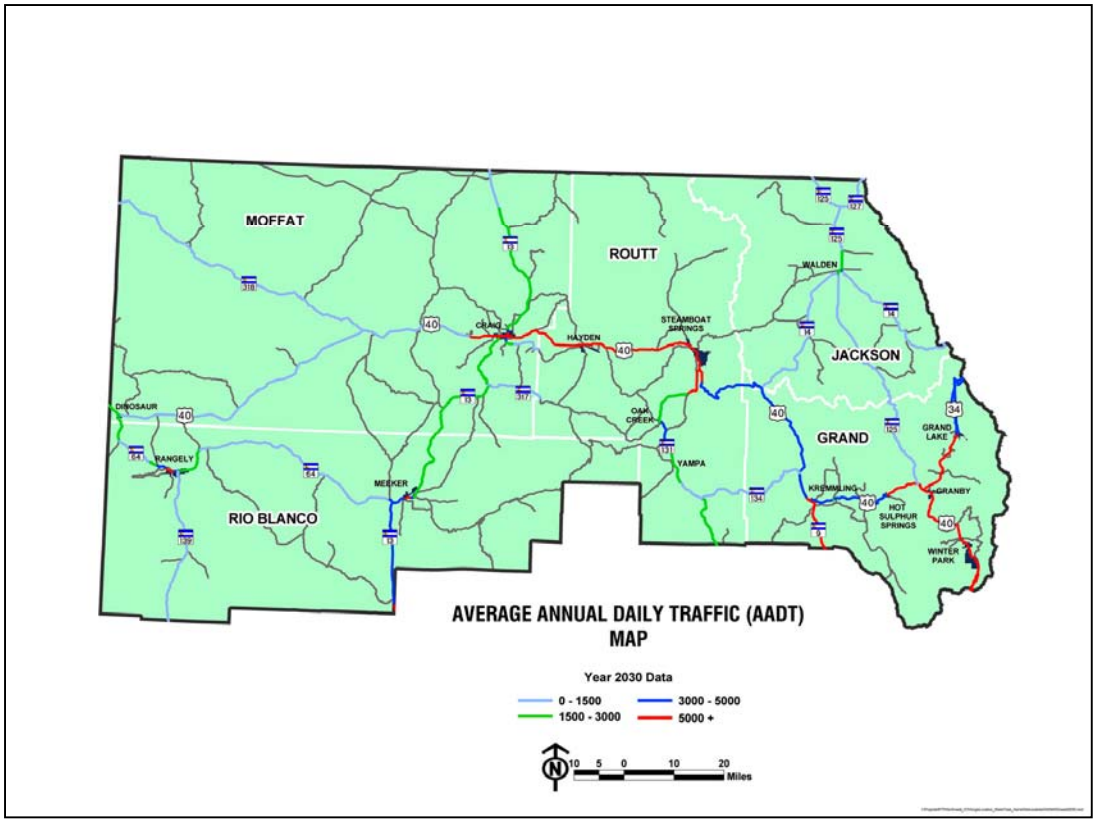
This purpose of this task will be to estimate future travel demand for each mode through 2030. Results from the Mobility Demand Analysis provide the necessary information for the *Alternatives Analysis* task to develop transportation alternatives to serve future mobility needs.

The method for forecasting future demand on the state highway system was based on available CDOT data. The model used in forecasting future traffic volumes is based on a regression analysis equation developed by CDOT that uses past traffic trends in forecasting future traffic.

HIGHWAY

The 2030 volumes are based on CDOT's "expansion factor," the best available statewide tool to predict traffic volumes over the long term and for large areas. It is based on historic growth in traffic volumes for the facility and helps provide a relative measure of growth for planning purposes. Substantial AADT growths occur along US 40 between Hot Sulphur Springs and Steamboat Springs and segments between Steamboat Springs and Craig as well as on SH 9 south of Kremmling. US 34 from Granby to Grand Lake indicates substantial growth as well.

Exhibit 28: Average Annual Daily Traffic 2030 Map



Source: CDOT 2001

Volume to Capacity Ratio 2001-2030

The following table and chart show that, while the current level of congestion is relatively low, it grows considerably by 2030.

Table 23: Highway Volume to Capacity Ratio – 2001- 2030

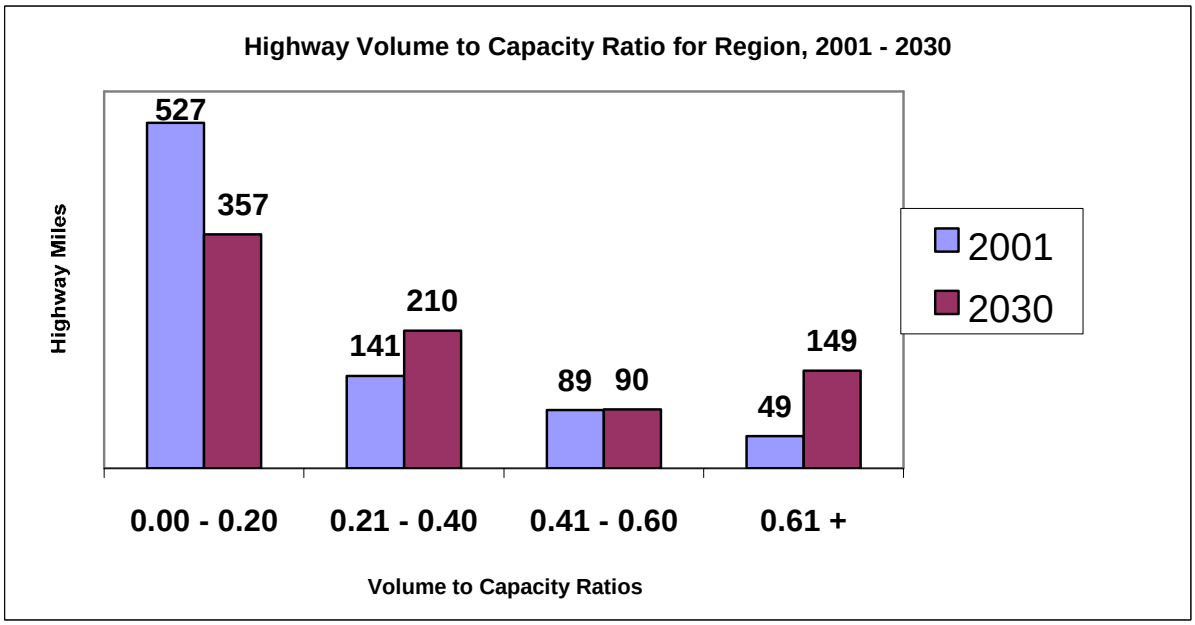
Highway Volume to Capacity Ratio 2001 - 2030			
Volume to Capacity Ratio	2001 Miles	2030 Miles	% Change 2001-2030
0.00 - 0.20	527	357	-32.3%
0.21 - 0.40	141	210	48.7%
0.41 - 0.60	89	90	1.9%
0.61 +	49	149	202.9%
Region Total	806	806	0.0%

