



2035 Regional Transportation Plan

January 2008



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**Northwest Regional Planning Commission
Colorado Department of Transportation**

**URS Corporation
9960 Federal Drive
Colorado Springs, CO 80921**

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EXECUTIVE SUMMARY

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

The Northwest Transportation Planning Region (TPR) includes the northwestern area of Colorado. It is composed of Grand, Jackson, Moffat, Rio Blanco and Routt counties including the cities of Dinosaur, Rangely, Meeker, Craig, Hayden, Steamboat Springs, Oak Creek, Yampa, Kremmling, Hot Sulphur Springs, Winter Park, Fraser, Granby, Grand Lake, and Walden. In 2008, it will be home to approximately 60,000 people.

The area offers opportunities for outdoor recreation with hiking, biking, wildlife viewing, rafting, skiing, fishing and hunting, and tourist ski attractions such as the Steamboat Ski and Resort Area and Winter Park.

Major components of the process included:

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

Key Issues and Trends

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

- **System Preservation as the primary need:** Increasingly high volumes of cars and heavy multi-axle trucks have contributed to the need to accelerate maintenance and repair of the existing system. The existing system has a considerable amount of facilities that are either in poor surface condition or lack adequate shoulders. In addition, a fair number of bridges have been designated as being eligible for replacement.
- **The plan should address safety and congestion throughout the region:** A general increase in traffic, largely a result of significant population and employment growth, particularly related to the emerging energy extraction industry, the growing construction industry, and compounded by longer commutes to employment and service centers, has raised the level of concern about safety issues resulting from congestion region-wide.
- **Individual corridors of high importance:** Five corridors have been identified as regional priorities due to increased traffic volumes, particularly increasing heavy truck

traffic. The following corridors are seen as critical links in the system requiring improvements:

- SH 13 Rifle North to Wyoming Border
- US 40 West of Craig East to Empire/I-70
- SH 64 Dinosaur to Meeker
- SH 131 Wolcott North to Steamboat Springs
- SH 139 Loma North to Rangely

The plan addresses these and other needs through the Vision Plan (total needs), the Constrained Plan (improvements for which resources are projected to be available through 2035), and the Midterm Implementation Strategy (those highest priorities which require attention during the first 10 years of the plan).

Vision Plan

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

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

Table ES-1 2035 Vision Plan Summary

Vision Plan Costs	
Highway Corridors	\$779,255
Transit	\$301,123
Aviation	\$231,482
Total	\$1,311,860

Constrained Plan

The TPR will be allocated about \$304 million in available funds for the period 2008-2035. Since the TPR's vision plan for the region identifies needs, which significantly exceed the level of available funding, the Regional Planning Commission reviewed options and priorities for funding, assigning program amounts for each corridor and mode as summarized in the table below.

Table ES-2: 2035 Fiscally Constrained Plan Allocations

2035 Constrained Total		
Corridor	Description	(\$000)
TPR	Region 3 Shoulder Improvements	2,348
TPR	Region 3 Engineering Studies and Environmental Compliance	1,174
SH13	Rifle North to Wyoming Border	5,869
US 40 E	West of Craig East to Empire/I-70	2,817
SH 64	Dinosaur to Meeker	1,878
SH 131	Wolcott North to Steamboat Springs/US 40	9,155
SH 139	Loma North to Rangely	236
Transit		\$172,003
Aviation		\$108,750
Total		\$304,229

Source: URS; LSC 2007

Midterm Implementation Strategy Corridors

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

Table ES-3 Midterm Implementation Strategy Corridors

Corridor	Major Issues	Selected Strategies
SH 13 Rifle North to Wyoming Border	<ul style="list-style-type: none"> ▪ Increase in heavy truck traffic due energy extraction activities ▪ Increase in passenger, tourism, and freight traffic ▪ Highway does not have adequate passing lanes or shoulders 	<ul style="list-style-type: none"> ▪ Add auxiliary lanes (passing, turn, accel/decel) ▪ Construct shoulders ▪ Construct intersection improvements
US 40 West of Craig East to Empire/I-70	<ul style="list-style-type: none"> ▪ Traffic congestion in local communities ▪ Increase in heavy truck traffic due to growth in residential and commercial construction along with increased energy extraction activities ▪ Increase in passenger and freight traffic ▪ High demand for commuter and seasonal transportation 	<ul style="list-style-type: none"> ▪ Construct intersection improvements ▪ Expand transit service ▪ Construct shoulders ▪ Add auxiliary lanes (passing, turn, accel/decel) ▪ Implement land use planning and access management ▪ Pedestrian/bike connectors near congested towns
SH 64 Dinosaur to Meeker	<ul style="list-style-type: none"> ▪ Increase in heavy truck traffic due energy extraction activities ▪ Increase in passenger and freight traffic ▪ Highway does not have adequate passing lanes or shoulders 	<ul style="list-style-type: none"> ▪ Add auxiliary lanes (passing, turn, accel/decel) ▪ Construct shoulders ▪ Construct intersection improvements
SH 131 Wolcott North to Steamboat Springs	<ul style="list-style-type: none"> ▪ Increase in heavy truck traffic due energy extraction activities ▪ Substantial increase in freight traffic ▪ High demand for commuter and seasonal transportation 	<ul style="list-style-type: none"> ▪ Expand transit service ▪ Construct shoulders ▪ Add auxiliary lanes (passing, turn, accel/decel) ▪ Implement land use planning and access management ▪ Pedestrian/bike connectors near congested towns
SH 139 Loma North to Rangely	<ul style="list-style-type: none"> ▪ Increase in heavy truck traffic due energy extraction activities ▪ Substantial increase in freight traffic ▪ Highway does not have adequate passing lanes or shoulders 	<ul style="list-style-type: none"> ▪ Add auxiliary lanes (passing, turn, accel/decel) ▪ Construct shoulders ▪ Construct intersection improvements

Source: NWRPC and CDOT 2007

NORTHWEST TRANSPORTATION PLANNING REGION

Introduction

This plan contains an analysis of the transportation, socioeconomic, and environmental systems of the Northwest Transportation Planning Region (NWTTPR). This data helps form the technical background for long range transportation system improvements. The 2035 Plan is an update to the 2030 Plan completed in 2004. The update is intended to respond to Key Trends and Emerging Issues, as well as the evolving financial picture. As an update, many of the previous plan's key components and priorities remain in place.

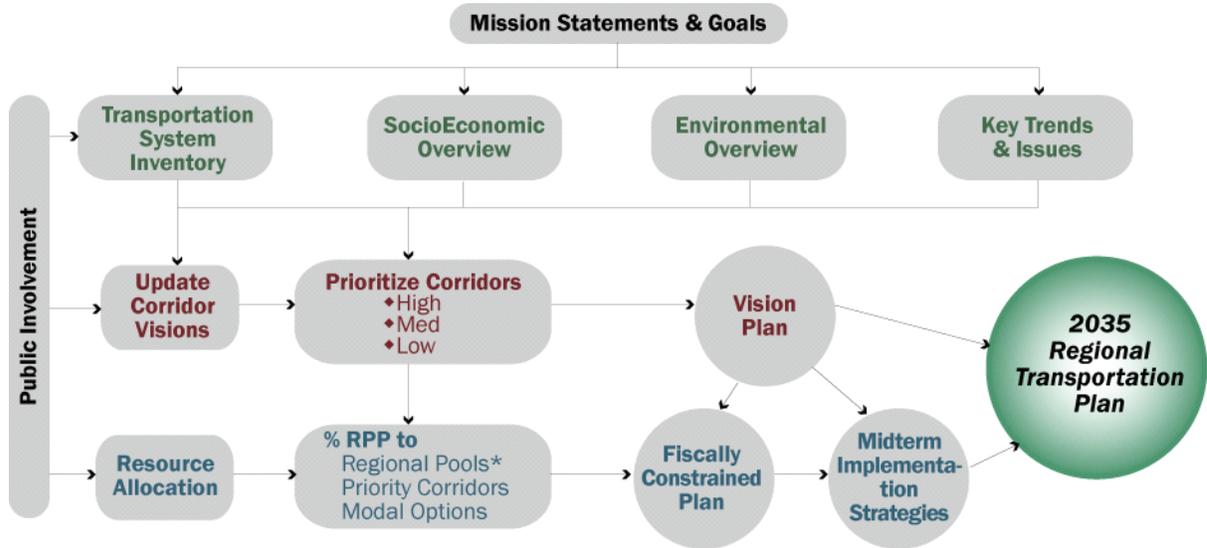
The Planning Process

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

Figure 1 provides a diagram depicting the planning process that has been followed in developing the Northwest 2035 RTP. The planning process began with a review of the mission statement and goals as established in the 2030 RTP. Representatives of the communities in the region and the general public were asked to help identify recent trends in the region that affect the transportation system and the long range needs of the region. Overviews of the existing transportation system, socioeconomics, the environment, and projected growth in the region were completed based on information provided in the CDOT planning dataset.

The inventory and initial public input were used to update the corridor visions which were established in the 2030 RTP. Each of the 15 multi-modal corridor segments in the Northwest TPR has a vision, goals, and specific strategies to achieve the vision and goals. Since this is corridor-based plan, the corridors have been divided into high, medium, and low priority. The corridor visions and the prioritized corridors comprise the vision plan for the region. A fiscally constrained plan was then developed by assigning the estimated available funding to the corridors and to the improvement pools. Lastly, a midterm implementation strategy was developed to identify what can be done to address difficult trade-offs that are necessary to manage the transportation system over the next ten years, given the limited funds and increasing costs.

Figure 1: Planning Process



* as appropriate

Source: URS 2007

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 NWTPR. The RPC has the responsibility to carry out the regional planning process and adopt the plan. See Table 1 below for the list of RPC members.

Table 1: Regional Planning Committee Membership

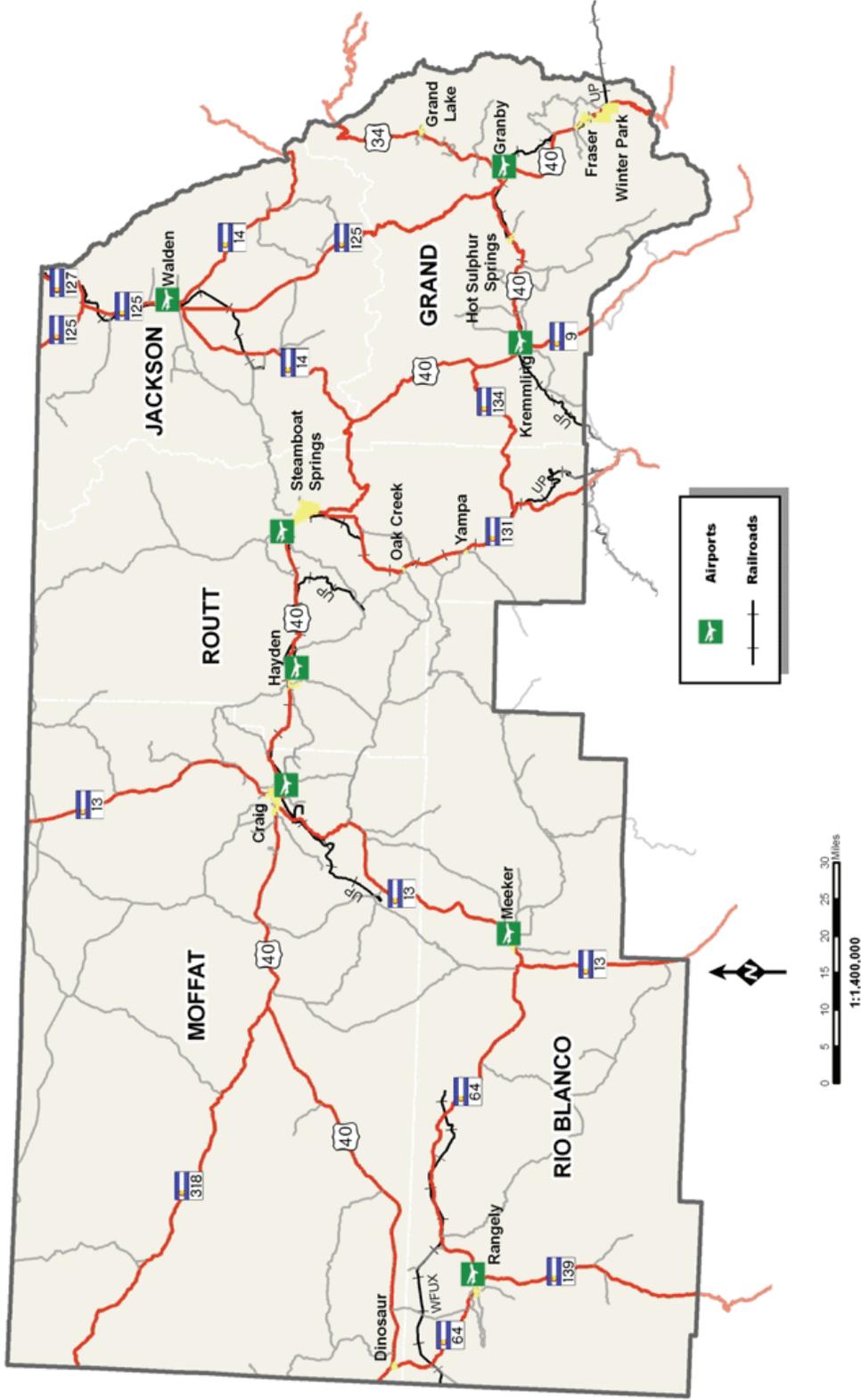
Member	Title	Organization
Gary Bumgarner	Commissioner	Grand County
John Rich	Commissioner	Jackson County
Tom Mathers	Commissioner	Moffat County
Forrest Nelson	Commissioner	Rio Blanco County
Diane Mitsch Bush	Commissioner	Routt County
Don Jones	Mayor	Craig
Jim Ferree	City Manager	Craig
Freda Powell	Mayor	Dinosaur
Fran Cook	Mayor	Fraser
Jeffrey Durbin	Town Manager	Fraser
Ted Wang	Mayor	Granby
Vacant	Town Manager	Granby
Judy Burke	Mayor	Grand Lake
Shane Hale	Town Manager	Grand Lake
Ken Gibbon	Mayor	Hayden
Russ Martin	Town Manager	Hayden
Hershal Deputy	Mayor	Hot Sulphur Springs
Thomas Clark	Mayor	Kremmling
Tedmond Soltis	Town Manager	Kremmling
Steve Loshbaugh	Mayor	Meeker
J. Elliott	Mayor	Oak Creek
Ann Brady	Mayor	Rangely
Lance Stewart	Town Manager	Rangely
Loui Antonucci	City Council President	Steamboat Springs
Alan Lanning	City Manager	Steamboat Springs
George Krawzoff	Transportation Director	Steamboat Springs
Dirk Ramsey	Mayor	Walden
Nick Teverbaugh	Mayor	Winter Park
David Torgler	Planning Director	Winter Park
Bruce Pitts	Mayor	Yampa
Janet Ray	Town Clerk	Yampa

Source: NWTPR Regional Planning Commission 2007

Project Area

The Northwest TPR encompasses Grand, Jackson, Moffat, Rio Blanco, and Routt Counties. Figure 2 represents the NWTPR planning region.

Figure 2: Northwest Planning Area



Source: CDOT Dataset 2005

PUBLIC INVOLVEMENT

The public involvement process provides for communication among all interested parties through a public meeting and RPC meetings, which are open to the public. 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 elected and appointed officials, city and county planning and transportation staff, and special interest groups with an interest in the transportation issues. In addition a “global” list was generated and included State Senators, State Representatives, Federal and State Agencies, and the Colorado Transportation Commission. Three meetings were held in the TPR, including a Pre-Forum, Regional Transportation Forum, and a Prioritization meeting.

Pre-Forum

A Pre-Forum was held for the Northwest TPR on July 27, 2006 to gather input from the RPC and others on whom to invite to the Regional Transportation Forum. In addition, ways in which to contact stakeholders and key persons as well as how to engage the general public was discussed. General issues discussed at the meeting included:

- It is important to engage numerous segments of the public if possible from all corners of the NWTPR for input in the transportation planning process such as bicycle clubs, airport master plan groups, chambers of commerce, civic organizations, along with agricultural, coal mining, power generation and homeowner associations, etc.
- Financial constraints need to be presented in a way that prompts attendees to propose creative funding sources to supplement limited available resources.
- Need coordinated transportation effort provided by the lodging community in Steamboat Springs and surrounding area.
- The future of aviation facilities and their condition are a concern in the NWTPR.
- South Routt County needs more transit connections as there are gaps in service for seniors and no service for the general public.
- Growing residential and commercial construction are bringing increased heavy truck traffic, especially near Steamboat Springs and Winter Park, degrading both state system highways and county roads.
- Energy extraction activities are bringing heavy trucks into the TPR that are degrading both the highways and county roads particularly in the western portion of the TPR.
- The need for shoulders on TPR roadways was indicated; snow removal also causes safety and mobility concerns on roadways.
- Wildlife crossings are a concern in the TPR.
- Bicycle/vehicle conflicts are a concern in areas where roadways lack shoulders.

Regional Transportation Forum

The Regional Transportation Forum was held on September 27, 2006 to gather input from the general public and others on general transportation-related issues and concerns and assess what their preferences are for transportation improvements in the NWTTPR. The meeting was held at Howelsen Lodge, Olympian Hall, 845 Howelsen Parkway, Steamboat Springs at 4:00 pm.

Approximately 300 invitations were directly mailed to persons who expressed an interest in transportation planning or by reason of job affiliation with a local government. In addition, nine local radio stations and eight newspapers throughout the TPR were sent press releases that announced the forum location and time.

The meeting format was a presentation along with interactive voting on questions embedded within the presentation. A series of displays of transportation system inventory was available for members of the general public to view. The presented information provided the basis for discussions with consultant staff and CDOT regarding long-range transportation issues for the TPR.

In addition, CDOT recently acquired electronic polling equipment that allowed the consultant to ask attendees to vote on several questions pertaining to the issues and trends of the NWTTPR. Attendees were asked to select responses to survey questions that were then compared to the responses of the original phone survey, which was conducted in January 2006.

For more details regarding the forum see Appendix A for a complete meeting summary.

Prioritization Meeting

The Prioritization Meeting was held in Steamboat Springs on March 22, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre-Form Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 mentioned above to update priorities and identify additional projects. The Corridor Visions and 2035 Vision Plan, as amended, appear later in this document.

Draft Plan Review

The Draft 2035 Plan was released in July 2007, incorporating as appropriate all input from the public and decisions by the RPC. After a period of review, a Joint Public Outreach Meeting for Northwest TPR was held in Steamboat Springs on October 24, 2007 from 5:30 to 8:30 pm at the Howelsen Lodge. Approximately 50 people attended this meeting. The format of the meeting was an open house with boards presenting issues for the TPR and CDOT funding mechanisms. The purpose of the meeting was to solicit comments on the NWTTPR 2035 Plan and the 2035 Statewide Transportation Plan Appendix A - Public Involvement for more information. The meeting was held jointly with CDOT to also enable review of the draft Statewide Plan at that time. This approach was useful so that attendees could see the regional plan in context with other regions and the state as a whole. Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC in January 2008.