Source: CDOT 2001

Exhibit 29: Volume to Capacity Ratio 2001-2030 Chart

Source: CDOT 2001

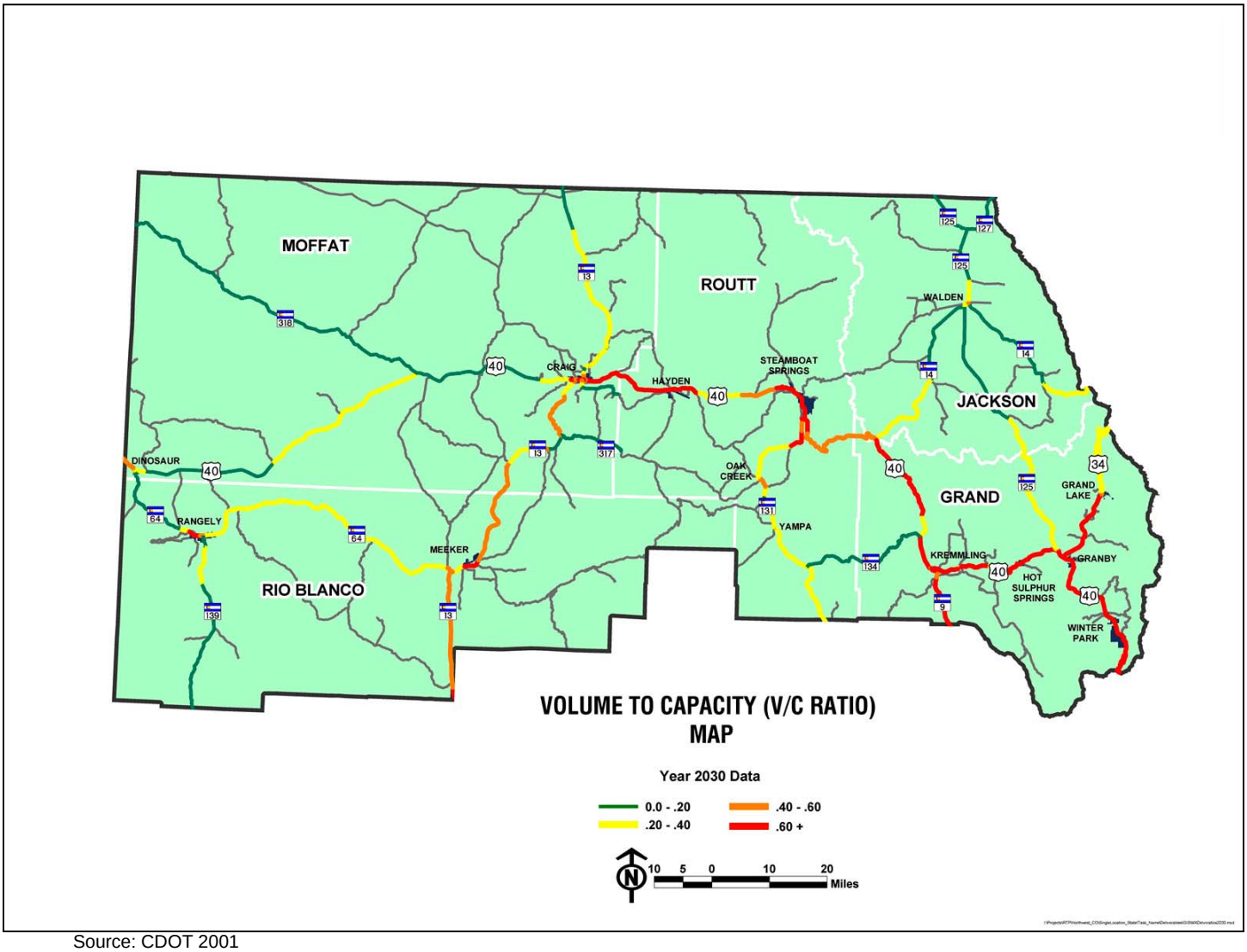
Source: CDOT 2001



Volume to Capacity Ratio 2030

The following exhibit geographically reflects specific state highways that will start to experience levels of congestion through 2003. Specific areas of concern are US 40 from Craig to south of Winter Park, US 34 in the vicinity of Granby, SH 9 south of Kremmling and segments of SH 13 from Craig south to south of Meeker.

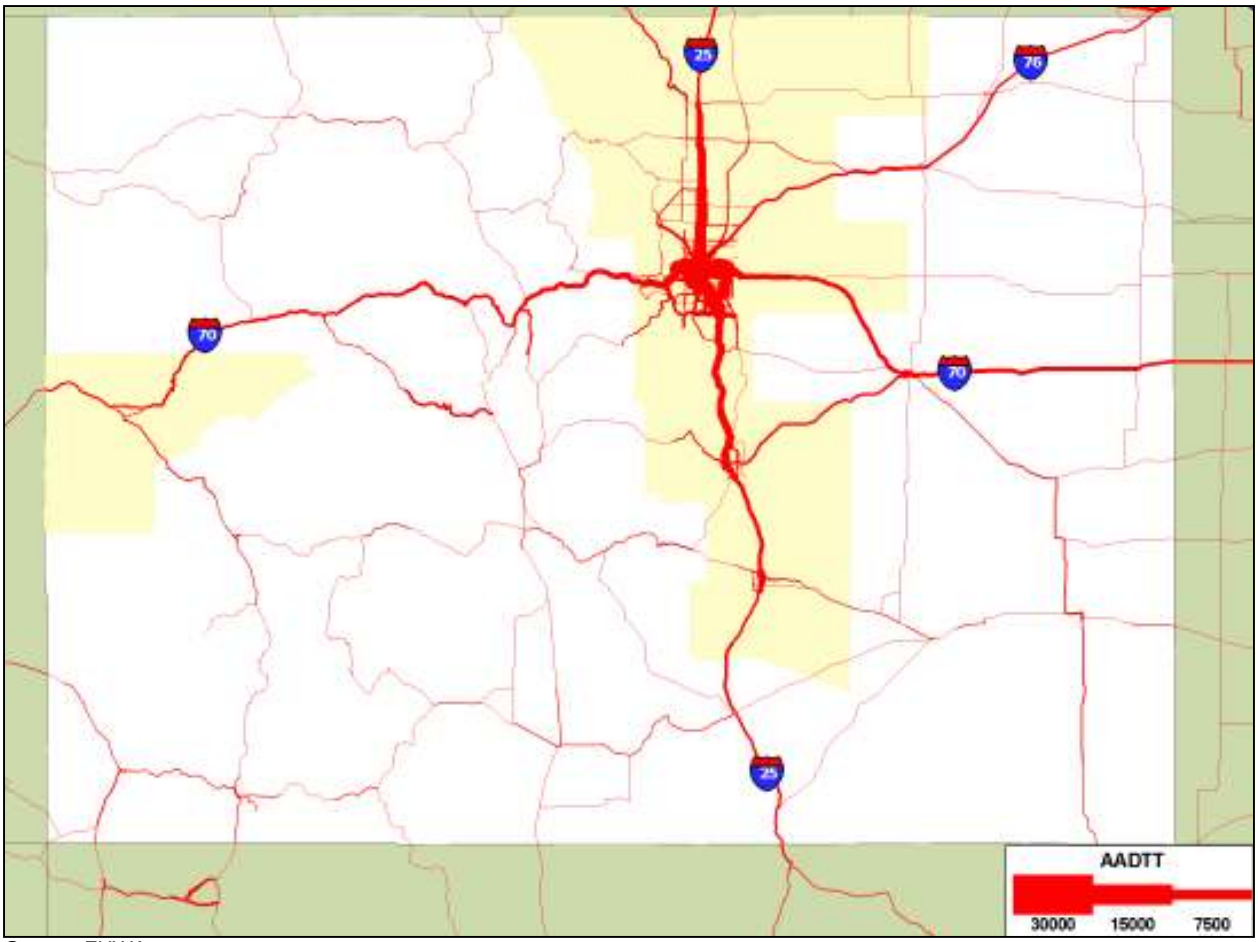
Exhibit 30: Volume to Capacity Ratio 2030



Source: CDOT 2001

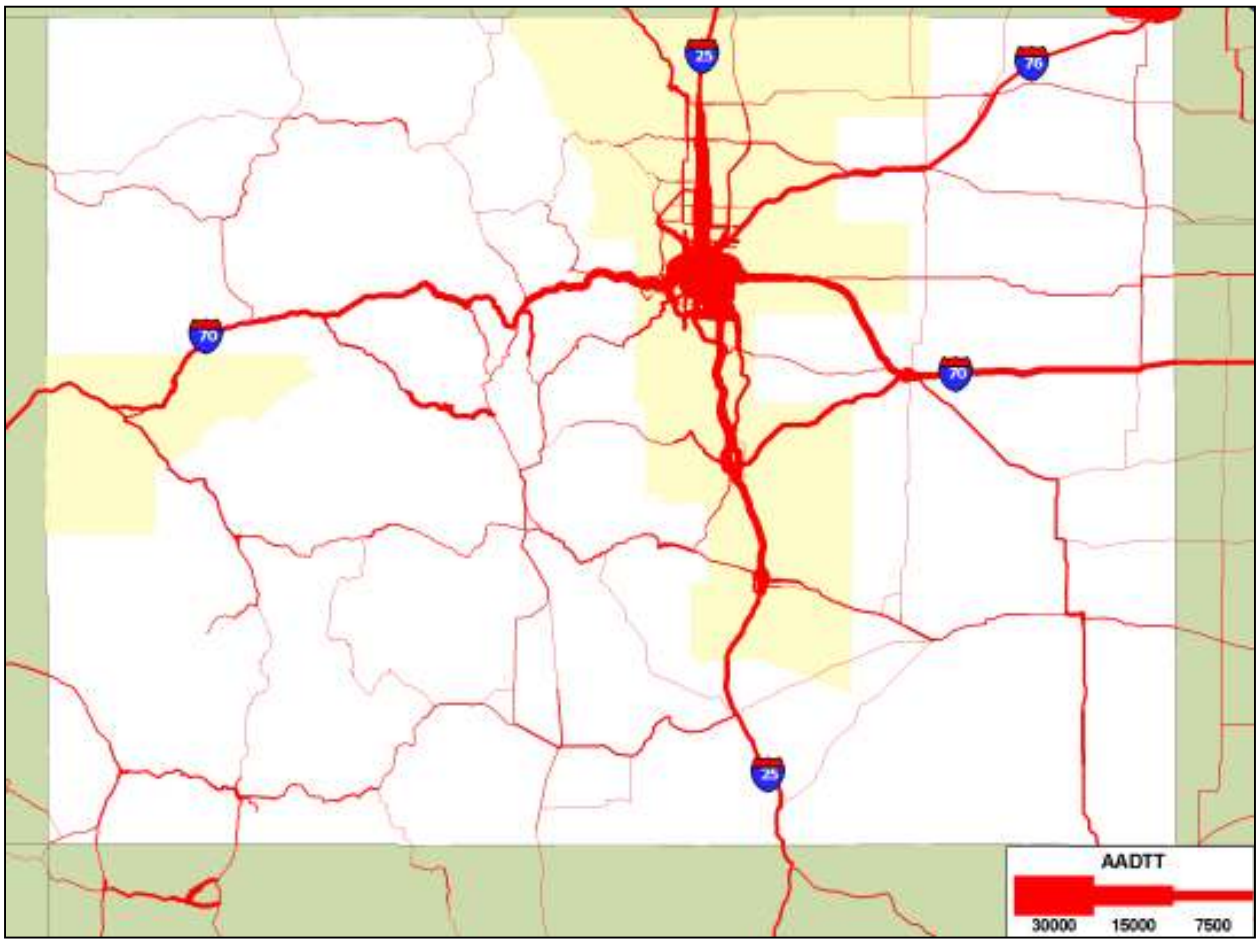
Freight

Exhibit 31: Map Estimated Average Annual Daily Truck Traffic: 1998



Source: FHWA

Exhibit 32:Map Estimated Average Annual Daily Truck Traffic: 2020



Source: FHWA

Freight Shipments To, From, and Within Colorado: 1998, 2010, and 2020

The following table presents information on freight shipments that have either an origin or a destination in Colorado. As shown in Table 23, in 1998 trucks moved a large percentage of the tonnage (73%) and value (68%) of shipments, followed by rail (26% tonnage, 7% value) and air (<1% tonnage, 25% value).

Table 24: Freight Shipments To, From and Within Colorado

Colorado	Tons (millions)			Value (billions $)		
	1998	2010	2020	1998	2010	2020
By Mode						
Air	<1	1	2	33	84	147
Highway	142	208	257	90	178	296
Other[a]	<1	<1	<1	<1	<1	<1
Rail	51	67	76	9	17	26
Water	0	0	0	0	0	0
Grand Total	194	276	335	132	279	469
By Destination/Market						
Domestic	190	270	327	127	268	447
International	4	6	8	5	11	22
Grand Total	194	276	335	132	279	469

Source: FHWA
Note: Modal numbers may not add to totals due to rounding.
a The "Other" category includes international shipments that moved via pipeline or by an unspecified mode.

Truck traffic is expected to grow throughout the state over the next 20 years. Much of the growth will occur in urban areas and on the Interstate highway system, as well as resource recovery and agricultural routes on the state highway system. Truck traffic moving to and from Colorado accounted for 10 percent of the average annual daily truck traffic (AADTT) on the FAF road network. Approximately 10 percent of truck traffic involved in-state shipments, and 20 percent involved trucks traveling across the state to other markets. About 60 percent of the AADTT were not identified with a route-specific origin or destination.

Top Five Commodities Shipped to, From, and Within Colorado by All Modes: 1998 and 2020

Table 24 shows the top five commodity groups shipped to, from, and within Colorado by all modes. The top commodities by weight are nonmetallic minerals and coal. By value, the top commodities are transportation equipment and mail or contract traffic." *(Freight Transportation Profile – Colorado Freight Analysis Framework)*

Table 25: Top Five Commodities Shipped To, From, and Within Colorado

Colorado Commodity	Tons (millions)		Colorado Commodity	Value (billions $)	
	1998	2020		1998	2020
Nonmetallic Minerals	40	44	Transportation Equipment	17	24
Coal	35	42	Mail or Contract Traffic	15	47
Farm Products	26	30	Food or Kindred Products	13	26
Clay, Concrete, Glass or Stone	24	47	Freight All Kinds (FAK)	11	23
Food or Kindred Products	15	23	Chemicals or Allied Products	10	21

Source: FHWA
a U.S. mail or other small packages.
b The "Freight All Kinds" category refers to general freight shipments.

PUBLIC TRANSPORTATION NEEDS ASSESSMENT

The following section discusses an analysis of the demand for transit services in the Northwest Region based upon standard estimation techniques and comments from residents. The transit demand was used in the identification of transit service for the next 25 years. Different methods are used to estimate the maximum transit trip demand in the Northwest Region:

- Rural Transit Demand Methodology
- Transit Needs and Benefits Study
- Ridership Trends

Feedback from residents within the community also plays a critical role in the regional planning process. Public meetings throughout the region allowed citizens to express their ideas and provide suggestions to the planning document. Chapter 2 provides information regarding the public meetings held within the region. For more detailed information on transit needs, please see the Northwest 2030 Transit Element (TE), published separately. The TE forms an integral part of the long-range transportation plan. Summary information from the TE is included in the following section.

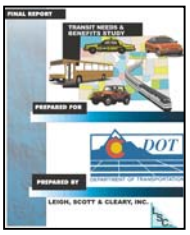
Rural Transit Demand Methodology

An important source of information and the most recent research regarding demand for transit services in *rural areas* and for persons who are elderly or disabled is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC, represents the first substantial research into demand for transit service in rural areas and small communities since the early 1980s.

The TCRP Methodology is based on *permanent* population. Thus, the methodology provides a good look at transit demand for the Northwest Region. Knowing this information, the LSC Team presents the transit demand for 2002 and for year 2030, based on population projections from the Colorado Department of Local Affairs. Combining the program estimates and non-program estimates the total current *non-peak* transit demand for the Northwest Region, using the TCRP Methodology, is approximately 647,462 annual

trips for the non-peak season. The 2030 Transit Element provides detailed information for the TCRP transit demand.

TRANSIT NEEDS AND BENEFITS STUDY (TNBS)



The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis.

The LSC Team updated the TNBS transit need estimates using the recently released 2000 census data. Table 25 provides a summary of the needs using the 1996, 1999, and 2000 data. The TNBS approach used a combination of methodologies and aggregated the need for the Northwest Region. However, the approach used factors based on statewide characteristics and is not specific to this region. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

Table 26: TNBS Transit Needs Estimates

TNBS Updated Transit Need Estimates – NW Region			
Transit Category	**1996**	**1999**	**2002**
Rural General Public	381,420	433,966	547,482
Disabled	1,770	2,100	5,730
Program Trips	561,713	561,713	581,072
Urban Area	N/a	N/a	N/a
Resort Area	5,791,978	5,985,033	5,985,033
Annual Need	6,736,881	6,982,812	7,119,317
Annual Trips Provided	630,000	1,881,391	2,400,168
Need Met (%)	9%	27%	34%
Unmet Need (%)	91%	73%	66%

Source: LSC, 2003.