Primary issues discussed at the meeting included:

- A controversial proposal for a bypass of the main part of Steamboat Springs via a new route that may cross potentially sensitive open space
- The increasingly heavy truck traffic associated with energy development and associated road condition and safety concerns; local governments have inadequate funding streams in place to mitigate the growth in traffic.
- The increasing role of public transportation in the resort areas and its ability to mitigate transportation demand

REGIONAL VISION, GOALS & STRATEGIES

Background

Completion of 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, and RPC 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 2035 plan.

Goal development and achievement of the goals are seen as on-going processes of regional improvement. The regional vision, goals, and strategies from the previous 2030 plan, completed in 2004, were reviewed as a starting point for this task.

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.

Upon review of the 2030 Plan by RPC members, the previous visions, goals and strategies were found to be consistent with the current needs of the region; therefore, they were not changed and were incorporated into the 2035 plan.

Issue Identification

The following lists describe the key issues identified for the NWTTPR during the public involvement process.

- Lack of shoulders on the TPR roadways is a safety concern as pull off areas/bicycle ways are either not provided, or are not wide enough to accommodate bicycles, or motor vehicles that need to pull off the road.
- Increases in truck traffic (primarily energy development and lumber extraction) throughout the TPR are starting to and could continue to degrade and congest the roadways causing safety concerns, especially on highways with no shoulders (see above).
- The need for passing/climbing lanes exists throughout the TPR, as roadway capacity often does not allow enough opportunity for safe or convenient passing.
- A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified. The need for eventually providing mass public transportation within the TPR has been expressed. Providing passenger rail on existing UP rail corridors was suggested as one option.
- Improved roadway maintenance is needed to address poor roadway surface conditions in the TPR.

- Increase in year round commuter traffic between towns and regional employment centers.
- Airports need improvements. In addition, closing smaller airports may not be economically beneficial for communities. For example, flying very light jets (VLJ), that can be served by smaller airports, is a growing trend that would also serve the growing second home and location neutral business markets in the TPR.
- More intermodal connections need to be provided as few exist in the TPR.
- CDOT's timeframe requirements for project implementation needs to be shorter than 10-15 years.
- More use of the railroads, both for freight and eventually passenger rail needs to be planned for, in order to get trucks and other traffic off the road.
- Wildlife crossings need to be maintained and potential wildlife/vehicle conflicts are a safety concern.

2035 Goals and Strategies for Transportation

The transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the environmental conditions that make this a great place to live, work and visit. The transportation system supports economic development by providing mobility for people and goods as well as multimodal access to services. The 2035 regional transportation plan envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the Northwest Transportation Planning Region.

The following are the regional goals and strategies identified for the NWTTPR.

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, including roadway improvements like shoulder widening, intersection improvements, turn lanes, traveler information systems, signing, etc.

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 NWTTPR 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 and/or expand existing transit systems.

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.

ACCOMPLISHMENTS

Several major projects have been completed or are underway in the TPR since 2004. CDOT Region 3 continues to invest all available transportation dollars in improvements that make a difference. The following is a partial list of significant accomplishments in the NWTTPR:

US 34 - National Scenic Byways Designation – Trail Ridge Road and Colorado River Headwaters

SH 131 – Yampa River South Corridor Reconstruction

SH 13 – Safety Improvements

SH 13 – Bridge Replacement

US 40 Berthoud Pass Corridor

Reconstruction of this high altitude, previously narrow highway provided a safer, modern mountain corridor and also improved water quality, reduced erosion, and took steps to protect local wildlife. Work on this corridor is 100% complete. The last project was completed in November 2006. The corridor is now a continuous 3-lane road from Winter Park to I-70.

In addition to the safety and mobility improvements, special attention was given during design and Construction to environmental issues such as land slide stabilization, water quality, roadway sand collection and removal, and animal movement through the corridor.

The corridor received five national and international awards from organizations such as: International Erosion Control Association; FHWA; American Council of Engineering Companies of Colorado; American Road and Transportation Builders Association.

Figure 3: NWTPR SH 131 Reconstruction Project



Source: CDOT 2007

Figure 4: NWTPR SH 13 Safety Improvement Project



Source: CDOT 2007

TRANSPORTATION SYSTEM INVENTORY

Introduction

This section 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 to identify existing conditions. Not only does this “picture” of the existing system broaden our knowledge of what types of transportation 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 relied to a significant degree on the Transportation Planning Dataset as developed by CDOT. The Dataset contains complete information on the highway characteristics and traffic data as well as modal components of the state’s transportation system. Information from the Dataset has been displayed as maps where appropriate.

A complete inventory of transit operators and their services was undertaken during the planning 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 Local Human Services Transportation Coordination Plan published separately.

System Inventory

The following sections utilize the best, most current data available as provided by CDOT. Most highway information is for the year 2005, the most recent data available. However, URS consultants worked closely with CDOT staff to update the 2005 dataset to reflect the most current data. The sections describe the region’s highway system with the following information:

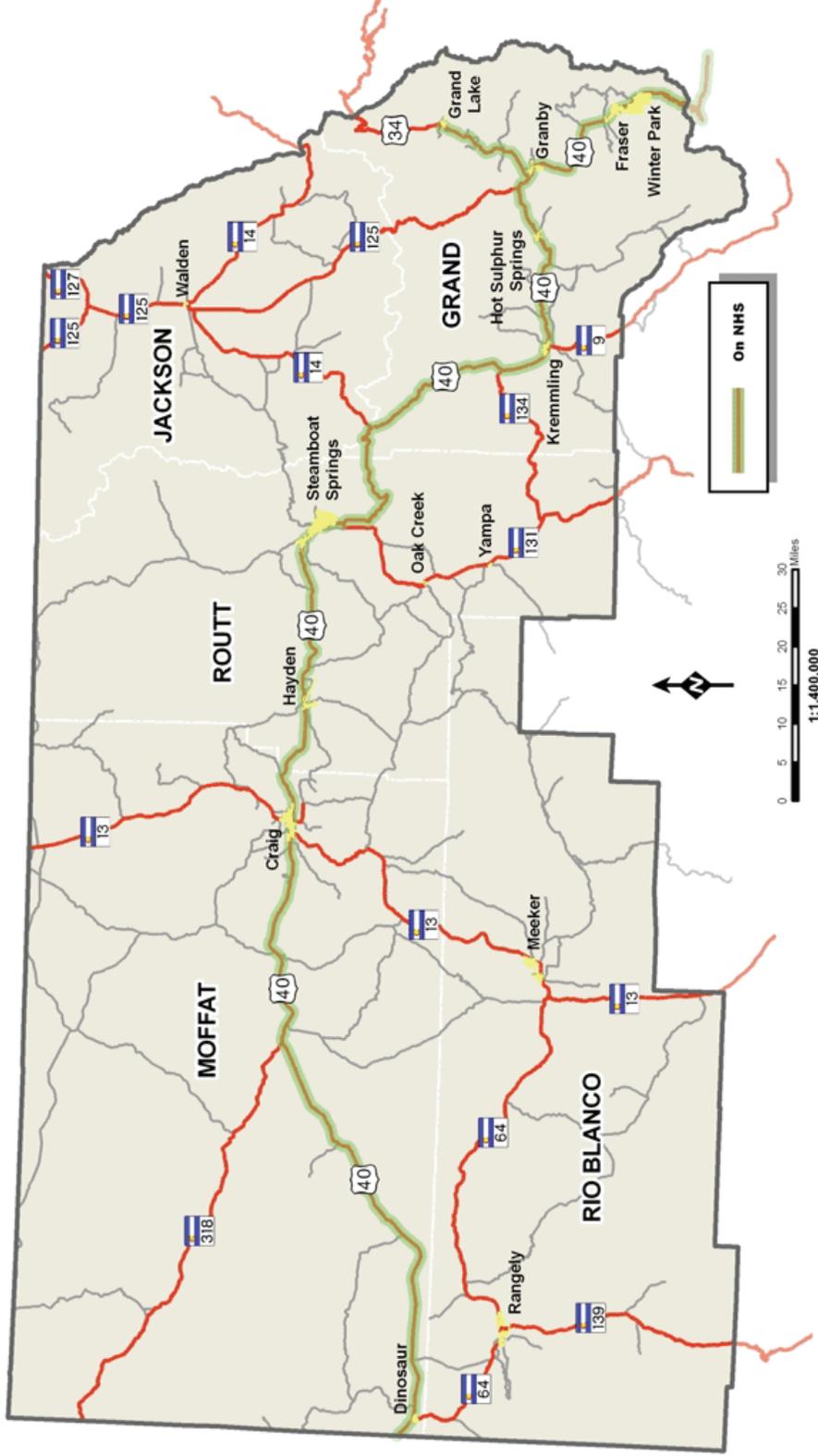
- National Highway System
- Functional Classification and Mileage
- Scenic Byways
- Traffic Volumes
- Surface Condition
- Fatal Crash Rates
- Bridges
- Paved Highway Shoulders
- Commercial Truck Traffic
- Railroads
- Freight Flows
- Airports
- Hazardous Materials Routes
- Transit Providers
- Intermodal Facilities

Highway and Local Road System

National Highway System

The National Highway System (NHS) was first proposed in the Intermodal Surface Transportation Efficiency Act 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 metropolitan areas, providing access to recreational areas, connecting 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. Nearly 260 miles of US 40 and US 34 within the NWTPR are identified as being on the NHS. See Figure 5.

Figure 5: Northwest National Highway System



Source: CDOT Dataset 2005

Functional Classification

The classification of the highway segment, as defined by FHWA, 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.

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.

Local - streets whose primary purpose is feeding higher order systems (Collector & Arterial), or providing direct access with little or no through traffic. See Figure 6 below.

State Highways

The following table shows mileages and percent of total state highways for each functional classification within the NWTPR. Of just over 800 miles, approximately 51 % are Minor Arterial Rural, 33% are Other Principal Arterial Rural, and 11% are Major Collector Rural. See Table 2.

Table 2: State Highway Functional Classification

Highway Classification	Center Lane Miles	% Center Lane Miles	Lane Miles	% of Lane Miles
Freeway Urban	0	0%	0	0%
Other Principal Arterial Urban	21	3%	52	3%
Collector Urban	4	0%	8	0%
Minor Arterial Urban	0	0%	0	0%
Interstate Rural	0	0%	0	0%
Other Principal Arterial Rural	259	32%	548	32%
Minor Arterial Rural	419	52%	841	52%
Major Collector Rural	87	11%	175	11%
Minor Collector Rural	16	2%	34	2%
Total	806	100%	1658	100%

Source: CDOT Dataset 2005

Local Roadways

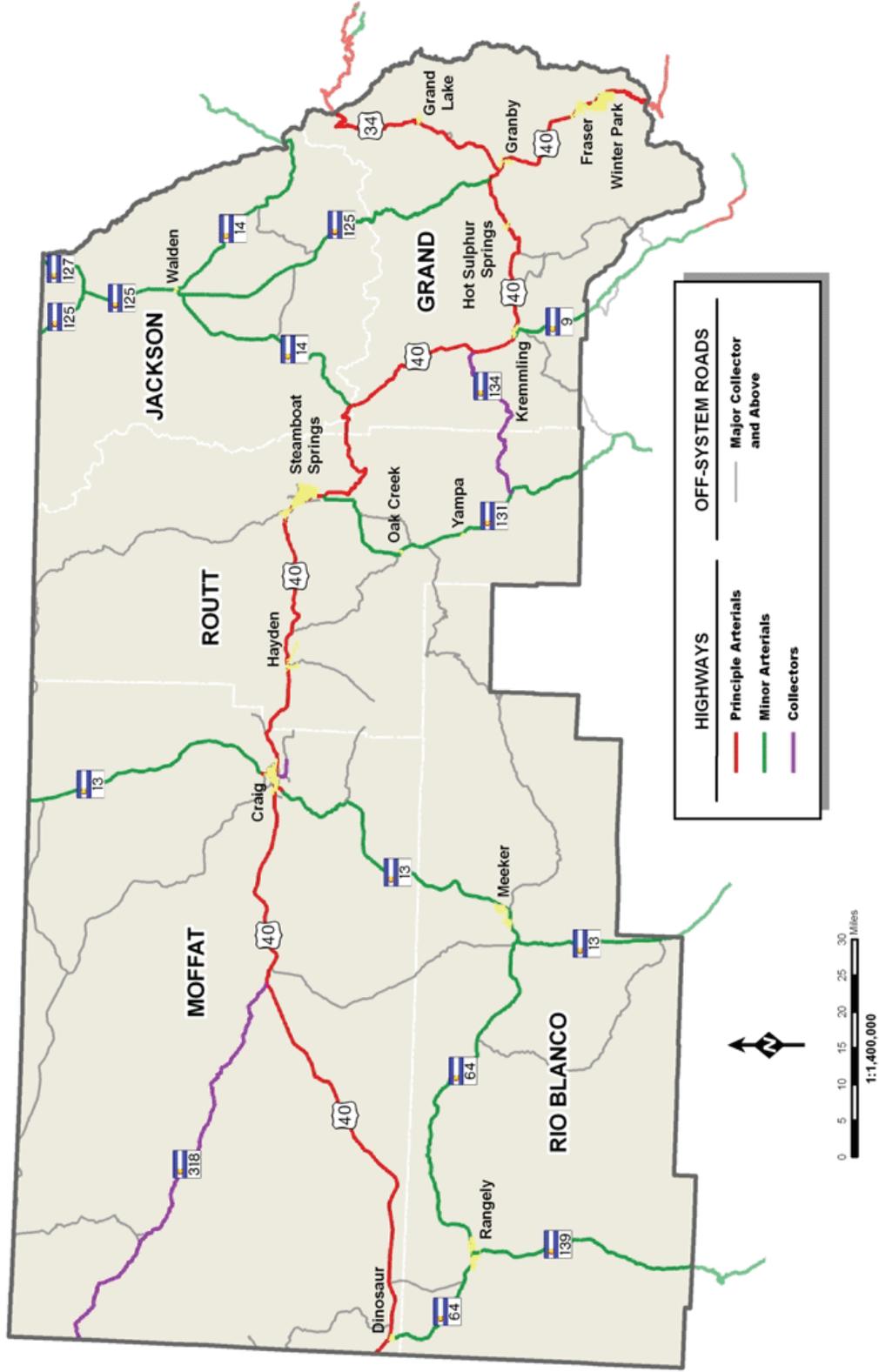
Roadways not on the state highway system, “off system” are the local roadways maintained by either the counties or municipalities with jurisdiction over them. Table 3 categorizes by center lane miles the functional classifications for local roadways in the NWTPR.

Table 3: Local Road Functional Classification

Road Classification	Center lane Miles	% of Total
Principal Arterial Rural	0	0%
Minor Arterial Rural	0	0%
Major Collector Rural	486	10%
Minor Collector Rural	800	16%
Local Rural	3,598	71%
Highway Urban	0	0%
Minor Arterial Urban	28	1%
Collector Urban	15	0%
Local Urban	112	2%
Total	5,039	100%

Source: CDOT Dataset 2005

Figure 6: Northwest Functional Classification Map



Source: CDOT Dataset 2005

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, and portions of US 40, SH 34 and SH 14 to the east. See Figure 7. The designated byways are described in more detail below.

Cache Le Poudre – North Park

SH 14 from Walden to Fort Collins is known as the Cache La Poudre – North Park Scenic Byway. North Park is a bowl-shaped valley just west of the Continental Divide. The roadway traverses the Cache Le Poudre River canyon. The length of the designated byway is approximately 101 miles.

Flat Tops Trail

SH 64 from Meeker to Yampa is designated as the Flat Tops Trail Scenic Byway. This route cuts through a national forest and wildlife habitat. Other land uses along the route includes ranches, mines and timber-producing woodlands. The length of this route is approximately 82 miles.

Colorado River Headwaters

US 40 from State Bridge in Eagle County to Grand Lake is designated as the Colorado River Headwaters Scenic Byway. Grand Lake has Colorado's largest natural lake as an attraction and the route ends along Upper Gore Canyon. The length of the designated route is approximately 80 miles.

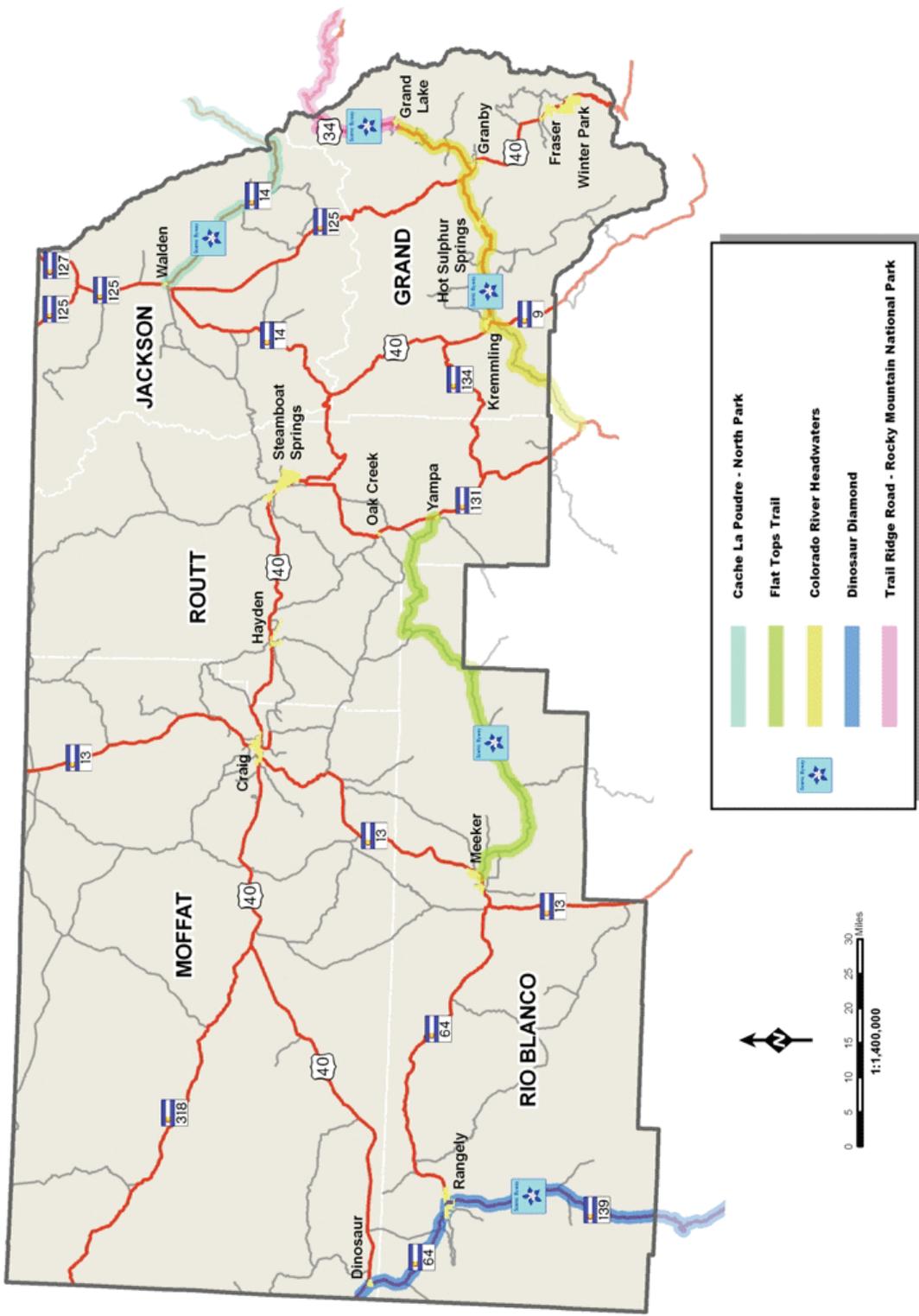
Dinosaur Diamond

SH 139 at the southern Rio Blanco County Line north to Rangely, SH 64 from Rangely to Dinosaur and a small portion of US 40 from SH 64 to the western Colorado state line, are the Colorado/eastern portion of the designated Dinosaur Diamond Scenic Byway. This route is a loop. The total length of the diamond is approximately 486 miles and extends into Utah, where the majority of the route is sited. The area is known for significant dinosaur fossil quarries, has high mountainous areas, and barren plateaus, with two national parks and two national monuments sited along it. The Green and Colorado Rivers also are in the vicinity of this route.

Trail Ridge Road – Rocky Mountain Park

US 34 from Estes Park to Grand Lake is designated as Trail Ridge Road Scenic Byway. This route traverses a mountain pass with an elevation of over 12,000 feet within Rocky Mountain National Park. The length of this route is approximately 48 miles.

Figure 7: Northwest Scenic Byways



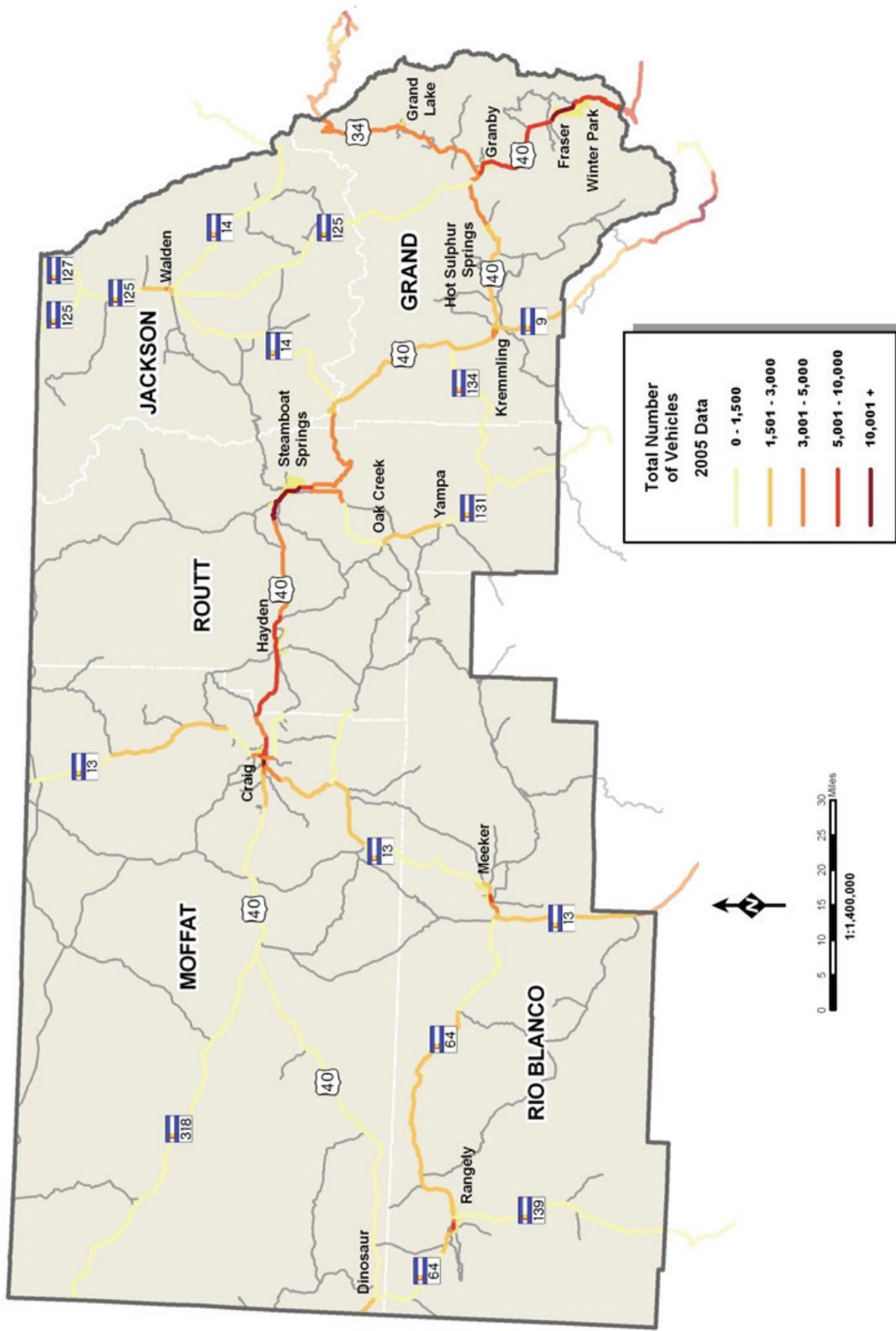
Source: CDOT Dataset 2005

Average Annual Daily Traffic (2005 & 2035)

Traffic volumes on state highways were generated using 2005 CDOT data, 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. See Figure 8. In 2005, the highest traffic volumes were on US 40 north of Winter Park to Granby and west on US 40 between Steamboat Springs and Craig.

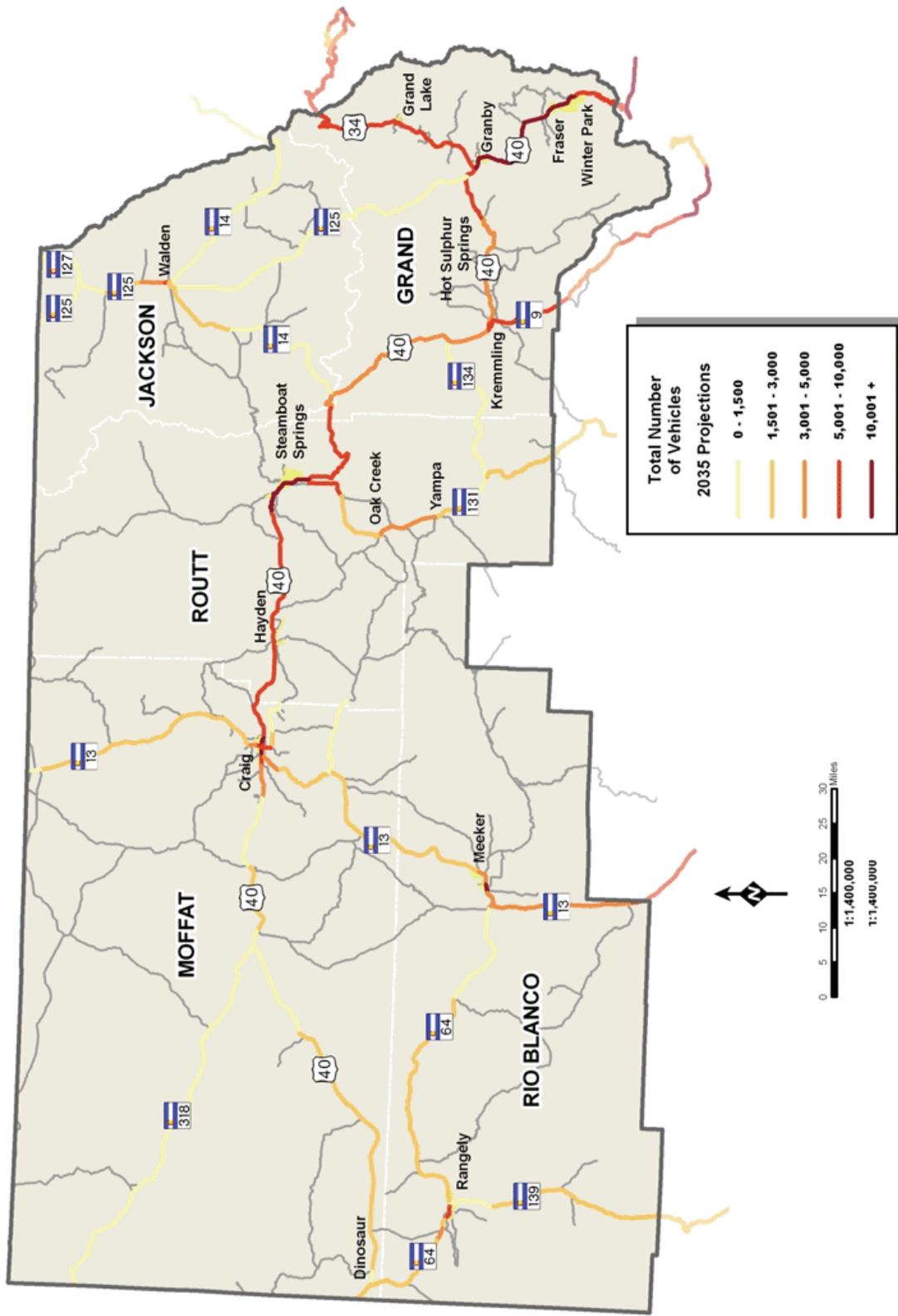
2035 projected traffic volumes reflect continued growth on US 40 between Winter Park and Granby, on US 34 in the Granby/Grand Lake area, and on US 40 between Steamboat Springs and Craig. CDOT data indicates that roadways within the NWTIPR with over 10,000 AADT will increase from 13 miles in 2005 to almost 35 miles in 2035 representing a 169% increase. See Figure 9.

Figure 8: Northwest Average Annual Daily Traffic (2005)



Source: CDOT Dataset 2005

Figure 9: Northwest Average Annual Daily Traffic (2035)



Source: CDOIT Dataset 2005

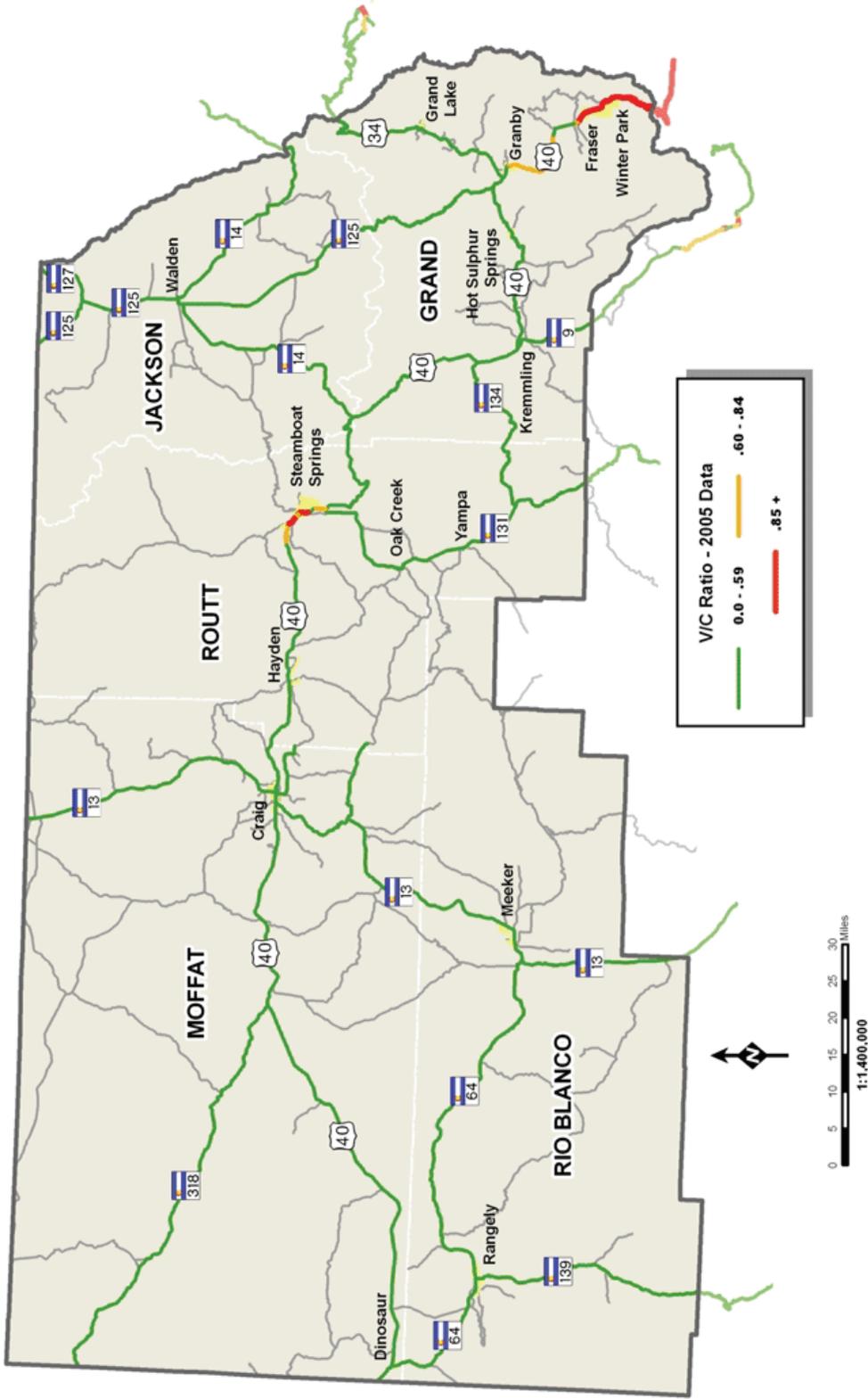
Volume to Capacity Ratio (2005 & 2035)

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 zero (no congestion) and 100 (gridlock). For the purpose of this plan and in support of CDOT's Congestion Relief Program, a V/C ratio of greater than or equal to 0.85 will be used to determine congestion. CDOT's Congestion Relief Program makes some funds available for improvements on corridors that exceed the 0.85 threshold.

Figure 10 reflects segments of state highways in 2005 that had a V/C ratio of greater than or equal to 0.85 including US 40 from Winter Park to Fraser and on US 40 in proximity to Steamboat Springs.

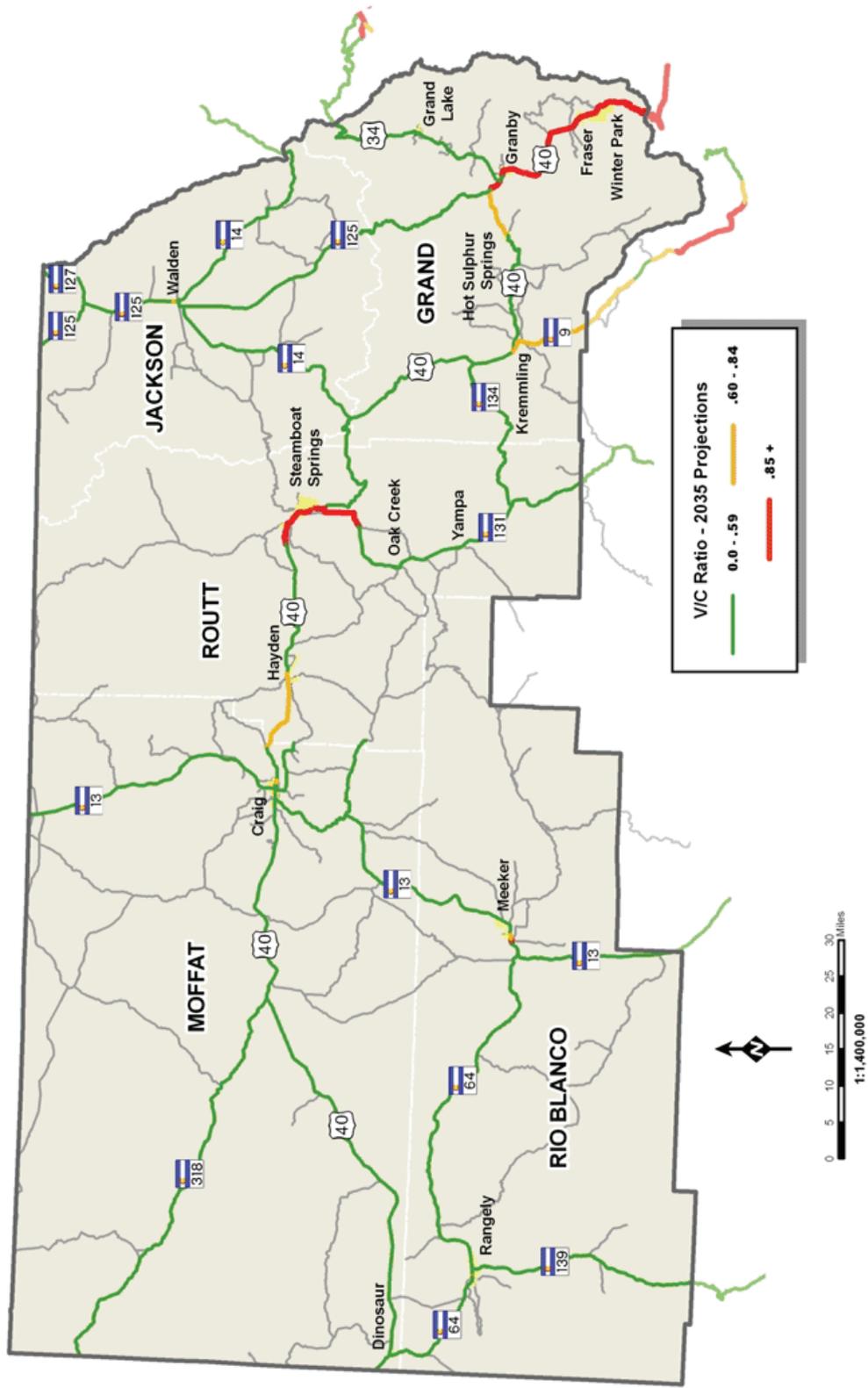
For 2035, Figure 11 reflects segments of state highways that will have a V/C ratio greater than or equal to 0.85 including segments of SH 131 in proximity to Steamboat Springs and US 40 from Winter Park to Granby and in proximity to Steamboat Springs. For the region, highways with a V/C ratio greater than 0.85 would increase from 19 miles (2% of roadway miles) in 2005 up to 48 miles (6% of roadway miles) in 2035. This represents an increase of approximately 153%. The 2035 V/C ratio does not reflect future transportation improvements on the corridor, but is based on the current roadway capacity in 2005.

Figure 10: Northwest Volume to Capacity Ratio (2005)



Source: CDOT Dataset 2005

Figure 11: Northwest Volume to Capacity Ratio (2035)



Source: CDOT Dataset 2005

Highway Surface Condition (2005)

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. A good surface condition corresponds to a remaining surface life of 11 years or more. A fair surface condition corresponds to a remaining surface life of six to 10 years, while a poor evaluation represents a remaining surface life of less than six years. 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% of the roadways are categorized as either in good or fair condition.

Figure 12 and Figure 13 reflect the miles of state highways in the NWTTPR that are in Good, Fair and Poor condition in 2005, based on remaining service life.