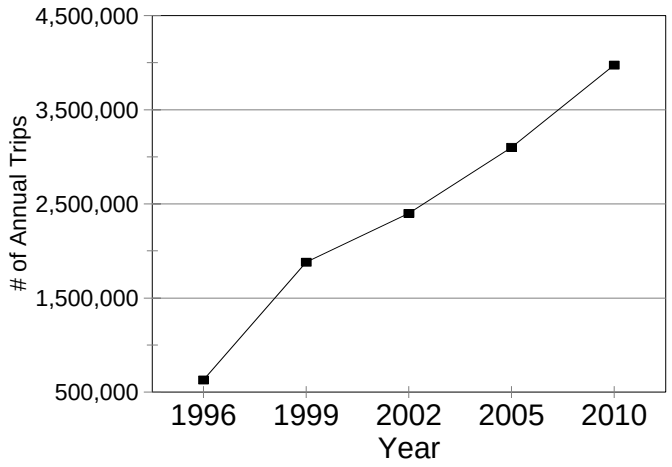
Ridership Trends

The final aapproach looking at short-term transit demand is to evaluate recent trends in ridership. This approach is valid in areas where there are existing transit services such as in the Northwest Region. Exhibit 33 shows the past ridership trends and ridership projections based on recent trends for the Northwest Region—includes all public and private providers such as taxi service, Head Start, public transit, etc. This section is based on existing ridership and is projected to year 2010. The ridership trends and projections *do not* estimate the transit need within the study area.

Exhibit 33: Ridership Trends

As can be seen in this graph, the transit ridership is expected to increase in the future based on recent trends. Much of the transit demand pertains to the number of tourists and visitors to the resort areas and to the increases in population for the study area. Transit ridership for year 2005 is estimated at approximately 3,100,000 and for 2010 is estimated at 4,000,000 annual trips for the Northwest Region.

Figure II-1
Ridership Trends- Northwest Region



Source: LSC, 2003.

VII – CORRIDOR VISIONS – ALTERNATIVES ANALYSIS

PROCESS

The highway corridors within the Northwest TPR were evaluated individually in terms of establishing corridor visions. Roadway attribute data were input into a Microsoft Access based software program called *Corridor Visions – Version 1* that generated visions, goals, and strategies based on issues identified via the entered data. The next phase of the process involved meeting with the Northwest TPR Regional Planning Commissioners to obtain feedback on the output of the computer software. The comments received from the commissioners were then incorporated into the visions that are presented in this chapter for each corridor. This plan makes a break from past regional planning process. In the past, the plan has been a strictly "project specific" plan, focusing on detailed needs and plans at precise locations. This led to an unwieldy plan that might address very specific needs, but sometimes failed to address regional needs from a systems perspective.

The 2030 Long Range Transportation Plan begins to build a "corridor-based" plan that will more effectively envision the long term needs on any given corridor, rather than focusing on specific intersections, safety issues or capacity issues from milepost X to milepost Y. This part of the plan examined what the final build out needs might be given population growth, traffic growth, truck movements, and other operational characteristics of the facility. Then, an effort was made to give some level of priority for implementation. These steps will help guide investment decisions throughout the planning period.

Several steps were followed in order to achieve this goal:

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

Corridor Vision Purpose

- Integrates community values with multi-modal transportation needs
- Provides a corridor approach for a transportation system framework
- Strengthens partnerships to cooperatively develop a multi-modal system
- Provides administrative and financial flexibility in the Regional and Statewide Plans
- Links investment decisions to transportation needs
- Promotes consistency and connectivity through a system-wide approach
- Creates a transportation vision for Colorado and surrounding states

Primary Investment Category

CDOT allocates funds to various programs, including System Quality (Preservation of the Existing System), Mobility, Safety, Program Delivery, Statewide Programs, and Priority Projects. The Corridor Vision process is designed to investigate the first three –System Quality, Mobility, and Safety in terms of regional priorities. The remaining programs are under the authority of CDOT where the Transportation Commission makes programming decisions.

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

Goal Selection

The following types of goals can be achieved within each category:

MOBILITY

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Maintain statewide transportation connections
- Coordinate transportation and land use decisions
- Support economic development while maintaining environmental responsibility
- Support commuter travel
- Support recreation travel
- Provide for tourist-friendly travel
- Improve access to public lands
- Accommodate growth in freight transport
- Provide improved freight linkages
- Expand transit usage
- Increase bus ridership
- Provide for bicycle/pedestrian travel
- Increase air travel availability
- Increase Transportation Demand Management, i.e., carpool, telecommute
- Provide information to traveling public

SAFETY

- Reduce fatalities, injuries and property damage crash rate
- Promote education to improve safe driving behavior
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Improve signing/striping

SYSTEM QUALITY

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Promote transportation improvements that are environmentally responsible

- Maintain transit vehicles and facilities in good condition
- Maintain airport facilities in good condition
- Maintain responsible water quality procedures

Corridor Vision Discussion Questions

The following questions were used to help facilitate a Corridor Vision discussion to identify local values and transportation needs.

1. What purpose does transportation serve for the community?
2. What are the transportation needs for your community in the future?
3. Do you expect major growth in population, recreation, employment, and or commercial sectors?
4. Are there congested areas?
5. Are there areas with safety problems in the corridor?
6. Are there areas that will need work, i.e., pavement conditions?
7. Is there a need for transit, bicycle/pedestrian, aviation, transportation demand management, and local roadway networks?
8. Are there natural resources, environmental concerns or areas of special interest to protect?

Table 27: Corridor Segments

Northwest TPR Corridor Segments				
Corridor Name	**Description (From / to)**	**Milepost w/in TPR**		**Primary Investment Category**
		Begin	**End**	
SH 9	I-70 North to Kremmling	101.562	138.920	Safety
SH 13	Rifle North to Wyoming Border	0	127.999	Safety
SH 14	US 40 to County Line	0	64.816	Safety
US 34	North of Granby to Estes Park	0	62.057	System Quality
US 40	West of Craig to Empire/I-70	89.041	257655	System Quality
US 40	Utah Border to West of Craig	0	89.041	System Quality
SH 64	Dinosaur to Meeker	0	73.700	System Quality
SH 125	North of Granby to the Wyoming Border	0	75.406	Safety
SH 127	Northeast of Walden to the Wyoming Border	0	8.999	Safety
SH 131	Wolcott North to Steamboat Springs/US 40	0	68.721	Safety
SH 134	Gore Pass, US 40 to SH 131	0	26.999	System Quality
SH 139	Loma North to Rangely	0	72.065	Safety
SH 317	Hamilton to Pagoda	0	11.999	System Quality
SH 318	Utah Border to the Junction with US 40	0	60.697	System Quality
SH 394	Craig to CR 30	0	9.378	System Quality

Source: CDOT

NWTPR CORRIDOR VISIONS

State Highway 9

Planning Region 12 - Northwest

State Highway SH 9 **Beginning Mile Post** 101.562 **Ending Mile Post** 138.920

I-70 North to Kremmling

VISION STATEMENT

The Vision for the State Highway 9 corridor is primarily to improve safety, maintain system quality and to increase mobility. This corridor serves as an inter/intra-regional facility that connects to places outside the region as well as communities within the Blue River Valley. The SH 9 corridor was identified in the 2003 Strategic Investment Program of projects. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. A segment of the SH 9 was identified as candidate project in the CDOT 2003 Strategic Investment Program. This project is identified in the Preferred Roadway Plan on page 100 of this document.

Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety, systems preservation, transportation choices, and connections to other areas. They depend on tourism and commercial activity to support the local economy. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Support recreation travel
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Accommodate growth in freight transport
- Expand transit usage
- Reduce congestion in local communities

STRATEGIES

- Provide and expand transit bus service
- Provide bicycle/pedestrian facilities
- Provide inter-modal connections
- Improve Geometric
- Construct Intersection/Interchange improvements
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add Guardrails
- Add Surface treatment/overlays
- Promote car pooling and van pooling

State Highway 13

Planning Region 12 - Northwest

State Highway SH 13 **Beginning Mile Post** 0 **Ending Mile Post** 127.999

Rifle north to Wyoming border

VISION STATEMENT

The Vision for the State Highway 13 corridor is primarily to improve safety and to maintain system quality. This corridor serves as an inter/intra-regional facility that provides local access as well as a north-south connection linking the communities from Rifle north to the Wyoming border area. Future travel modes include passenger vehicle, truck freight and aviation (Meeker Airport).