Figure 12: Highway Surface Conditions (2005)

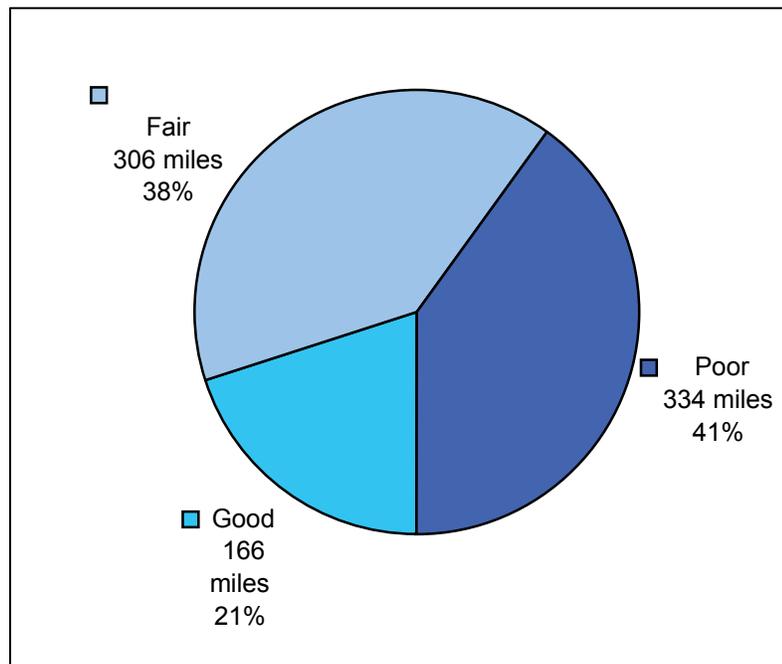
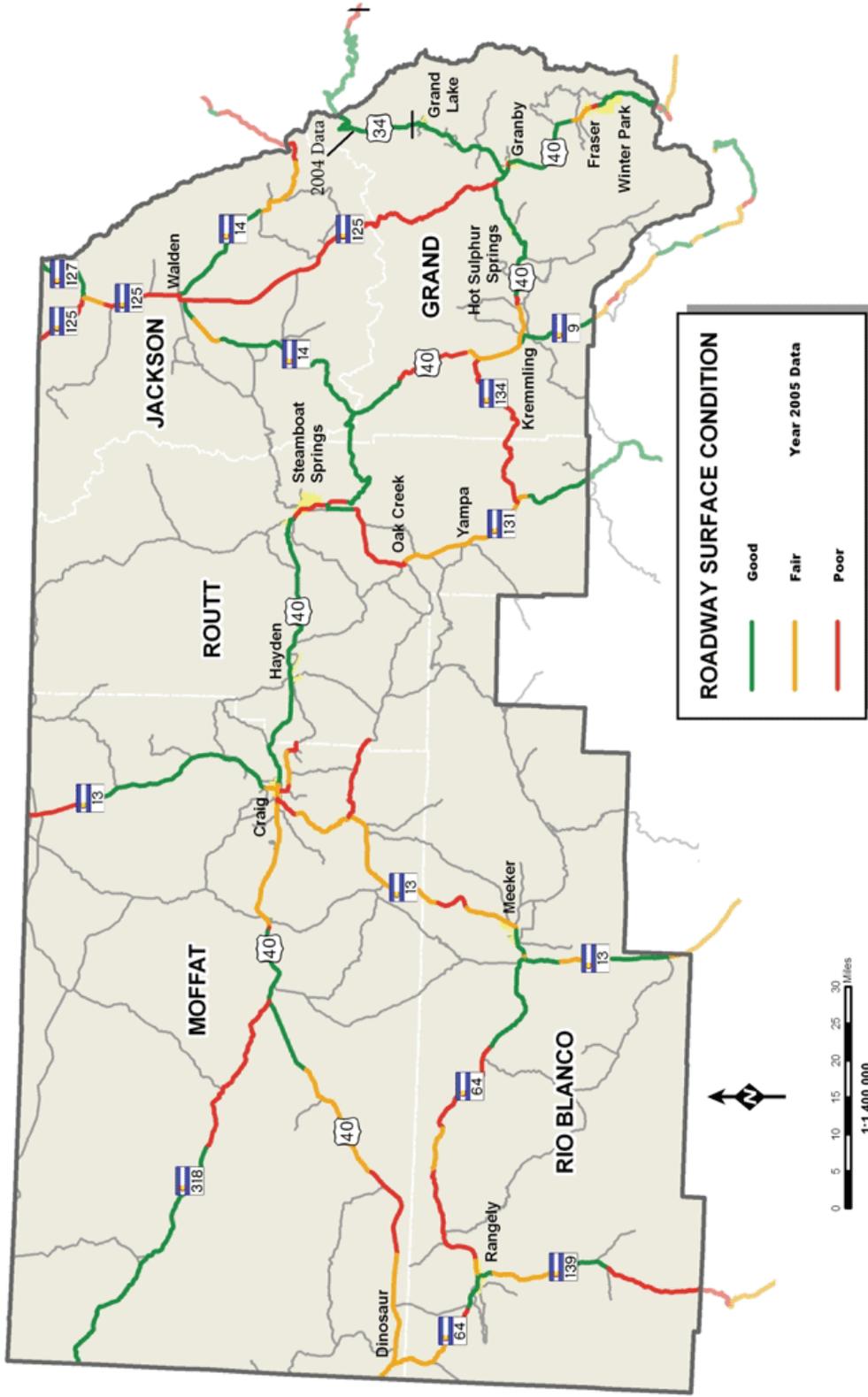


Figure 13: Northwest Highway Surface Condition (2005) Map



Source: CDOT Dataset 2005

Bridge Condition

Each bridge on the state highway system is given a Bridge Sufficiency Rating (BSR) by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. The bridges are ranked from 0-100. Bridges with a sufficiency rating less than 80 are either Structurally Deficient (SD) or Functionally Obsolete (FO) and are eligible for replacement funding. More specifically, bridges with ratings between 51-80 are eligible for rehabilitation and those rated below 50 are eligible for replacement. 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.

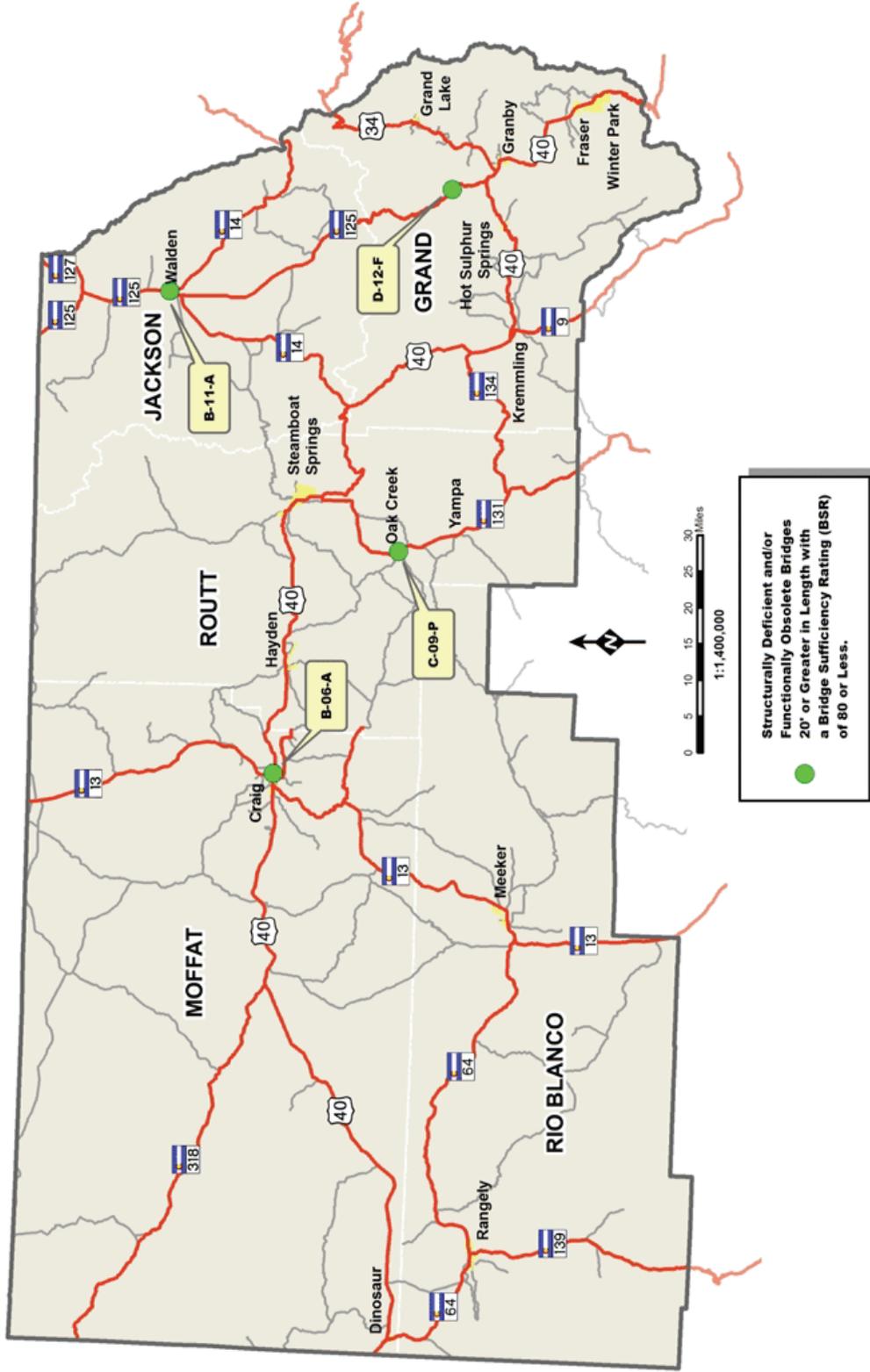
Figure 14 depicts the location of eligible bridges located within the TPR, and. Table 4 describes the location, sufficiency rating, and intersecting feature of the bridge.

Table 4: Northwest Bridge Condition Data

Bridge ID	Route	Intersecting Feature	Mile Post	Sufficiency Rating	Deficiency Type
B-06-A	40Z	Fortification Creek	0	67	FO
D-12-F	125A	Willow Creek	6	57	FO
C-09-P	131B	City Street	51	61	SD
B-11-A	125A	Michigan River	54	55	FO

Source: CDOT Dataset 2005

Figure 14: Northwest Bridge Condition Map



Source: CDOT Dataset 2005

Fatal Crash Rate by Corridor

Current funding levels used in the 2035 Plan resulted in an estimated performance level of an average fatal crash rate of 1.47 per 100 million vehicle-miles of travel (VMT). Comparing a corridor's rate against the average crash rate could be an indicator of the relative safety of the corridor and this measure compensates for high volume highways. Therefore – from a planning perspective – a relatively high crash rate will help identify areas that should be given further analysis. See Table 5. However, many factors play into actual decisions on where to make safety improvements, such as cost-benefit analysis, type of crash, and crashes caused by driver behavior, etc. Vehicle crashes may have any combination of three causes: driver error (driving too fast for conditions), vehicle failure (loss of brakes), or highway design (poor sight distance). With this in mind, not all crashes can be prevented by highway improvements. Table 5 shows the 2005 VMT data, the number of crashes in each corridor for the 1999-2003 time period, and the calculated five-year average fatal crash ratio.

Table 5: Northwest Fatal Crash Rates

Corridor Name	Begin Mile Post	End Mile Post	Daily VMT (2005)	Total Fatal Crashes	Fatal Crash Rate (per 100 MMVMT)
SH 127	0	8.9	4,999	3	32.9
SH 9	127.4	138.9	31,595	6	10.4
SH 139 A	39.3	72.1	32,937	3	4.9
SH 318	0	60.7	14,206	1	3.9
SH 64	0	73.7	107,032	7	3.6
SH 14	0	64.8	49,789	3	3.3
SH 13	17	127.9	201,072	10	2.7
SH 131 B	21.4	68.7	88,424	4	2.5
SH 125	0	75.4	55,119	2	1.9
US 40 EAST	89.0	242.9	848,493	27	1.7
US 40 WEST	0	89	99,924	3	1.6
US 34	0	32.3	125,575	2	0.9
SH 134	0	26.9	13,487	0	0
SH 317	0	11.9	1,105	0	0
SH 394	0	9.4	10,034	0	0

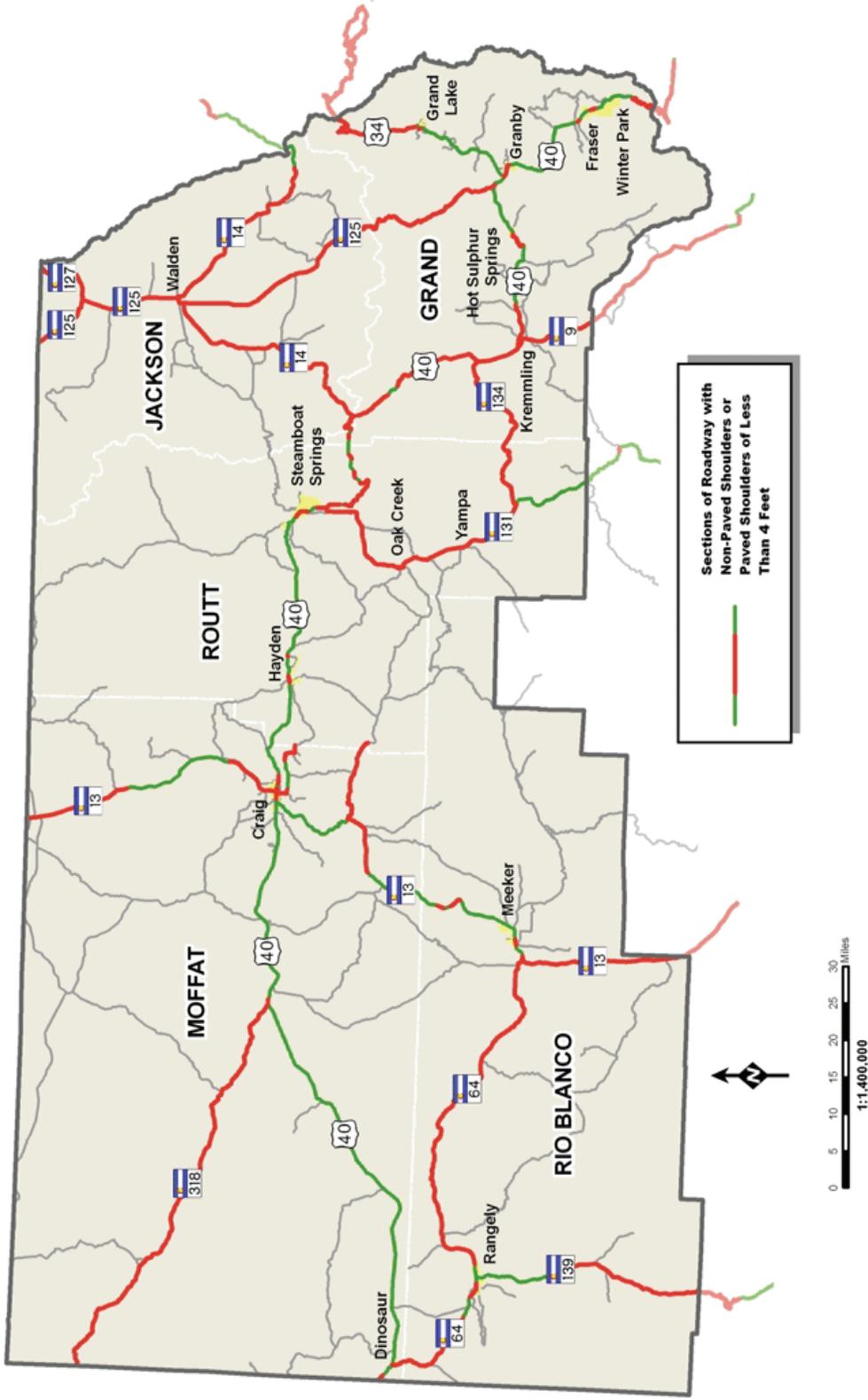
Source: CDOT Dataset 2005

Paved Highway Shoulders

Paved shoulders play an important part in improving safety conditions. In addition, many cyclists enjoy riding on the region's highways often utilizing paved shoulders when they are present. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. Figure 15 shows state highways that lack a minimum 4-foot paved shoulder perceived to provide the minimum margin of safety.

It is the policy of CDOT to incorporate shoulder improvements to enhance safety for the motoring public and bicyclists along state highways whenever an upgrade (not to be confused with routine maintenance resurfacing projects) of the roadways and structures is being implemented and determined to be technically feasible and economically reasonable.

Figure 15: Northwest Paved Highway Shoulders

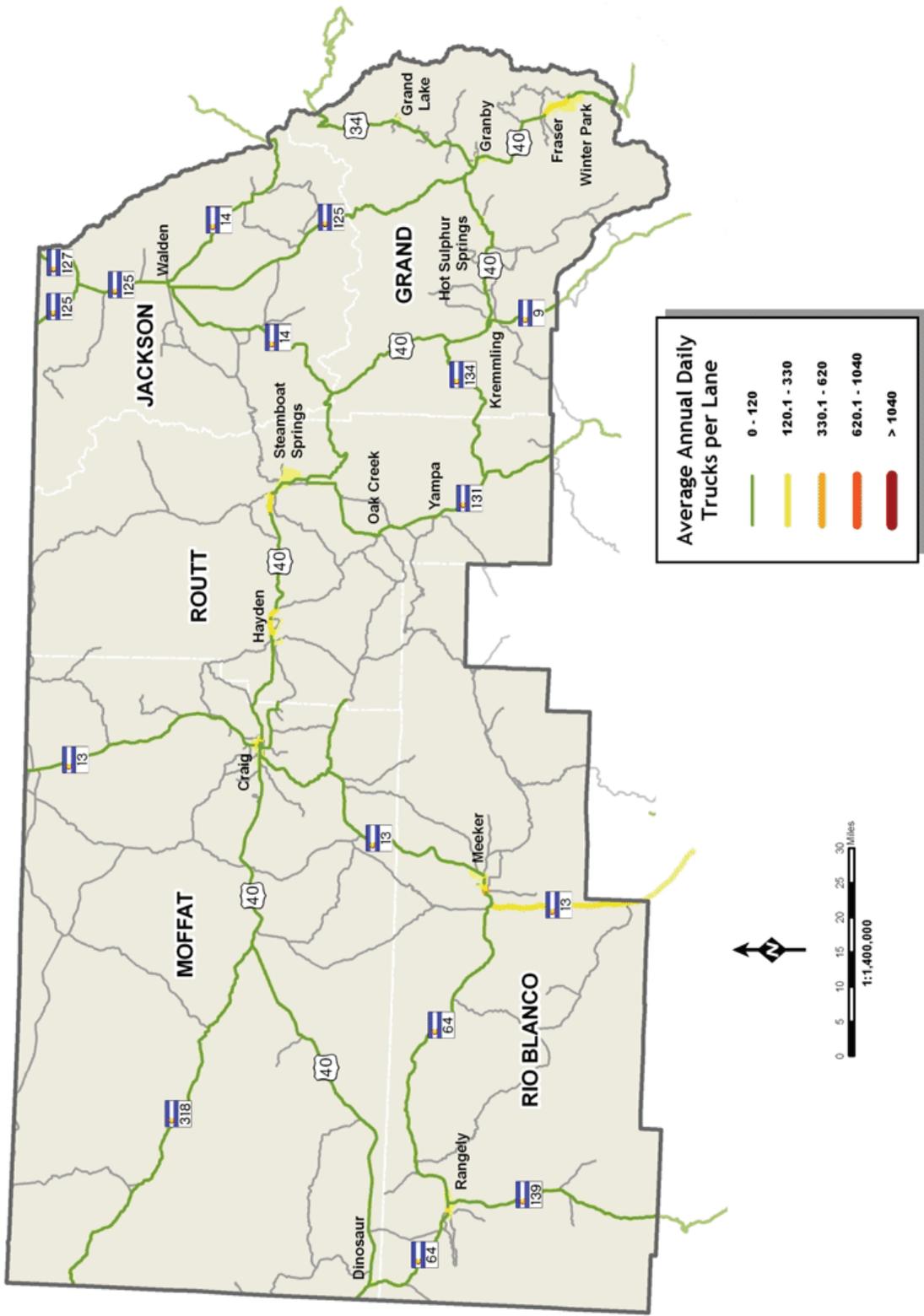


Source: CDOT Dataset 2005

Commercial Truck AADT

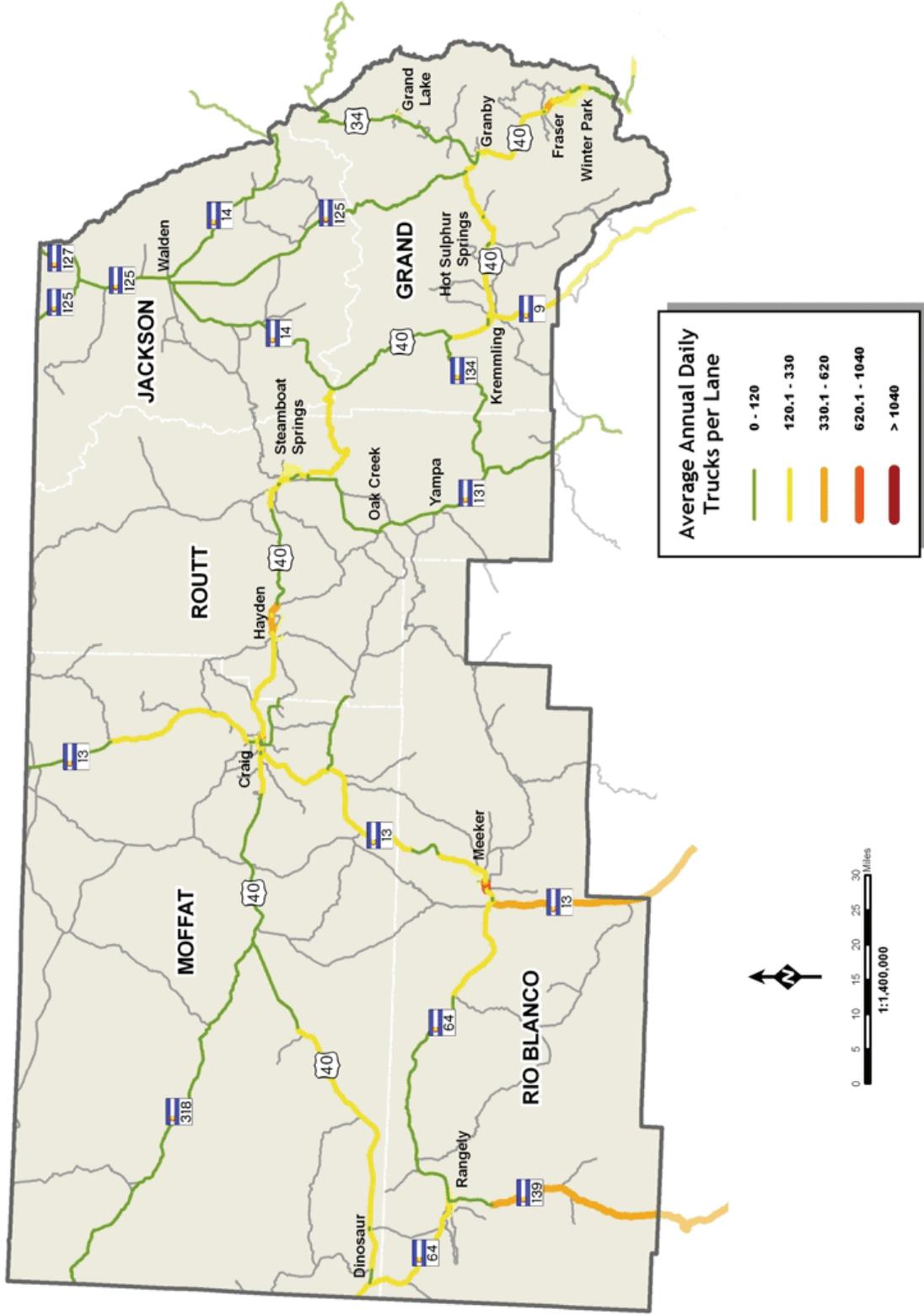
Figure 16 and Figure 17 provide a comparison of growth in Commercial Truck Average Annual Daily Traffic (AADT) from 2005 to 2035. The truck volumes have been normalized by the number of lanes to compensate for greater capacity on four or six lane facilities.

Figure 16: Northwest Commercial Truck Average Annual Daily Traffic (2005)



Source: CDOT Dataset 2005

Figure 17: Northwest Commercial Truck Average Annual Daily Traffic (2035)

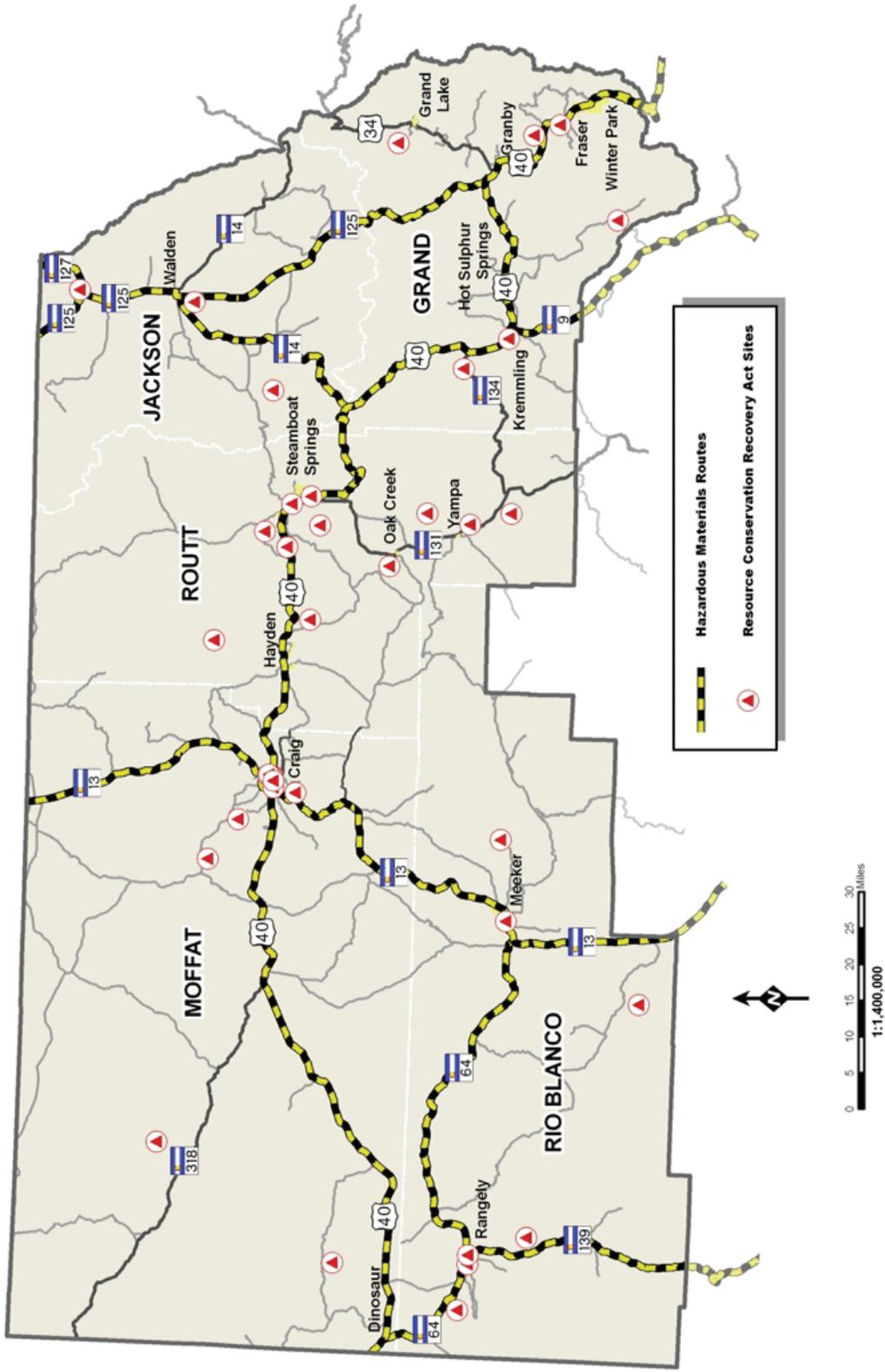


Source: CDOT Dataset 2005

Hazardous Material 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. Figure 18 depicts the locations of Resource Conservation and Recovery Act (RCRA) sites and hazardous materials routes within the NWTPR. RCRA sites are sites with potential hazardous contamination. Transporters of all hazardous materials found listed in Table 1 of the Colorado Code of Regulations, Part 172 must travel on these routes. Transporters of hazardous materials must also 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 from the Colorado State Patrol at <http://csp.state.co.us/HazMat.htm>.

Figure 18: Northwest Hazardous Materials Routes



Source: CDOT Dataset 2005

Airport Operations

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. General 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 (Table 6) describes the operating and physical characteristics of the region’s airports. The following map Figure 19 locates the seven general aviation airports in the NWTPR, along with the one commercial service airport in Hayden.

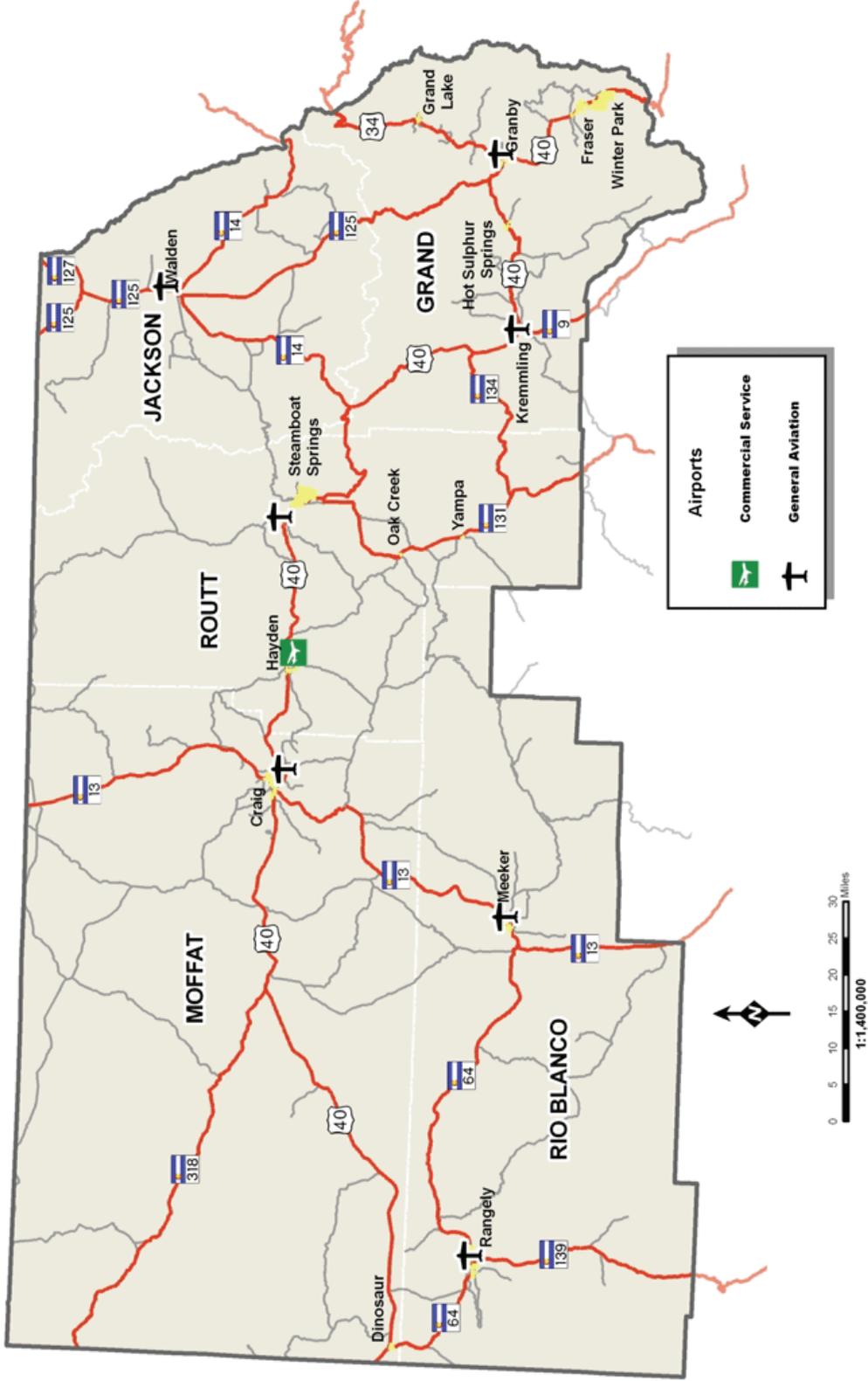
Table 6: Northwest TPR Aviation Inventory

County	Grand		Jackson		Moffat	Rio Blanco		Routt	
Airport	Granby/ Grand County Airport	McElroy Field/ Kremm- ling Airport	Walden/ Jackson County Airport		Craig- Moffat County Airport	Meeker Airport	Rangely Airport	Yampa Valley Regional Airport	Steamboat Springs/ Bob Adams Field Airport
Airport Attribute	Granby	Kremm- ling	Walden		Craig	Meeker	Rangely	Hayden	Steamboat Springs
FAA Classification	General Aviation	General Aviation	–		General Aviation	General Aviation	General Aviation	Primary Commercial	General Aviation
Functional Level	Intermed	Intermed	Intermed		Intermed	Major	Intermed	Major	Intermed
Annual Enplanements	–	–	–		–	–	–	131,100	–
Based Aircraft	12	18	2		17	16	21	3	63
Annual Operations	2,400	3,680	1,000		2,270	11,610	47,120	10,640	21,490
Runway ID	9/27	9/27	4/22	17/35	7/25	3/21	6/24	10/28	14/32
Length in Feet	5,095	5,540	5,900	4,900	5,600	6,500	6,400	10,000	4,452
Width in Feet	70	75	75	100	100	60	75	150	100
Surface Type	Asphalt	Asphalt	Asphalt	Turf	Asphalt	Asphalt	Asphalt	Asphalt	Asphalt
# of Runways	1	1	2		1	1	1	1	1
Lights	MIRL	MIRL	MIRL	None	MIRL	MIRL	MIRL	HIRL	MIRL
Approach Lights	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes

Source: Colorado Aviation System Plan 2005

MIRL = Medium Intensity Runway Lights and HIRL = High Intensity Runway Lights

Figure 19: Northwest Airports



Source: Colorado Aviation System Plan 2005

Rail Transportation

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.

Western Fuels Utah, Inc. (WFUX) Railroad owns one coal spur to the west generally paralleling SH 64. Figure 20 depicts the railroads operating within the NWTPR.

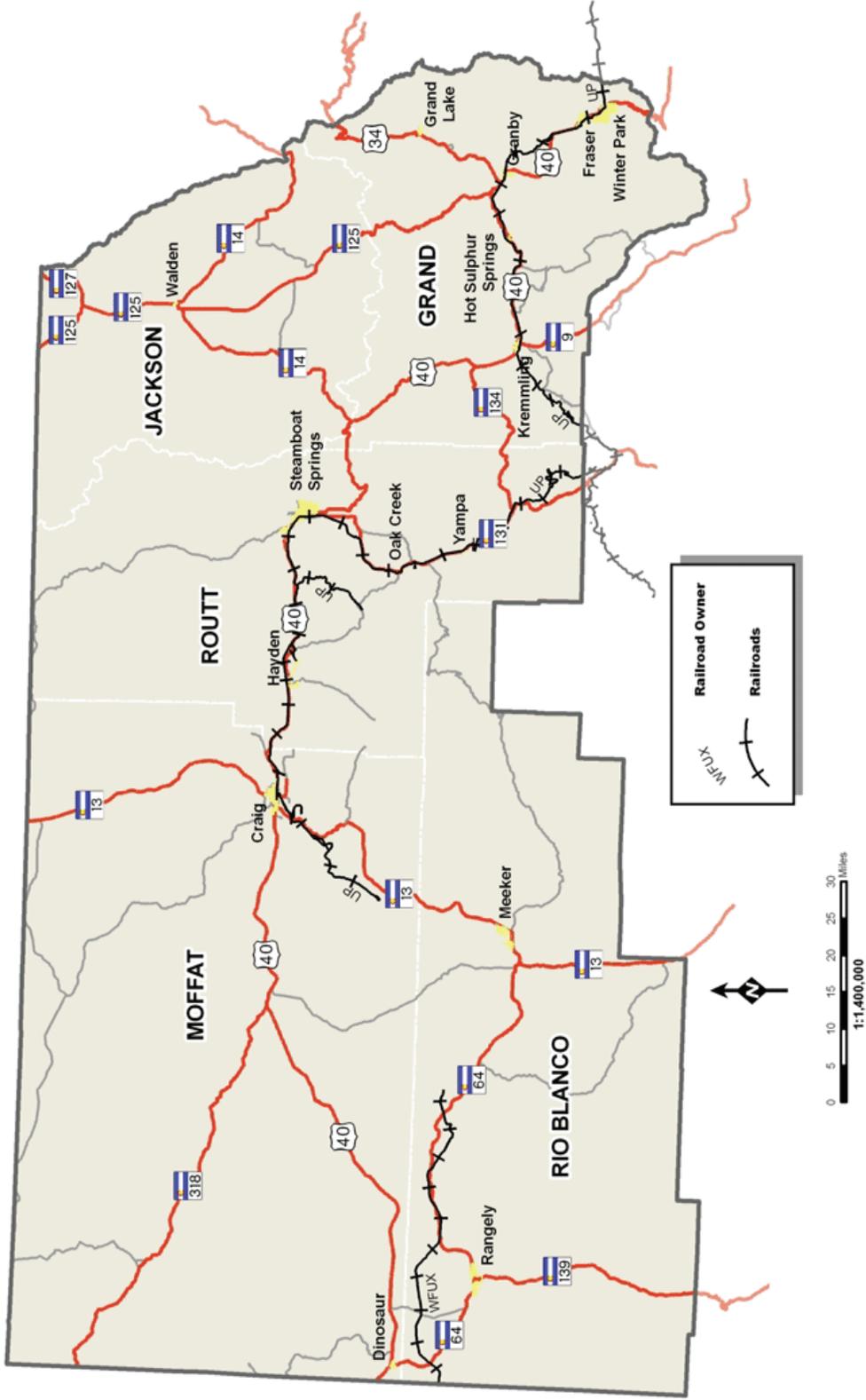
Passenger Rail Transportation

AMTRAK and the Winter Park Ski Train provide passenger rail service in the NWTPR. See Passenger Rail Service section under Transit for more details.