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety, systems preservation and connections to other areas. They depend on tourism and agriculture/ranching for their economic livelihood. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, recreational usage, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands
- Accommodate growth in freight transport

STRATEGIES

- Construct, improve and maintain the system of local roads
- Improve Geometric
- Add/improve shoulders
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

State Highway 14

Planning Region 12 - Northwest

State Highway SH 14 **Beginning Mile Post** 0 **Ending Mile Post** 64.816

US 40 to County Line

VISION STATEMENT

The Vision for the State Highway 14 corridor is primarily to improve safety and maintain system quality. This corridor serves as an inter/intra-regional facility that provides local, recreational and tourist access to and within North Park. Future travel modes include passenger vehicles and truck freight.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase marginally. The communities along the corridor value high levels of safety, and system preservation. They depend on tourism, agriculture and ranching as the basis for their local economy. Users of this corridor want to preserve the rural, mountain, and agricultural/ranching character of the region while supporting the movement of tourists, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

STRATEGIES

- Improve Geometric
- Construct Intersection/Interchange improvements
- Add/improve shoulders
- Add Guardrails
- Add Surface treatment/overlays
- Bridge repairs/replacement

U.S. 34

Planning Region 12 - Northwest

State Highway U.S. 34 **Beginning Mile Post** 0 **Ending Mile Post** 62.507

North of Granby to Estes Park

VISION STATEMENT

The Vision for the U.S. 34 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor while a component of the National Highway System also provides local and intra-regional access as well as a direct connection to Rocky Mountain National Park. Future travel modes include passenger vehicle and bus service.

Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will marginally grow. The communities along the corridor value system quality, improving safety, and transportation choices. They primarily depend on tourism for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Support commuter travel
- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Expand transit usage

STRATEGIES

- Provide and expand transit bus and
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Provide inter-modal facilities
- Add turn lanes
- Add shoulders (within RMNP)

U.S. 40, Segment 2

Planning Region 12 - Northwest

State Highway U.S. 40 **Beginning Mile Post** 89.041 **Ending Mile Post** 243.000

West of Craig to Empire/I-70

VISION STATEMENT

The Vision for the U.S. 40 corridor (Segment 2) is primarily to maintain system quality, improve safety and increase mobility. This corridor serves as a multi-modal National Highway System facility that connects to places outside the region as well as linking communities, recreation sites and agricultural operations within the Corridor. The US 40 corridor was identified in the 2003 Strategic Investment Program of projects. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, and rail freight, aviation (Granby, Kremmling, Steamboat, Hayden and Craig Airports) and bicycle and pedestrian facilities. Segments of the US 40 corridor were identified as candidate projects in the CDOT 2003 Strategic Investment Program. These projects have been identified in the Preferred Roadway Plan on page 100 of this document.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value system preservation, improved safety, and high levels of mobility, transportation choices, and connections to other areas. They depend on tourism, recreational usage, agriculture/ranching, and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural, mountain, and agricultural/ranching character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Increase travel reliability and improve mobility
- Support commuter travel
- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Provide for tourist-friendly travel
- Enhance commercial air service
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demand
- Expand transit usage
- Provide for safe movement of bicycles/pedestrians
- Reduce congestion within local communities

STRATEGIES

- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Construct and maintain Park and Ride facilities
- Promote car polling and van pooling
- Provide inter-modal connections
- Construct Intersection/Interchange improvements
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add Guardrails
- Improve hot spots
- Meet facility objectives for the airports as identified in the Colorado Airport System Plan

U.S. 40, Segment 1

Planning Region 12 - Northwest

State Highway U.S. 40 **Beginning Mile Post** 0 **Ending Mile Post** 89.041

Utah border to west of Craig

VISION STATEMENT

The Vision for the U.S. 40 corridor is primarily to maintain system quality, improve safety and increase mobility. Overall this corridor serves as a multi-modal National Highway System facility that provides inter/intra regional connections to both places within and outside the region. However, Segment 1 (Utah border to west of Craig) is predominately passenger and truck traffic that is inter-regional/state rather than intra-regional, reflecting destinations outside the corridor. The US 40 corridor was identified in the 2003 Strategic Investment Program of projects. Future travel modes include passenger vehicle, expanded transit options, and truck freight.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are not expected to increase significantly. Users of the corridor value system preservation, safety, connections to other areas, and high levels of mobility.

GOALS / OBJECTIVES

Preserve existing transportation system

Maintain statewide transportation connections

Improve travel reliability

Reduce fatalities, injuries and property damage crash rate

Maintain or improve pavement to optimal condition

STRATEGIES

Add surface treatment overlays

State Highway 64

Planning Region 12 - Northwest

State Highway SH 64 **Beginning Mile Post** 0 **Ending Mile Post** 73.700

Dinosaur to Meeker

VISION STATEMENT

The Vision for the State Highway 64 corridor is primarily to maintain system quality and improve safety. This corridor serves as an intra-regional facility that provides local access as well as connecting the communities of Dinosaur, Rangely and Meeker. Future travel modes include passenger vehicle, aviation (Rangely Airport) and truck freight.

Based on historic and projected population and employment levels, passenger traffic and truck traffic volumes are expected to increase. The communities along the corridor value systems preservation, safety, and connections to other areas. They depend on tourism and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

STRATEGIES

- Improve Geometrics
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Meet facility objectives for the airport as defined in the Colorado Airport Systems Plan

State Highway 125

Planning Region 12 - Northwest

State Highway SH 125 **Beginning Mile Post** 0 **Ending Mile Post** 75.406

North of Granby to the Wyoming border

VISION STATEMENT

The Vision for the State Highway 125 corridor is primarily to improve safety and maintain system quality. This corridor serves as an inter/intra-regional facility that provides local access, and makes north-south connections within the north of Granby to Wyoming line area. Future travel modes include passenger vehicle, truck freight and aviation (Walden Airport).

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase only marginally. The communities along the corridor value improved safety, systems preservation and connections to other areas. They depend on tourism and agriculture/ranching for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and farm to market products within and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

STRATEGIES

- Improve Geometrics
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

State Highway 127

Planning Region 12 - Northwest

State Highway SH 127 **Beginning Mile Post** 0 **Ending Mile Post** 8.999

Northeast of Walden to the Wyoming border

VISION STATEMENT

The Vision for the State Highway 127 corridor is primarily to improve safety and to maintain system quality. This corridor serves as an intra regional facility that provides local access. Future travel modes include passenger vehicle and truck freight.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to marginally increase. The communities along the corridor value safety and system preservation. They depend on tourism and agriculture/ranching for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

STRATEGIES

- Improve Geometrics
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays

State Highway 131

Planning Region 12 - Northwest

State Highway SH 131 **Beginning Mile Post** 0 **Ending Mile Post** 68.721

Wolcott north to Steamboat Springs/US 40

VISION STATEMENT

The Vision for the State Highway 131 corridor is primarily to improve safety and maintain system quality as well as to increase mobility. This corridor serves as an inter/intra-regional facility that connects to places outside the region including an alternative north-south route from I-70 to the recreational facilities within the Steamboat Springs area. Future travel modes include passenger vehicle, truck freight and expanded transit usage

Based on historic and projected population and employment levels, passenger traffic freight volumes are expected to increase as residential sites and recreational facilities are developed or expanded. The communities along the corridor value improved safety, system preservation, high levels of mobility and connections to other areas. They depend on tourism and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Support commuter travel
- Support recreation travel
- Accommodate growth in freight transport
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Expand transit usage

STRATEGIES

- Improve Geometrics
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Provide and expand transit bus service
- Promote car pooling and van pooling

State Highway 134

Planning Region 12 - Northwest

State Highway SH 134 **Beginning Mile Post** 0 **Ending Mile Post** 26.999

Gore Pass, US 40 to SH 131

VISION STATEMENT

The Vision for the State Highway 134 corridor is primarily to maintain system quality and improve safety. This corridor primarily serves as a connecting facility linking SH 131 with US 40 as well as providing access to public lands. Future travel modes include passenger and recreational vehicles.

Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to marginally increase. The communities within the TPR value systems preservation, safety and connections to other areas. They depend on tourism and recreational usage for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and access to recreation areas while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Eliminate shoulder deficiencies
- Improve access to public lands
- Provide for tourist friendly travel

STRATEGIES

- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement

State Highway 139

Planning Region 12 - Northwest

State Highway SH 139 **Beginning Mile Post** 0 **Ending Mile Post** 72.065

Loma north to Rangely

VISION STATEMENT

The Vision for the State Highway 139 corridor is primarily to improve safety. This corridor serves as an inter/intra-regional facility that connects to places both within and outside the region, including a direct connection to I-70. Future travel modes include passenger vehicle and truck freight

Based on historic and projected population and employment levels, passenger traffic volumes are expected to only marginally increase while freight volumes will increase substantially. The communities along the corridor value system preservation, safety, and connections to other areas. They depend on tourism recreation and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, access to recreation sites and the movement of freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area

GOALS / OBJECTIVES

- Support recreation travel
- Accommodate growth in freight transport
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

STRATEGIES

- Improve Geometrics
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays

State Highway 317

Planning Region 12 - Northwest

State Highway SH 317 **Beginning Mile Post** 0 **Ending Mile Post** 11.999

Hamilton to Pagoda

VISION STATEMENT

The Vision for the State Highway 317 corridor is primarily to maintain system quality and to improve safety. This corridor serves as a local facility providing local access to recreational sites and public lands. Future travel modes include passenger and recreational vehicles.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to only minimally increase. Residents of the TPR value system preservation and safety. They depend on tourism, agriculture and recreational usage for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and recreational users in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Improve access to public lands

STRATEGIES

- Improve Geometrics
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Add/improve shoulders

State Highway 318

Planning Region 12 - Northwest

State Highway SH 318 **Beginning Mile Post** 0 **Ending Mile Post** 60.697

Utah border to the junction with U. S. 40

VISION STATEMENT

The Vision for the State Highway 318 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes east-west connections within the northwest portion of the TPR area. Future travel modes include passenger vehicle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. Residents of the TPR value system preservation and safety. They depend on tourism and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourist's freight and recreational users within and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Improve access to public lands
- Support recreational travel
- Support recreation travel

STRATEGIES

- Improve Geometrics
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Add/improve shoulders

State Highway 394

Planning Region 12 - Northwest

State Highway SH 394 **Beginning Mile Post** 0 **Ending Mile Post** 9.378

Craig to CR 39

VISION STATEMENT

The Vision for the State Highway 394 corridor is primarily to maintain system quality and to improve safety. This corridor serves as a local facility providing local access. Future travel modes include passenger vehicle and truck freight.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and recreational users while recognizing the environmental, economic and social needs of the surrounding area.

GOALS / OBJECTIVES

- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Improve access to public lands

STRATEGIES

- Improve Geometrics
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays

VIII – PREFERRED TRANSPORTATION PLAN

The Preferred Transportation Plan reflects the long-range transportation vision for the TPR. It highlights the interrelated nature of transportation to land use, development, and to the TPR's quality of life including a vital economy and protecting the human and natural environment. The Preferred Plan is an intermodal transportation plan that considers all modes of transportation as having a necessary role in providing mobility for people and freight and is consistent with the Vision, Goals and Strategies expressed in Chapter 3 and with the individual Corridor Visions detailed in Chapter 6. Key features of the plan include an emphasis on maintaining the existing transportation system and providing for future mobility needs.

Based on the alternatives analysis conducted for each corridor, the planning team assisted the RPC in identifying a set of representative projects for each mode to be included in the preferred plan. The projects in the existing (2020) list were reviewed to identify projects that have been completed, that need to be moved forward in the updated plan to address current needs, and include new projects not on the list to address new or developing needs anticipated in the next planning period. All reasonable and appropriate modes were considered. The projects were grouped by corridor.

All projects identified through the planning process were subjected to a preliminary screening process, which included the following questions:

- Does the project aid in the attainment of the vision and goals developed by the RPC?
- Is the project a justifiable need?
- Does the project provide a viable contribution to a system that meets the RPC's transportation needs?
- Is the project realistic based on the human and natural environment and the physical constraints of the area?

The resulting multi-modal preferred project list was entered into CDOT's new on-line project database, PlanSite, which will greatly increase the efficiency and accuracy of project listings. The list comprehensively addresses mobility, safety and system quality needs for the region, while supporting economic growth and development, protecting the human and natural environment, and sustaining the quality of life as defined in the TPR's values, vision, and goal statements.

Each corridor was evaluated during the corridor visioning process to determine the primary investment category. Each was then evaluated in terms of the mobility, safety and system quality needs of the corridor and compared to needs on other categories throughout the region. This list comprises the preferred plan for the TPR. No costs for implementation were included at this stage.

PREFERRED AVIATION PLAN

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

Six Year Capital Improvement Program: Every airport in the State of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year capital improvement program (CIP) list (see attached sample). That list contains major capital projects that the airport anticipates could take place over the six-year planning period. The CIP will show the year the project is anticipated to occur and it further identifies anticipated

funding sources that will be used to accomplish the project. Those funding sources can include local, FAA and Aeronautics Division funds.

CDOT – Aeronautics and FAA staff work very closely with those airports that anticipate funding eligible projects with grant funds from the FAA. Since the FAA and CDOT – Aeronautics are concerned with the Statewide system of airports, it is very important that individual airport projects be properly planned and timed to fit within the anticipated annual Federal funding allocation.

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

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

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

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

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

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

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

Airport Survey Information: As a part of the CDOT 2030 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits occurred requesting updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2030 planning period. Letters were mailed out to each airport manager or representative that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet (copy attached) whereby airports could list their anticipated projects through the year 2030.

Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information.

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

Joint Planning Conferences: One of the methods utilized by the CDOT-Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport. CDOT-Aeronautic and FAA staff attend these meetings. The JPC allows an opportunity for all of the aviation community to contribute into the planning process of the airport. Many good ideas and suggestions are generated as a result of these meetings.

Table 28: Preferred Aviation Plan

2030 Aviation Preferred Plan Projects*				
Airport	Projects	CDOT Investment Category	Corridor Number	Cost Estimate
Craig	1. Reconstruct aircraft apron	System Quality	US-40	$500,000
	2 Extend RW 7-25 to 7500" x 75'	Mobility		$2,100,000
	3. Construct Parallel Taxiway "A"	Mobility		$1,900,000
	4. Constr addl hangars and taxiways	Mobility		$750,000
	5. Reconstruct Runway 7-25	System Quality		$3,000,000
	6. Reconstruct and expand apron	Mobility		$1,000,000
	7. Rehab runway 7-25 (out years)	System Quality		$1,000,000
	Rehab and expand apron incl lighting	System Quality		$1,000,000
Granby	1. Relocate County Road	Mobility	US-40	$563,000
	2. Partial Parallel Taxiway	Safety		$335,000
	3. Improve safety area and rehab runway phase I	Safety		$2,111,111
	4. Rehab runway phase II	Safety		$1,666,666
	5. Expans/rehab apron	Mobility		$500,000
	6. Construct access taxiway	Mobility		$300,000
	7. Construct partial parallel taxiway phase II	Safety		$1,000,000
Hayden	1. Acquire property to realign SH 51	Safety	US-40	$58,332
	2. Snow removal equipment	Safety		$350,000
	3. Rehab portion of CS ramp	System Quality		$1,785,223
	4. Constr new terminal building	Mobility		$2,594,444
	5. Constr new CS apron at new term	Mobility		$3,333,333
	6. Constr new terminal area auto parking lot	Mobility		$1,125,509
	7. Constr new terminal roadway	Mobility		$1,499,177
	8. Constr new security fence w/ elec access gate	Safety		$615,206
	9. Constr corp hangar with parking acces	Mobility		$1,858,215
	10. Constr new terminal phase II	Mobility		$750,000
	11. Demo existing terminal	System Quality		$750,000
	12. Constr CS apron at new terminal phase II	Mobility		$3,333,333
	13. Expand existing ARFF facility	Safety		$500,000
	14. Rehab parallel taxiway	System Quality		$2,500,000
	15. Install RW 28 holding ramp	Mobility		$800,000
	16. Constr new airport access road	Mobility		$1,500,000
	17. Constr four exec hangars + ramp	Mobility		$1,200,000