Rail Abandonments

No known rail abandonments are in process.

Figure 20: Northwest Rail Transportation



Source: CDOT Dataset 2005

TRANSIT SYSTEM

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

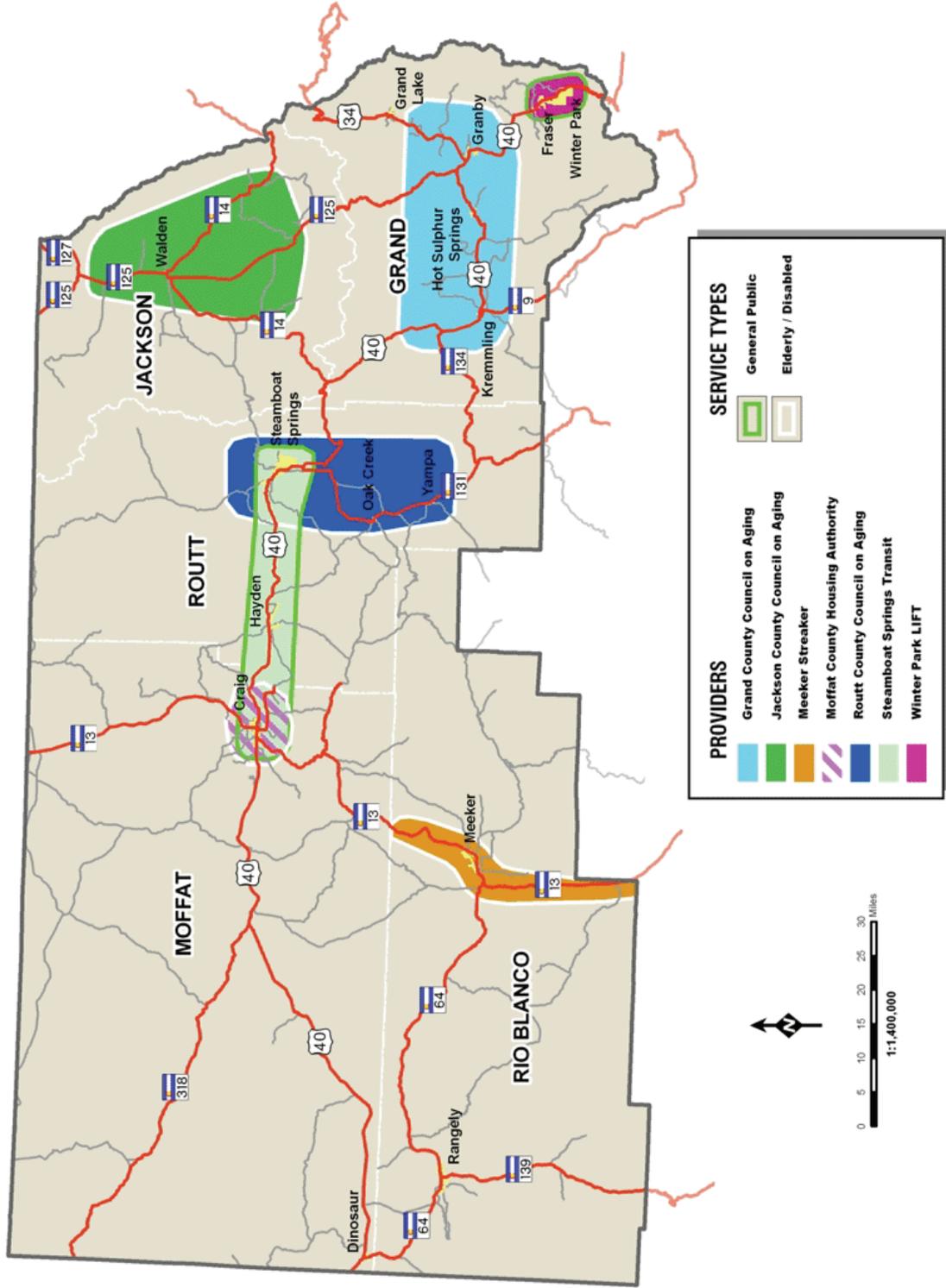
Transit Providers Overview

With increasing pressures for growth experienced throughout the region, increases in travel demand have led to congested traffic conditions in areas such as Steamboat Springs, and on some of the local State Highways. Public transportation systems represent an important element in reducing the number of private vehicles on the roadway system, thereby helping to reduce the impacts of continued growth. The NWTPR is currently served by seven primary transit “providers.” These agencies represent both transit agencies and agencies that provide some type of transportation service to meet client needs. The following section provides information on each of the agencies that returned updated information. Information regarding operating and capital costs, revenues, and ridership was provided by most of the primary agencies. Figure 21 illustrates the areas served by these agencies.

Transit Provider Profiles

This section also provides one-page profiles of each major transit service provider within the NWTPR following the map. The profiles include service and operating characteristics, agency information, funding types, ridership trends, and performance measures. See profile pages that follow Figure 21.

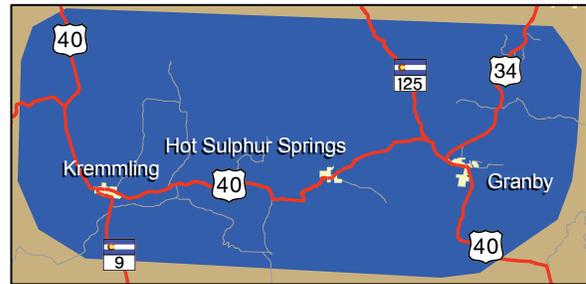
Figure 21: Northwest Transit Providers



Source: LSC 2006

GRAND COUNTY COUNCIL ON AGING

The Grand County Council on Aging is based in Granby and primarily serves seniors in Granby and Kremmling. This agency 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. This agency has approximately 250 clients.



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. Infrequent weekend service is provided for special recreational outings. This agency primarily serves within Grand County, but they do have scheduled trips outside the area.

Agency Information

Type of Agency: Private Nonprofit
 Type of Service: Demand-Response
 Funding Type: Title IIIB funds, Grand County, fares and in-kind donations.
 Eligibility: Agency provides transportation services to seniors (60 years and older) and persons with disabilities.

Operating Characteristics

Size of Fleet: Three vans
 Annual Operating Budget: \$56,300
 Annual Passenger-Trips: 13,205
 Operating Days and Hours: Monday-Friday from 8:00 a.m. to 5:00 p.m.

Performance Measures

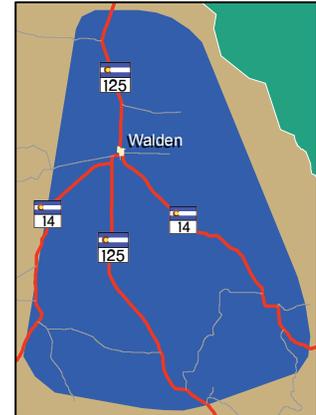
Cost per Service Hour: \$25.36
 Cost per Passenger-Trip: \$4.26
 Passenger-Trips per Service Hour: 6
 Ridership Trend: not available

Contact for Schedules and Information

Diane Temple
 P.O. Box 42, Granby, CO 80446.
 Phone: 970-887-3222
 E-mail: gcca@rkymtnhi.com

JACKSON COUNTY COUNCIL ON AGING

The Jackson County Council on Aging provides demand-response service using one 2002 van purchased with FTA Section 5310 capital funds. Service is provided from Jackson County to medical appointments and other services available in Laramie, Cheyenne, Fort Collins, Kremmling, Granby, and Steamboat Springs. This agency also pays for transportation for seniors through a mileage reimbursement program funded through the state.



Agency Information

Type of Agency: Private Nonprofit
 Type of Service: Modified Fixed-Route/ Demand-Response
 Funding Type: FTA 5310, Title IIIB funds, general funds from Jackson County and the town of Walden, in-kind donations.
 Eligibility: Agency provides transportation services to seniors (60 years and older) and persons with disabilities.

Operating Characteristics

Size of Fleet: One van (11-passengers)
 Annual Operating Budget: \$13,500
 Annual Passenger-Trips: not available
 Operating Days and Hours: not available

Performance Measures

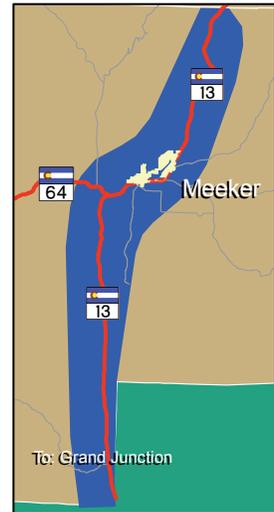
Cost per Service Hour: \$30.27
 Cost per Passenger-Trip: not available
 Passenger-Trips per Service Hour: not available
 Ridership Trend: not available

Contact for Schedules and Information

Jeannie Fischer
 P.O. Box 841, Walden, CO 80480
 Phone: 970-723-8308
 E-mail: fischerranch@centurytel.net

PIONEERS HOSPITAL/MEEKER STREEKER

The Pioneer’s Hospital provides demand-response service in a four-to-five mile radius around Meeker and route deviations to nearby trade centers, including the Grand Junction area. Service is provided six days a week (Monday through Saturday) on the Meeker Streeker. 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 service is mainly for seniors and persons with disabilities, and others requiring transportation for medical and personal care appointments, meals, worship, and shopping in the Meeker, Grand Junction, Rifle, and Craig areas.



The agency operates two vehicles that are owned by the Pioneer’s Hospital. Four part-time drivers operate the service.

Agency Information

- Type of Agency: Public
- Type of Service: Route Deviation, Demand-Response
- Funding Type: Rio Blanco County, suggested donations.
- Eligibility: Agency provides transportation services to seniors (60 years and older) and persons with disabilities.

Operating Characteristics

- Size of Fleet: Two vans
- Annual Operating Budget: \$34,250
- Annual Passenger-Trips: 2,950
- Operating Days and Hours: Monday-Saturday, from 8:30 a.m. to 2:00 p.m.

Performance Measures

- Cost per Service Hour: \$24.50
- Cost per Passenger-Trip: \$11.60
- Passenger-Trips per Service Hour: 2.1
- Ridership Trend: not available

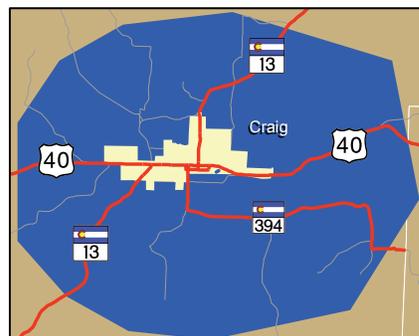
Contact for Schedules and Information

Sharon Hollabuagh
345 Cleveland St., Meeker, CO 81641.
Phone: 970-878-5047
E-mail: Shageo@amigo.net

Note: Since no information was received from this agency, information was taken from the 2030 Regional Transportation Plan.

MOFFAT COUNTY HOUSING AUTHORITY

The Moffat County Housing Authority provides demand-response services to meet the needs of local seniors within a five-mile radius of the Town of Craig. Reservations are requested 24 hours in advance, but the driver will accommodate other same-day requests, if possible. The Housing Authority schedules trips together as much as possible, with grocery shopping on Monday and Thursday at 9:00 a.m. and 1:00 p.m. and trips to K-mart on Wednesday at 1:00 p.m. Many trips come from senior housing complexes and many trips are for doctor, hospital, and therapy appointments.



Agency Information

Type of Agency: Government Agency
 Type of Service: Demand-Response
 Funding Type: FTA 5310, Title III funds, County general funds, private funding, in-kind donations.
 Eligibility: Agency provides transportation services to seniors (60 years and older).

Operating Characteristics

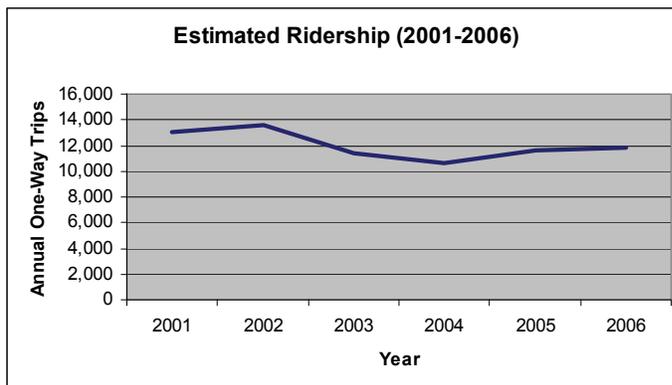
Size of Fleet: One small bus (13-passengers)
 Annual Operating Budget: \$52,000
 Annual Passenger-Trips: 11,800
 Operating Days and Hours: Monday-Friday from 8:00 a.m. to 4:00 p.m.

Performance Measures

Cost per Service Hour: not available
 Cost per Passenger-Trip: \$4.4
 Passenger-Trips per Service Hour: not available
 Ridership Trend: See graphic below

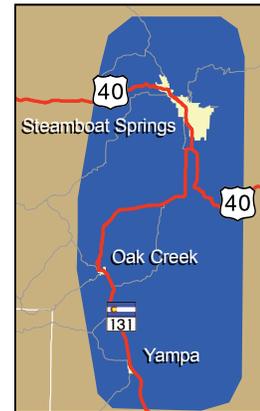
Contact for Schedules and Information

Keith Antonson
 633 Ledford St., Craig, CO 81625
 Phone: 970-824-5811
 E-mail: kantonson@moffatcounty.net



ROUTT COUNTY COUNCIL ON AGING

- The Routt County Council on Aging operates demand-response service with three vans. One van is used in each of the three service areas - Hayden, South Routt, and Steamboat Springs. Transportation services are provided for Routt County seniors to nutrition sites, shopping, medical appointments, and postal services.
- The Hayden van operates on Monday, Tuesday, and Thursday to transport meals from the central kitchen in Steamboat Springs to the Hayden nutrition sites. On Wednesday, this van is used either in Steamboat Springs or Craig as needed for medical appointments and shopping.
- The South Routt van provides transportation in Yampa, Phippsburg, and Oak Creek. On Monday, Wednesday, and Friday, the van provides service to the meal site at the South Routt Community Center in Oak Creek. This van then operates in Steamboat Springs for medical appointments and shopping on Tuesdays or Thursdays.
- 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. On Wednesday morning, this van takes seniors for grocery shopping.



Agency Information

Type of Agency: Private Nonprofit
 Type of Service: Demand-Response
 Funding Type: Title IIIB funds, in-kind donations and funds through contracted services.
 Eligibility: Agency provides transportation services to seniors (60 years and older).

Operating Characteristics

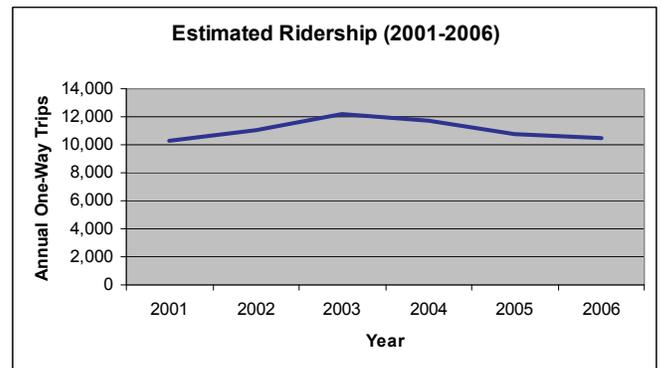
Size of Fleet: Three vans
 Annual Operating Budget: \$47,000
 Annual Passenger-Trips: 10,788
 Operating Days and Hours: Monday -Friday from 10:00 a.m. to 3:00 p.m.

Performance Measures

Cost per Service Hour (est.): \$17
 Cost per Passenger-Trip: \$4.36
 Passenger-Trips per Service Hour (est.) 4
 Ridership Trend:

Contact for Schedules and Information

Shelly Orrell
 P.O. Box 770207, Steamboat Springs, CO 80477.
 Phone: 970 879-0633
 E-mail: rcco@springsips.com



STEAMBOAT SPRINGS TRANSIT

Steamboat Springs Transit (SST) is owned and operated by the City of Steamboat Springs. SST provides free fixed-route



and paratransit services within the city limits. SST also provides regional 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. Approximately 99 percent of the riders use the general public services and the remaining one percent (922 trips) uses the complementary paratransit services. Reflecting the resort community environment, 44 percent of riders were accessing recreational sites with 31 percent using the transit service to get to employment or educational sites. This agency has 23 vehicles in the fleet, with passenger seating ranging from 19 to 57 seats. All vehicles are ADA accessible.

Agency Information

- Type of Agency: Government Agency
- Type of Service: Fixed-Route (local and regional service), Paratransit
- Funding Type: FTA 5309 and 5311 funds, local and county general funds, fares, donations, and other funds.
- Eligibility: Agency provides transportation services to the general public.

Operating Characteristics

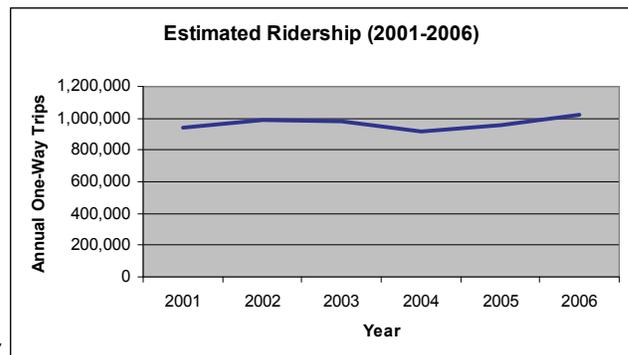
- Size of Fleet: 20 buses + 3 vans
- Annual Operating Budget: \$2,109,518
- Annual Passenger-Trips: 960,315
- Operating Days and Hours: Seven days a week, winter season from 5:00 a.m. to 3:00 a.m., and summer season from 7:00 a.m. to 2:00 a.m.

Performance Measures

- Cost per Service Hour: \$58.46
- Cost per Passenger-Trip: \$2.19
- Passenger-Trips per Service Hour: 26.6
- Ridership Trend:

Contact for Schedules and Information

- George Krawzoff
- P.O. Box 775088, Steamboat Springs, CO 80477.
- Phone: 970- 879-3717
- E-mail: gkrawzoff@steamboat-springs.net



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. In addition to serving the ski and summer recreational areas, service is provided during the evening to Winter Park restaurants and entertainment venues.

The primary source of funding is a local dedicated tax surcharge collected by the Winter Park Resort. Interior vehicle advertising is also used to raise funds. The system is operated under contract.



Agency Information

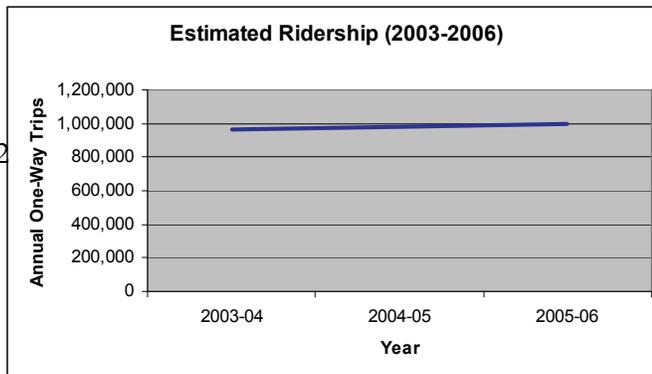
- Type of Agency: Private for profit
- Type of Service: Fixed Route
- Funding Type: Local dedicated tax surcharge collected by Winter Park Resort and funds from charter services
- Eligibility: Agency provides transportation services to the general public.

Operating Characteristics

- Size of Fleet: 43 buses + 1 van
- Annual Operating Budget: \$951,100
- Annual Passenger-Trips: 1,000,020
- Operating Days and Hours: Nov.-April, seven day a week from 5:30 a.m. to 11:30 p.m.

Performance Measures

- Cost per Service Hour: \$25.70
- Cost per Passenger-Trip: \$0.95
- Passenger-Trips per Service Hour: 27.02
- Ridership Trend:



Contact for Schedules and Information

- Mike Fudge
- P.O. Box 166, Winter Park, CO 80482.
- Phone: 970-726-4163
- E-mail: mike.fudge@firstgroupamerica.com

Other Providers

There are very few additional “providers” in the area that offer services. Due to lack of information provided by these agencies, some of the information is based on the 2030 Transit Elements.

Lodge Shuttle Service

As is common in resort communities, substantial on-demand transportation services are provided by private operators in the Winter Park and Steamboat Springs area. There are numerous lodge shuttle vans operated by condominium and property management firms for the benefit of their guests.

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 Steamboat Springs Transit’s (SST) fixed-route service. Benefits include route timing, communication, and coordination of loads and transfers. Many high-dollar resort accommodations require private transportation as a key amenity for guests.

Independent Living Center

The Independent Living Center is a private nonprofit organization located in Craig. The service began operation in July 2002. The Independent Living Center raised \$7,340 for 2002-2003 fiscal year operations. The program has strong community support, with donations from the Kiwanis Club, Wal-Mart, Moffat County Commissioners, and the Town of Craig. The Town of Craig provides fuel for the vehicle.

Van users must have an open consumer service record with the Independent Living Center and are limited to one round-trip a day unless there is extra capacity. Trip priorities are identified, with medical and therapy appointments given first priority. Fares are not charged, but donations are requested. No additional data is available at this time.

Alpine Taxi/Limo

Alpine Taxi/Limo Inc. is a well-established, 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.

Intercity Services

In addition to the transit service providers in the region, there is both passenger rail and intercity bus service in the region. Intercity services consist of Amtrak, and the Winter Park Ski Train.

Passenger Rail Service

Passenger rail service is provided by Amtrak (the California Zephyr), which runs one westbound train and one eastbound train daily through Denver, with connections in Fraser and Granby. Trains Depart Denver at 7:15 a.m. arriving in Winter Park at 9:30 a.m. Trains return to Denver departing Winter Park at 4:15 p.m. arriving in Denver at 6:30 p.m. During the Summer, the train departs Denver at 8:30 a.m. returning at 3:30 p.m. The train seats approximately 750 persons.

Intermodal Facilities

The NWTPR has intermodal facilities including rail and bus facilities and limited airports. Tourists may arrive by train or plane, however most are required to rent vehicles to reach their final destination given the limited amount of general public transportation throughout the region. Intermodal facilities exist in the Steamboat Springs area and Winter Park. No intercity bus service exists in the NWTPR, as Greyhound/TMN&O bus service was recently discontinued.

Needs Analysis

Methodology

This section presents an analysis of the need for transit services in the NWTPR based on standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this chapter will be utilized throughout the study process. Three methods are used to estimate the maximum transit trip need in the NWTPR:

Mobility Gap

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

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

Rural Transit Demand Methodology (TCRP Model)

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

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

- “Program demand,” which is generated by transit ridership to and from specific social service programs, and

- “Non-program demand,” which is generated by the other mobility needs of the elderly, disabled, and low-income population. Examples of non-program trips may include shopping, employment, and medical trips.

Program Trip Needs

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

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

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

Non-Program Demand

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

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

Resort demand

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

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

Regional Transit Needs Summary

Various transit demand estimation techniques were used to determine the overall existing transit need. The various methods for estimating current need are summarized below. It should be noted that these techniques give a picture of the needs and estimations in the region.

Table 7 provides a summary of the NWTPR’s transit need using the Mobility Gap, TCRP Model, and estimates of resort demand. Based on the information presented in this chapter, a reasonable level of need can be estimated for the area. Transit need using these methods estimates the approximate need as:

- Approximately 6.7 million annual one-way passenger-trips for the region.
- No service on SH 131 south of Steamboat Springs to Stagecoach, Oak Creek, Phippsburg and Yampa.
- 69 percent of the need is not being met.

Table 7: Transit Needs

Summary of Need Estimation Techniques for NWTPR	
Methodology	Estimated Annual Need
Mobility Gap	517,000
Rural Need Assessment	417,000
Resort Areas ¹	5,877,465
Total Annual Need	6,742,000
Annual Trips Provided	2,059,000
Need Met (%)	31%
Unmet Need (%)	69%

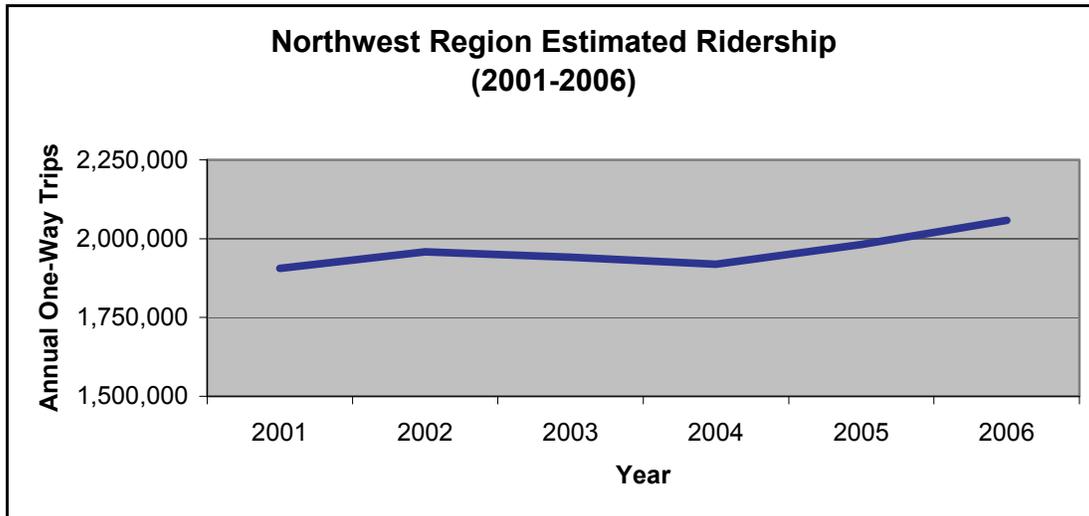
Note 1: Estimates updated from the Transit Needs and Benefits Study (TNBS), 1999
Source: LSC, 2006

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

Transit Trends

Figure 22 presents the regional transit trends in ridership for the NWTPR. As shown, from the available data, ridership has remained relatively flat since 2001. A peak ridership was observed in 2006 and is estimated at nearly 2.1 million annual one-way trips. Several providers, such as Alpine Taxi/Limo, wanted their information to be kept confidential, however in the last Regional Transit Element they reported just over 252,000 trips. Overall, ridership appears to have increased by nearly six percent from the previous Transit Element, which presented data from 2000 to 2002.

Figure 22: Northwest Transit Trends



Source: LSC, 2006

Needs Identified by Agencies and Public

This section will address the qualitative needs of this area based on information we received through the forums and transportation provider information. Needs identified by both agencies and the public are presented in the following bullets.

- Lack of funding for increased County services;
- No service on SH 131 south of Steamboat Springs to Stagecoach, Oak Creek, Phippsburg, and Yampa.
- During the Transportation Forum, short-term local transit service for the general public was viewed as a priority while intercity bus service and maintaining the current levels of service were ranked second highest. Service for elderly/disabled to get to medical, shopping, and work was ranked the lowest of the four options;
- During the Transportation Forum allocation exercise, participants allocated limited funds to the US Highway 40 corridor from Steamboat Springs to Craig, Granby to Winter Park, and Granby to Kremmling as priorities;
- The Lift is considering becoming a year-round public provider. This will have a multitude of service needs being met associated with this change.

Transit Service Gaps

This section presents a brief analysis of the service gaps and identified service duplication for the five-county area in the Northwest TPR. As mentioned previously, there are several transportation services for the elderly and disabled population in the area; however, there are gaps and duplication in service. These identified gaps and duplications of services will be used in identifying service improvements and coordination for the area.

Identified Service Gaps

Gaps in service for this area relate to both the availability of funding and the lack of additional services and providers. Gaps in service are both geographic in nature as well as lack of service to various market segments. Identified service gaps include the following:

Geographic Service Gaps

There are areas throughout the rural portions of all five counties which do not receive any type of transportation services. There are few general public providers; those are mainly in the resort areas of Steamboat Springs. Beyond that, the services provided are for client or market-specific needs. Some transit connectivity between communities currently exists, as well as intercity service mentioned previously. Gaps in general public providers, as well as specialized providers, are apparent in the rural areas of the planning area. Many of the rural areas currently have some specialized services; however, it is impossible to reach all areas of need with the limited resources. The following corridors in the planning area currently do not have any transportation services:

- US Highway 40 between Granby and Winter Park.
- State Highway 125 from Hot Sulphur Springs and Walden.
- Needed intercity service on US Highway 40 between Steamboat Springs and Kremmling and Walden; Greyhound had an intercity bus corridor on US Highway 40 through Steamboat and Craig and onto Salt Lake City, Utah. This service was discontinued in 2004.
- No service on US Highway 34 north of Grand Lake.
- No service on US Highway 40 from Craig east to Utah.
- No service on State Highway 13 between Meeker and Craig.
- No service on State Highway 64 from Meeker to Rangely.
- Discussion on the possibility of forming a Rural Transportation Authority.
- East end of Grand County needs transit services.
- The need to expand passenger rail options through the region. This includes running the Ski Train year-round and a study to look at commuter rail corridor from Steamboat to Craig.
- Future land developments in Steamboat Springs—i.e., an additional 2,500 housing units in west Steamboat will incur additional transit needs in the future.
- Jackson County lost intercity service several years ago.

There are areas throughout the rural portions of Grand County which do not receive any type of transportation services. There is one general public provider in Winter Park and the Council on Aging which mainly serves the Kremmling, Granby, and Grand Lake area. Beyond that, the services are very limited, as much of this area is extremely rural and rugged. The only connectivity between communities which currently exists is the intercity service mentioned previously. Gaps in general public providers, as well as specialized providers, are apparent in the rural areas of the planning area. Most of rural Grand County currently has some specialized

services; however, it is impossible to reach all areas of need with the limited resources. The following corridors in the planning area currently do not have any transportation services:

- US Highway 40 between Granby and Winter Park.
- State Highway 125 from Hot Sulphur Springs and Walden.
- US Highway 40 between Steamboat Springs, Kremmling, and Walden.
- US Highway 34 north of Grand Lake.

Service Type Gaps

The largest gap in this area is a lack of any rural general public transit providers in the area. As mentioned, while a local taxi provider does provide some service in the immediate Steamboat Springs area, service for general public in many of the smaller communities is non-existent. Service is limited in terms of the following service types:

- No rural public provider identified.
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips are needed not only for seniors, but other population segments such as low-income persons.
- Population continues to age and as the paratransit service areas grow to meet this need, these costs continue to increase.
- Difficulty in attracting transit drivers due to the oil industry and the cost difference between the two.
- Need for qualified drivers in the Steamboat Springs area.
- Need facilities for providers.
- Park-and-ride lots needed throughout the area, particularly in relation to Steamboat Springs.
- General public service is needed in Craig and Moffat County.
- Hayden needs general public service.
- The Jackson COA needs increased funding to pay drivers fair wages.
- Routt County has a need to expand hours at the Steamboat Springs site. Additionally, expanding the service area was indicated by Routt County representatives.
- Ongoing fleet replacement needs for all agencies/operators.
- Needs for youth and children must be addressed.
- More general public service needed in the region.

Identified Service Duplication

There are a few service duplications due to the type of transportation providers. One identified service duplication is the fact that there are private providers in Steamboat Springs which provide much the same geographic service area as does Steamboat Springs Transit (SST); however, coordination of services does occur and it is unlikely that SST will become the sole provider of services in the city. As well, several of the regional elderly and disabled providers provide services into Steamboat Springs; however, it may not make sense to transfer patrons from one service to another.

SST and the local taxi provider must be careful that they do not infringe upon each other's business; however, this has not been a problem.

There are no duplications in regard to agencies, which receive federal or state funding. Any overlap in service type and geographic area is isolated to the Steamboat Springs area. The rural area's largest problem is a lack of services in the smaller communities as well as the intercity connections to the larger communities which serve as the main activity centers for shopping, medical, and other human services.

General Strategies to Eliminate Gaps

As mentioned, there are geographic or service type gaps evident in the existing service area.

Appropriate Service and Geographic Gap Strategies

The general strategies which may meet the service gap needs of the planning area include the following:

Regular scheduled general public regional service from Meeker, Craig, and Hayden to Steamboat Springs.

Additional elderly/disabled services in the rural portions of the planning area including Rangely, Meeker, and Craig.

Coordination of services between the existing elderly and disabled providers to increase services to other larger communities for human services, including medical, shopping, and social/recreation.

As stated, there is very little duplication of services in the rural portions of the service area. However, there may be general coordination strategies, which could ultimately improve services in the area. The following discussion represents appropriate strategies which could be done within the area.

Coordinating Council

Similar to a coalition, a coordinating council is made up of myriad agencies and partners with a common goal of coordinating transportation resources. This group differs from a coalition in the fact that it is primarily made up of agencies which have a need for service and other groups (such as local municipalities) specifically formed to accomplish a strategic goal (such as to implement a new service). The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area.

Benefits

- Allows for greater input from the key transportation agencies in the region.
- Allows the members to share information and knowledge on a one-on-one basis.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.

Implementation Steps

- Agencies interested in being members of the council need to meet and develop by-laws for the council.
- Council members need to elect a Chair and Vice-Chair.
- Council members need to develop a mission statement, vision, goals, and objectives.
- Council members need to set a date for the monthly or quarterly meeting.
- Timing: 1 to 3 years.

Coalitions

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

Benefits

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

Implementation Steps

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

Vehicle Sharing

This level of coordination requires that agencies own and operate vehicles. Memoranda of understanding or joint agreements are needed for this element to work properly. Agencies that operate vehicles are able to share those vehicles with other agencies in a variety of circumstances, such as when one agency has a vehicle mechanical breakdown, when vehicles aren't in use by one agency, or when capacity for a specific trip is not available. This could be done by the existing Council on Aging and Housing Authority.

Benefits

- Reduction in the overall local capital outlay.
- These funds can be shifted to cover operational costs or to increase the level of service.
- These funds can also be used for capital funding for facilities, equipment, and other capital assets.

Implementation Steps

- Each agency needs to identify their individual vehicle schedules and when their vehicles could be shared.
- Vehicle schedules listing the time the individual vehicles are available need to be created and distributed among the agencies.
- A system of tracking the vehicles that are being shared needs to be developed in order to track miles, hours, and maintenance of the vehicle.
- Timing: 3 to 6 years.

Joint Procurement of Vehicles, Insurance, Maintenance, Fuel, Hardware, Software

Joint procurement, or bulk purchases, is a cost-effective approach to increase purchasing power. Joint maintenance and fuel purchase is being more widely used across the country, especially given the rising costs of parts and fuel. Shared maintenance can be done quite easily between agencies in a given locale. Many times, human service providers and other local providers contract out maintenance to a local vendor. While there may be very few qualified maintenance professionals, it may allow a competitive process between agencies to do fleet maintenance between multiple agencies. Insurance pooling is likely the most difficult joint procurement possibility.

Benefits

- Reduction in individual agency capital outlay.
- Economy of scale in purchasing fuel and hardware, thereby reducing the overall operational cost per agency.
- With a decrease in capital and maintenance costs, an agency may be able to shift funding from maintenance and capital to service hours, thereby increasing the level of service or operations of the transit system within the region.

Implementation Steps

- Agencies need to meet in order to develop a basic understanding of how the procurement process will work.
- Intergovernmental agreement (IGA) will need to be developed and agreed upon.
- Routt County and Steamboat Springs have capital and operating needs for a South Routt Transit Service.

Shared Vehicle Storage and Maintenance Facilities

Agencies share indoor storage space and, if available, maintenance facilities. Shared storage, especially if and when vehicles are stored outside, can aid in reducing engine wear during cold weather startup. Obviously, if a provider is conducting its own maintenance on vehicles, they can likely share maintenance costs with another local provider.

Benefits

- Reduction in maintenance costs, resulting in additional funds available for operations.
- Reduction in lost time due to vehicles not starting in cold weather, thereby improving the overall performance of the transit service.
- Sharing a facility or building a facility together increases the amount of local match, thereby increasing the level of FTA funding to the region.
- Reduction in competition for FTA 5309 and 5311 capital funding in the region.

Implementation Steps

- Agencies need to meet in order to identify the best existing facility among the coordinated agencies or the best location for a shared facility.
- Facility should be centrally located in order to reduce the possible deadhead time.
- Design the amount of space that each agency will get in the facility, based on funding participation for the facility.
- Develop a grant to purchase or upgrade the facility.

Joint Grant Applications

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

Benefits

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

Implementation Steps

- Agencies need to review their needs and create a list of capital and operational requirements.
- Agencies need to itemize their lists and determine a priority of needs.
- Grant needs to be developed based on the priority lists.
- Grant needs to be approved by each of the agency's boards/councils, along with approval of the local match.
- Interagency agreement needs to be approved to allow the grants to be passed through a single agency.
- Submit one final grant.

Joint Training Programs

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

Benefits

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

Implementation Steps

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

Sharing Expertise

Similar to sharing training resources, agencies can share their expertise in such things as grant writing skills, computer skills, and general assistance in operations of transportation services (such as tips for dispatching or accounting procedures). Sharing expertise may be something as general as a list of personnel across the region who have some expertise in a particular field which may benefit another agency. A "yellow pages" of the subject matter expert made available to each agency may be helpful in operating transportation service.

Benefits

- Reduction in the need for costly training sessions for drivers and staff, thereby decreasing lost production time.
- Knowledge is passed on to other staff members and agencies, thereby increasing the efficiencies of the region's transit providers.

Implementation Steps

- Identify the information, field of work, and expertise needed to operate an effective transit service.
- Identify the individual in each agency that has expertise in each field of work.
- Develop a yellow pages or contacts list of the individuals in each agency that have expertise in certain fields of knowledge.

Rural Transportation Authority (RTA)

A Rural Transportation Authority should be investigated for the area. An RTA requires voter approval according to Colorado Statute. An RTA is authorized to levy taxes to support transportation initiatives, including highway, road, transit, and others.

Benefits

- Allows for greater input from the key transportation agencies in the area.
- Provides for a sustainable source of funding.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.
- Increases service levels and geographic area.

Implementation Steps

- Voter approval is required, so a ballot initiative must be implemented which incorporates numerous activities.
- Timing: 3 to 6 years.