2030 Aviation Preferred Plan Projects*				
Airport	Projects	CDOT Investment Category	Corridor Number	Cost Estimate
	18. Install FAA Contract air traffic control tower	Safety		$1,000,000
	19. Constr Airprot Water Storage tank	System Quality		$1,551,000
Kremmling	1. Update master plan	System Quality	US-40	$111,111
	2. Taxilane expansion	Safety		$220,000
	3. Apron expansion	Mobility		$500,000
	4. Expand apron phII and rehab existing	System Quality		$1,666,666
	5. Constr partial parallel taxiway	Mobility		$2,000,000
	6. Lengthen Runway to 6,250' **	Safety		$2,750,000
Meeker	1. Design for runway expansion and upgrade	Safety	SH 13	$783,556
	2. EA for #1 above	Safety		$80,000
	3. Rehab runway to C-II phase I	Safety		$5,333,334
	4. Runway rehab phase II	Safety		$2,944,444
	5. Extend runway to 8100'	Safety		$3,055,555
	6. Construct full parallel taxiway	Safety		$2,000,000
Rangely	1. Rehab Runway 6-24	Safety	SH 64	$1,818,888
	2. Provide for a non precision instrument approach**	Safety		$30,000
	3. Runway end identifier lights**	Safety		$12,000
	4. On site weather reporting**	Safety		$130,000
Steamboat	1. Rehab north apron	System Quality	US 40	$837,411
	2. Multi- aircraft hangar	Mobility		$345,000
	3. Relocate TW-A	Safety		$262,222
	4. Acquire land for RPZ	Safety		$33,333
	5. REILs and PAPIs on runway 14	Safety		$11,111
	6. Constr turnaround for runway 32	Safety		$400,000
	7. Expand SRE Building	Safety		$111,111
	8. Constr partial parallel taxiway south	Mobility		$4,000,000
Walden	1. Install PAPIs	Safety	SH 125	$67,150
	2. Hangar infrastructure	Mobility		$159,200
	3. Overlay RW 3-21	System Quality		$505,750
	4. Perimeter fencing	Safety		$179,200
	5. Crackfill and remark runway	System Quality		$107,120
	6. Upgrade runway lights	System Quality		$104,000
	7. Rehab pavements	System Quality		$600,000
	8. Provide for a non precision instrument approach	Safety		$50,000
	9. Runway End Identifier Lights	Safety		$12,000
	10. On site weather reporting	Safety		$130,000
TOTAL AMOUNT FOR ALL PROJECTS (PREFERRED PLAN				**$76,179,711**

*Note: In many cases the projects identified above are local community generated and are not necessarily endorsed or supported by either CDOT or the FAA
** Projects that have been identified in the 2000 Colorado Statewide Airport System Plan (These projects are not necessarily endorsed or supported by either CDOT or the FAA)
Source: CDOT

PREFERRED TRANSIT PLAN

Each provider in the Northwest study area submitted operational and capital projects for the next 25 years to address long-range transit needs. The Preferred Plan presented in the following section is based on *unrestricted funding* for the transit providers. The data include costs to maintain the existing system and to enhance the current transit services. The transit information assumes that primary funding will not be from Regional Priority Project (RPP) funds – however, all of the projects are eligible.

Available funding is expected to be far short of meeting all the identified needs. Therefore, it is important to provide a Preferred Plan that is not constrained by financial resources. The unconstrained transit information could be advanced through the amendment process to the Constrained Plan, if new or additional funds were identified—subject to the approved performance and environmental considerations. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future. Based on input at the September 16, 2004 public meeting, an additional transit project has been added to the preferred project list and the preferred project list of the Transit Element. The project, a proposed rail service from Craig to Steamboat Springs on the existing rail line has an estimated cost of $43.0 million. A more detailed cost estimate would be developed if this project were to advance to the constrained project list. Table 29 presents a regional total for the Long-Range Preferred Transit Plan. Specific projects for existing and new service are identified in the Transit Element. The data for the region is summarized for the next 25 years.

Table 29: Preferred Transit Plan

NWTPR Preferred Transit Plan		
Project Description	**Investment Category**	**2030 Plan Cost**
Bus purchase - capital - (existing service)	System Quality	$ 19,940,000
Transit operating funds - (existing service)	System Quality	$ 95,590,261
Bus purchase - capital - (new service)	System Quality	$ 15,650,000
Transit operating funds - (new service)	System Quality	$ 65,315,750
Craig to Steamboat Springs Rail Service	Mobility	$ 43,000,000
Total Transit		$ 239,496,001

Source: LSC 2004

PREFERRED ROADWAY PLAN

The following table lists the projects along with cost estimates for the Preferred Roadway Plan.

Table 30: Preferred Roadway Plan

Northwest TPR 2030 Preferred Roadway Plan							
Corridor	**Location #**	**Project Name**	**Improvement Type**	**Mile Post Marker**	**Investment Category**	**Cost Estimate ($ 1,000s))**	
9	**1**	**SH 9 - Summit County Line to Kremmling**	**Reconstruction/Minor widening**	**127 - 138**	**System Quality**	**$**	**23,100**
13	2	SH 13 - South of the Wyoming State Line	Reconstruction/Minor widening	111 - 128	System Quality	$	25,400
13	3	SH 13 - South of SH 64	Reconstruction/Minor widening	17 - 39	System Quality	$	24,800
40	4	US 40 - Fraser to Winter Park	Safety/Geometrics	227 - 230	Safety	$	6,000
40	5	US 40 - Tabernash to Fraser	Safety/Geometrics	223 - 227	Safety	$	8,000
40	6	US 40 - Granby to Tabernash	Mobility/Reconstruction	213 - 227	Mobility	$	31,500
40	7	US 40 - Kremmling East to MP 190	Safety Related Geometrics	185 - 190	Safety	$	7,500
40	8	US 40 - Intersections within Steamboat Springs	Intersection Improvements	128 - 137	Safety	$	1,897
40	9	US 40 - Snow Mountain Ranch Intersection	Intersection Improvement	219	Mobility	$	2,200
40	**10**	**US 40 - Mount Harris Cliffs East of Hayden**	**Reconstruction**	**113 - 117**	**Mobility**	**$**	**60,000**
40	**11**	**US 40 - Railroad Crossings**	**Grade Separations**	**100 and 113**	**Mobility**	**$**	**14,000**
40	**12**	**US 40 - Rabbit Ears Pass**	**Shoulders and Truck Ramps**	**138 - 157**	**Safety**	**$**	**7,500**
40	**13**	**US 40 - Muddy Pass East of Kremmling**	**Reconstruction**	**157 - 191**	**Mobility**	**$**	**51,000**
40	**14**	**US 40 - Craig to Steamboat Springs**	**Passing Lanes**	**89 - 128**	**Mobility**	**$**	**59,000**
131	16	SH 131 - Yampa River South Corridor	Safety/Geometrics	52 - 68	Safety	$	16,500
131	17	SH 131-Yampa to Oak Creek	Safety/Geometrics	42-52	Safety	$	15,000
131	18	SH 131 - Routt/Eagle County Line to Junction 134	Safety/Geometrics	21 - 33	Safety	$	18,000
131	19	SH 131 - Junction 134 to Yampa	Safety/Geometrics	33 - 42	Safety	$	14,500
14	20	SH 14 - Walden to Jackson/Larimer County Line	Safety/Geometrics	34 - 65	Safety	$	45,750
64	21	SH 64	Safety/Geometrics	27 - 38	Safety	$	15,750
64	22	SH 64 Bridge	Bridge Replacement	35	System Quality	$	1,500
134	23	SH 134 - Grand/Routt County Line to Toponas	Safety/Geometrics	0 - 11	Safety	$	15,750
139	24	SH 139 - Corridor	System Quality	39 - 53	System Quality	$	21,000
318	25	SH 318 - Colorado/Utah State Line to 2Bar Ranch	Reconstruction	0 - 60	System Quality	$	90,000
Bolded projects represent candidate projects from the CDOT 2003 Strategic Investment Program.					**Total**	**$**	**575,647**

Exhibit 34: Preferred Plan Priorities Map

Source: CDOT

IX – PRIORITIZATION PROCESS

In this step in the planning process, costs for the preferred plan list were developed and became part of the analysis. The following criteria were developed to assist the RPC in determining priorities.

CORRIDOR PRIORITIZATION CRITERIA

These criteria reflect the regional vision, goals and strategies and ensure that corridor priorities identify the best improvements to meet those goals.

Mobility/Congestion

- Significant current congestion (0.85 v/c urban or 0.60 v/c rural)
- Significant projected congestion (0.85 v/c urban or 0.60 v/c rural)
- Elevated current or projected AADT
- Mobility improvements contribute to significant reduction in congestion
- Mobility improvements contribute to access for low income, elderly, or physically disabled
- Significant interregional or interstate corridor
- Preserve options to anticipate future transportation needs in major mobility corridors

Safety

- High accident rate
- Services and programs that reduce fatalities, injuries and property damage
- Substandard shoulder width
- Dangerous curves/intersections, etc.
- Signalization or other Transportation System Management expected to reduce crashes contributes to bicycle/pedestrian safety

System Quality

- Maintains the functionality and aesthetics of existing transportation infrastructure
- Heavily used truck route
- Remaining Service Life is Low (Poor Surface Condition)
- Optimize life cycle costs with timely maintenance
- Develop a “travel friendly” transportation system that incorporates customer desires
- Ensure that investments into the transportation system sustain and/or improve quality of life

Ability to Implement

- Perceived cost/benefit

- Generally acceptable engineering parameters
- Funding availability
- Dedicated funding program

Public Support

- Strategic Project Program (7th Pot)
- Programmed in 2005-2010 STIP
- Documented in 2020 Constrained Plan
- Documented in 2020 Preferred Plan
- High-level public support demonstrated through public meetings, letters, etc.
- Contributes to geographic equity

Environment

- Completed environmental study or documentation
- Significant environmental improvements result from project

Economic Impact

- Important tourist or recreational route
- High volume interstate or interregional truck route
- Critical to regional economy

PLANNING LEVEL RESOURCE PROJECTIONS

This plan deals primarily with funds from CDOT's Regional Priority Program (RPP) as allocated to each of six CDOT Regions. The Northwest TPR is in CDOT Region 3. The allocation to CDOT Region 3 was $100.2 million for the period 2005-2030 for distribution among the regions four TPRs. Including the funds already committed in the 2005-2010 State Transportation Improvement Program, the TPR can expect to receive about $27.3 million in RPP funds for the period 2005-2030. The TPR's target for planning level RPP resource projection of almost $90.0 significantly exceeds the level of available funding. While this was acknowledged to be more than the TPR would reasonably expect to receive over the planning period, it was agreed to be an acceptable amount for the prioritization exercise. This allowed the RPC to prioritize funding beyond what is currently projected in an admittedly conservative economic climate. If additional funds are to be made available in the future, it may be possible to draw from this prioritized list without completing a full, and time consuming, plan update.

Table 31: Prioritized Roadway Plan

Northwest TPR 2005-2030 Prioritized Roadway Plan						
Rank	**Corridor**	**Project Name**	**Improvement Type**	**Mile Post Marker**	**Investment Category**	**Est. Cost ($ Mill)**
1	131	SH 131 - Yampa River South Corridor	Safety/Geometrics	52 – 68	Safety	$16.5
2	13	SH 13 - South of SH 64	Reconstruction/Minor widening	17 - 39	System Quality	$24.8
3	13	SH 13 - South of the Wyoming State Line	Reconstruction/Minor widening	111 - 128	System Quality	$25.4
4	9	SH 9 - Summit County Line to Kremmling	Reconstruction/Minor widening	127-1387	System Quality	$23.1
Total						**$89.8**

X – FISCALLY CONSTRAINED PLAN

This task identifies those transportation projects and programs that can be reasonably expected to receive funding within the planning period 2005-2030 from CDOT's Regional Priority Program (RPP).

The first step in the process of defining a Fiscally Constrained Plan was to obtain an estimate of "reasonably expected" revenues from CDOT. CDOT provided these financial projections for the entire state as well as by CDOT region based on its Resource Allocation formula. Off the $27.3 million expected to be available for the period 2005-2030, approximately $17.1 has already been committed in the 2005-2010 State Transportation Improvement Program. The remaining $10.2 million were allocated to projects beginning in 2011-2030 based on a joint meeting all TPRs in CDOT Region 3.

At that joint meeting, the TPRs prioritized their projects based on "reasonably expected" revenues from federal, state, regional, local, and private sources.

FISCALLY CONSTRAINED ROADWAY PLAN

The table presented below reflects the projects and the allocation of RPP funds for 2005-2030.

Table 32: Highway Corridor - 2030 Fiscally Constrained Plan

Highway Corridors - 2005-2030 Fiscally Constrained Plan		
Corridor	**Project Name**	**Amount ($Millions)**
131	Yampa River South Corridor – Oak Creek to Yampa River	$15,122,000
13	South of SH 64 – Rio Blanco/Garfield Co. Line to Jct. SH 64	$7,200,000
13	South of Wyoming State Line to Craig	$2,600,000
40	US 40 snow Mountain Ranch	$2,200,000
139	SH 139 Corridor	$200,000
Total		**$27,322,000**

FISCALLY CONSTRAINED AVIATION PLAN

Table 33: - Constrained Aviation Projects

Constrained 2005-2030 Aviation Projects*				
Airport	Projects	CDOT Investment Category	Corridor Number	Fiscally Constrained***
Craig	1. Reconstruct aircraft apron	System Quality	US-40	$500,000
Granby	1. Relocate County Road	Mobility	US-40	$563,000
	3. Improve safety area and rehab runway phase I	Safety		$2,111,111
	4. Rehab runway phase II	Safety		$1,666,666
Hayden	1. Acquire property to realign SH 51	Safety	US-40	$58,332
	2. Snow removal equipment	Safety		$350,000
	4. Constr new terminal building	Mobility		$2,594,444
	5. Constr new CS apron at new term	Mobility		$3,333,333
	6. Constr new terminal area auto parking lot	Mobility		$1,125,509
	7. Constr new terminal roadway	Mobility		$1,499,177
	8. Constr new security fence w/ elec access gate	Safety		$615,206
	9. Constr corp hangar with parking acces	Mobility		$1,858,215
	10. Constr new terminal phase II	Mobility		$750,000
	11. Demo existing terminal	System Quality		$750,000
	12. Constr CS apron at new terminal phase II	Mobility		$3,333,333
Kremmling	1. Update master plan	System Quality	US-40	$111,111
Meeker	1. Design for runway expansion and upgrade	Safety	SH 13	$783,556
	2. EA for #1 above	Safety		$80,000
	4. Runway rehab phase II	Safety		$2,944,444
	5. Extend runway to 8100'	Safety		$3,055,555
Rangely	1. Rehab Runway 6-24	Safety	SH 64	$1,818,888
Steamboat	1. Rehab north apron	System Quality	US 40	$837,411
	3. Relocate TW-A	Safety		$262,222
	4. Acquire land for RPZ	Safety		$33,333
Total Aviation Constrained Plan				**$31,034,846**

***Fiscally constrained considers only projects that are currently programmed within the airport's Capital Improvement Program through 2009. Refer to the State Plan for additional information

FINANCIALLY CONSTRAINED TRANSIT PLAN

This section of Chapter X presents the funding plan for the Northwest Region Long-Range Financially-Constrained Transit Plan. This Financially-Constrained Plan relies on the funding sources that are currently being used by the transit agencies or are likely to be realized over the planning horizon. Funding for transit services within the region will come from federal and local (public and private) sources.

The following section presents the financially constrained transit plan and the identified funds. The long-range constrained plan includes the continuation of existing services and funded projects. Table 34 and Table 35 present the long-range transit costs and funding. The estimated total for the existing services over the next 25 years is approximately $115.5 million.

Table 34: Transit Fiscally 2005-2030 Constrained Plan

Corridor	Project Description	Investment Category	2030 Plan Cost
NW TPR	Bus purchase - capital (existing service)	System Quality	$ 19,940,000
NW TPR	Transit operating funds (existing service)	System Quality	$ 95,590,261
Total Transit			$ 115,530,261

Source: LSC 2004

Table 35: Transit Plan Funding Sources-2005-2030

Funding Sources $	
Local Funding	$87,386,658
FTA 5309	$21,237,112
FTA 5310	$940,232
FTA 5311	$5,966,259
2030 Total	$115,530,261

Source: LSC 2004

SUMMARY

Table 36 below provides a summary of Highway Corridors, Transit, and Aviation for the 2030 Fiscally Constrained Plan.

Table 36: 2030 Fiscally Constrained Plan - Summary

2005-2030 Fiscally Constrained 2030 Plan – Summary *	
Highway Corridors	$27,322,000
Transit	$115,530,261
Aviation	$31,034,846
Total Fiscally Constrained Plan	**$173,887,107**

** Includes 2005-2010 STIP*

ASSESSMENT OF IMPACTS OF PLAN IMPLEMENTATION

The impacts from implementation of this plan are mixed. The currently acute shortage of transportation funding will continue to provide challenges for the TPR. The most positive result is that CDOT has made a firm commitment to complete improvements to 131, and 13 as well as consider other roadways as priorities for the region.

While CDOT Region 3 will continue to address safety, bridge and resurfacing needs on many of the region's highways, other major work will have to wait for the funding scenario to improve. Congestion and railroad grade crossing safety projects fall into this category of significant need, but insufficient funding.

As a result, congestion will continue to deteriorate in spot locations and many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists.

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