Regional Service Needs

The following section details some of the short- and long-term service needs for the area.

Short-Term

- Steamboat Springs has myriad operating and capital needs in the next five years. Refer to the 2030 Transit Element for a list of projects needed from 2006 to 2008.
- Jackson County Council on Aging has a need for one vehicle in the next five years.
- Moffat County has a need for vehicle replacement and expansion estimated at \$100,000.
- Grand County COA needs bus storage facilities.

- The Lift needs to purchase new buses at a cost of \$2.6 million and replace a minibus at a cost of \$70,000.
- The Lift needs passenger amenities totaling \$50,000 and needs to replace a truck at a cost of \$40,000.

Long-Term

- Independent Life Center requires three vehicles in the next ten years.
- Meeker Seniors require two replacement vans in the next ten years.
- SST requires one expansion paratransit vehicle in the next ten years. SST also requires park-and-ride lots in west Steamboat Springs totaling \$500,000 and fleet expansion. Commuter rail was listed as a placeholder.

Local Priorities

The following local priorities for coordination were discussed. They are in no particular order of importance:

- Hiring of qualified drivers, including investigating incentives.
- Formation of a coordination council.
- Shared or pooled insurance program.
- Shared maintenance and/or storage facilities and functions.
- Facility in the Craig area.
- Additional long-term capital service needs were indicated such as a maintenance and operations facility for The Lift at a cost of \$4.0 million, to expand service throughout the county, and for Winter Park Lift to become a public provider year-round.
- Increased services throughout Grand County. It was discussed that a potential exists for the current Winter Park operations to move from a private operation to a public system. This transition, led by The Lift, would apply for 5311 funds to support a general public system in the Winter Park area. Discussion during the meeting included a need for expanding services across the entire Grand County area. As part of current transit planning in the area, two alternatives were suggested:
 - The first alternative includes service options which focus on the Winter Park, Fraser, and Granby area. This option includes fixed-route and paratransit services in the Winter Park and Fraser area with commuter service between Granby and Winter Park. The commuter service would be service designed around commuter bus service or vanpools.
 - The second alternative includes services which focus on countywide services. These services would operate year-round for the most part. This would be comprised of specialized dial-a-ride services, vanpool/carpool, commuter bus, and fixed-route services in Winter Park and Fraser.

Coordinating Council

A coordinating council was loosely discussed by the attendees. This group would be the first step in forming a coordinated system within the county, with ties to other neighboring regions. The providers could take the initiative to form a council to determine the best coordinating strategies. Likely, as the area moves forward with their own planning for the county, additional coordination strategies will come forward as the providers determine specific services and how to fund those services.

Central Call Center for Transportation Services

A shared informational telephone line provides potential users with the most convenient access to information on all transportation services in the area. This center can reduce administrative costs for the participating agencies and is the first step toward a central dispatch center. This center can greatly increase customer service for the area and can be implemented easily and at a fairly low cost.

Hiring Strategies and/or Incentives

Given the difficulty in providing for qualified drivers and a labor pool, some strategy which could entice employees to drive for the local agencies was discussed. This could include some type of hiring incentive. Many of the agencies are unable to pay drivers a salary which is competitive with other types of employment. Some agencies rely on volunteer drivers.

Coordination of Maintenance and Storage Activities

Steamboat Springs Transit indicated they would be more than happy to coordinate maintenance activities with the local agencies. This could be done on a contract basis for preventative maintenance, lift maintenance, or additional services. This could represent a cost savings for some agencies, as well as provide qualified mechanics to service both vehicle and lift equipment.

Regional Transit System (potential for the formation of Rural Transportation Authority)

A regional coordinated system was discussed as a need in the planning area. This could take the form of a Joint County planning function, coordinating councils, or the formation of a Rural Transportation Authority for the region.

Need to Coordinate Trips for Craig

The need for greater coordination of trips in the Craig area was discussed. This could include increased regional services or the coordination of providers for regional services into Steamboat Springs or other local areas.

The Possibility of Shared Dispatch Functions

The possibility of sharing dispatch functions between the agencies was brought forth by attendees. The sharing of dispatch functions can represent a real cost savings for some agencies. This may be similar in function to a shared call center. Given that SST operates an effective paratransit dispatch center, the other local providers could work together to share schedules and dispatch functions. An 800 number could be established for those areas outside of Steamboat Springs. This number would be designated for trips outside Steamboat's paratransit service area and would be scheduled accordingly for the agencies. This can become an effective tool in reducing costs and increasing service effectiveness given SST's vast experience in scheduling.

Sharing Expertise

Similar to sharing training resources, agencies can share their expertise in such things as grant writing skills, computer skills, and general assistance in operations of transportation services (such as tips for dispatching or accounting procedures).

Shared Training

Joint training programs between agencies, in everything from preventative maintenance to safe wheelchair tie-down procedures, can lead to more highly skilled employees. Joint training can lead to reduced training costs with agencies that each possess a specialized trainer who can be responsible for one or more disciplines. For example: one agency could provide passenger assistance training, one agency could specialize in preventative maintenance training, etc. This is something which can be done immediately.

Insurance Coordination

Through the Colorado Intergovernmental Risk Sharing Agency, pooled insurance programs may be a strong possibility, *if* a cost savings can be achieved.

Table 8 presents the cost to eliminate the service and geographic gaps by agency type by presenting the additional services to be provided. This is an estimate of new services to be provided by agencies, and does not represent a cost to fill all gaps, but those which have been discussed by agencies.

Table 8: Northwest TPR Transit Gap Elimination Costs

Agency Type	Total 2035 Cost
Human Services	\$ -
Transit Agency	\$55,520,069
Regional / Rail	\$67,033,000
Total	\$122,553,069

Source: LSC & CDOT, 2007.

SOCIOECONOMIC PROFILE

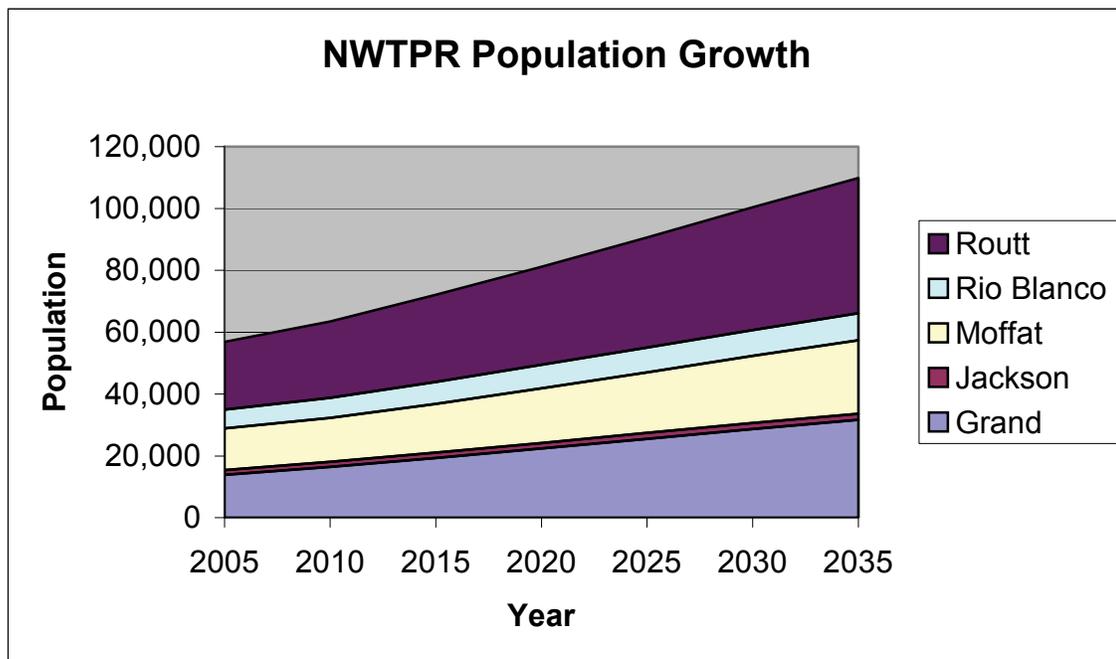
The Socioeconomic and Environmental Regional Profile provides the human and natural environment background necessary to help in estimating future transportation demand through 2035. It also provides the framework to assess the potential impacts of proposed transportation investments on the human and natural environment within the NWTPR.

The plan compiles socioeconomic projections for 2035 for the NWTPR 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 NWTPR.

Population

Population in the region is anticipated to grow from 56,849 in 2005 to just under 110,000 in 2035, with the percent change from 2005 to 2035 ranging from a low of 28% in Jackson County to a high of 128% in Grand County. For the same time period, the total estimated population growth for the Region is 93%, which is higher than the anticipated state-wide growth of 65%. For more details see Figure 23 and Table 9.

Figure 23: Northwest Population Growth Estimate to 2035



Source: Colorado Department of Local Affairs, 2006

Table 9: Population Estimates and Forecasts

County	2005	2010	2015	2020	2025	2030	2035
Grand	13,907	16,448	19,355	22,366	25,547	28,709	31,663
Jackson	1,534	1,625	1,705	1,784	1,859	1,915	1,957
Moffat	13,430	14,215	15,766	17,712	19,626	21,681	23,758
Rio Blanco	6,072	6,473	7,073	7,575	8,000	8,379	8,724
Routt	21,906	24,690	28,170	31,682	35,524	39,708	43,713
Region Total	56,849	63,451	72,069	81,119	90,556	100,392	109,815
Colorado Total	4,722,460	5,209,892	5,729,644	6,257,281	6,787,307	7,298,094	7,798,107

Source: Colorado Department of Local Affairs, 2006

Table 10: Average Annual Growth Rate

County	Total % Change from 2000 -2035	Average Annual % Change
Grand	128%	2.78%
Jackson	28%	0.82%
Moffat	77%	1.92%
Rio Blanco	44%	1.22%
Routt	100%	2.33%
Region Total	93%	2.22%
Colorado Total	65%	1.69%

Source: Colorado Department of Local Affairs, 2006

Household Characteristics

The household characteristics of the NWTPR are as indicated in Table 11. The average household size ranges from 2.37 people in Grand and Jackson Counties up to 2.58 people in Rio Blanco County. The percentage of households with individuals under 18 years of age ranges from 29.5% in Grand County up to 32.3% in Routt County. For households with individuals over 65 years of age, it ranges from 9.1% in Routt County up to 23.9% in Jackson County.

Table 11: Household Characteristics

County	Total HH	Avg. HH Size	% Individuals < 18	% 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

Source: US Census 2000

Employment

Labor Force/Total Jobs 2005-2035

Table 12 below compares the available labor force to the total jobs by county within the NWT/TPR. For the region in 2035 there will be almost 65,000 available labor force and a corresponding 74,000 total jobs; therefore, approximately 9,000 jobs will need to be filled from outside of the region. However, the correlation between total jobs and available labor force is not always one to one, as many jobs are part-time. As a result, in some instances one person can fill more than one open job. In each of the counties within the NWT/TPR it is projected that there will be a surplus of jobs. This unequal distribution of labor force and jobs will result in commuter patterns that potentially will have an impact on the region's transportation system.

Table 12: Labor Force and Total Jobs

County	Labor Force by County			Total Jobs		
	2005	2035	% Change	2005	2035	% Change
Grand	8,473	18,631	120%	9,738	19,184	97%
Jackson	750	994	33%	947	1,395	47%
Moffat	6,504	12,276	89%	6,673	13,079	96%
Rio Blanco	3,001	4,860	62%	3,424	6,233	82%
Routt	14,059	27,789	98%	18,992	34,087	79%
Region Total	32,787	64,550	97%	39,774	73,978	86%

Source: Colorado Department of Local Affairs, 2006

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. See Table 13 below.

Table 13: 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

Source: 2000 US Census

Means of Transport to Work

Table 14 below indicates the means of transportation used to get to work by county in the NWTPR. Overall, three most frequently used means were driving alone, carpooling or using public transportation. Those driving to work alone was the most common means of transportation ranging from a low of 52% in Jackson County up to a high of 70.6% in Rio Blanco County. The region percentage of driving alone was 68.4% compared to the statewide percentage of 75.1%. Carpooling represented between a low of 10.1% in Jackson County up to a high of 22.0% in Moffat County. The region's percentage of carpooling was estimated to be 16.9% compared to 12.2% for the state. Use of public transportation ranged from a low in Rio Blanco County of 0.2% up to a high of 2.1% in Routt County. For the region, public transportation represented 1.5% of the means of transportation compared to 3.2% for the entire state of Colorado.

Table 14: Means of Transport to Work By County 2000

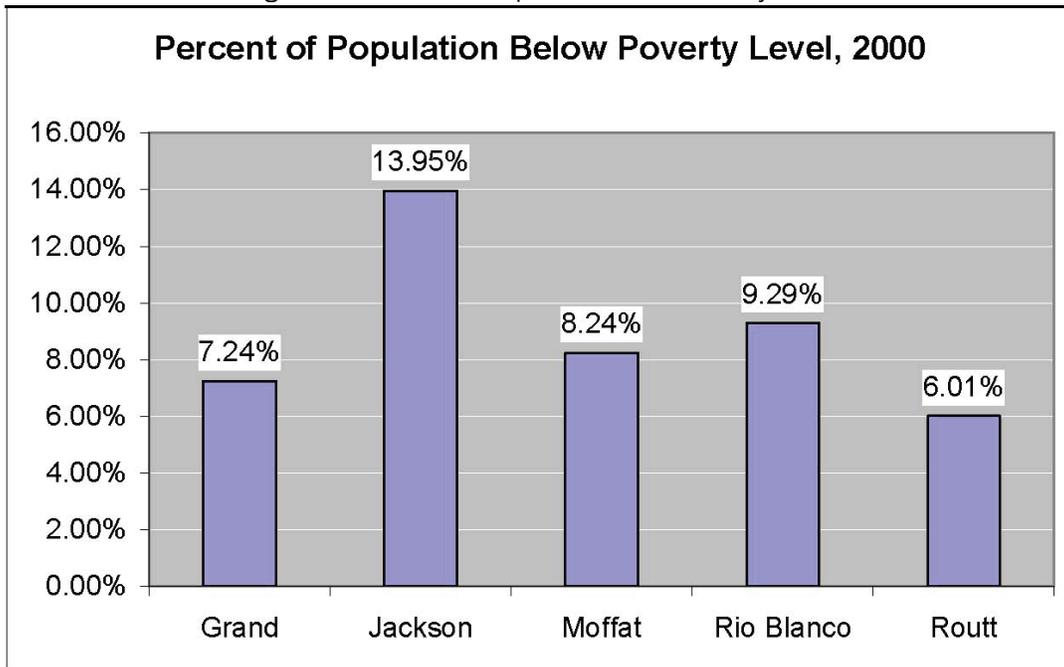
Means of Transport	Grand		Jackson		Moffat		Rio Blanco		Routt		Region		Colorado	
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Drove alone in car, truck, or van	4,938	67.4%	408	52.0%	4,454	70.1%	2,044	70.6%	8,256	68.7%	20,100	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: LSC 2006

Low Income Areas

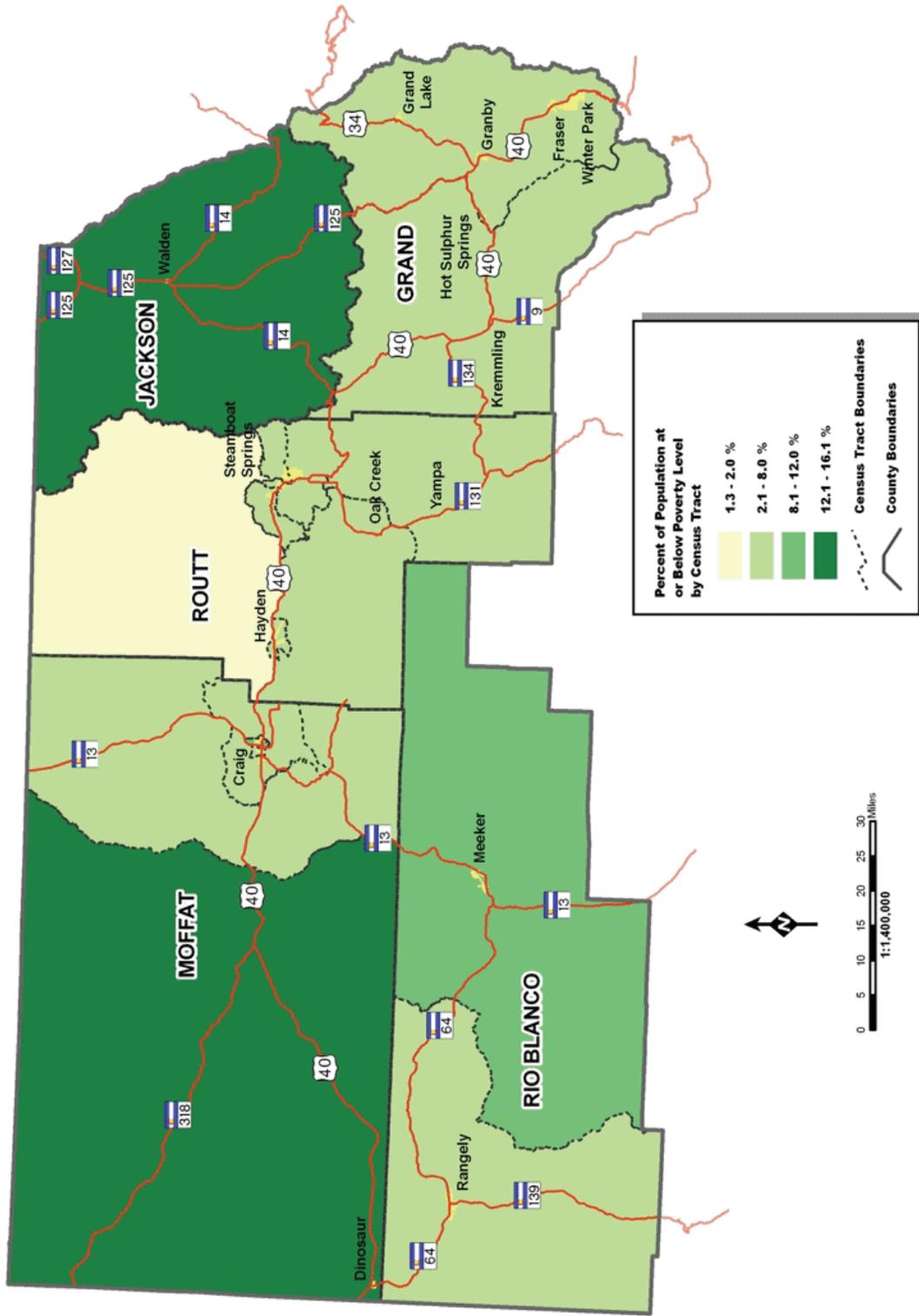
The following figure shows the percentage of the population with household income below the Census-defined poverty level. For more information about how the Census defines poverty, see <http://www.census.gov/hhes/poverty/povdef.html>. Figure 24 reflects the percentage of population below poverty level by county. Figure 25 illustrates the low income areas by census tract within the NWTTPR.

Figure 24: Northwest Population Below Poverty Level



Source: U.S. Census 2000

Figure 25: Northwest Low Income Population Map

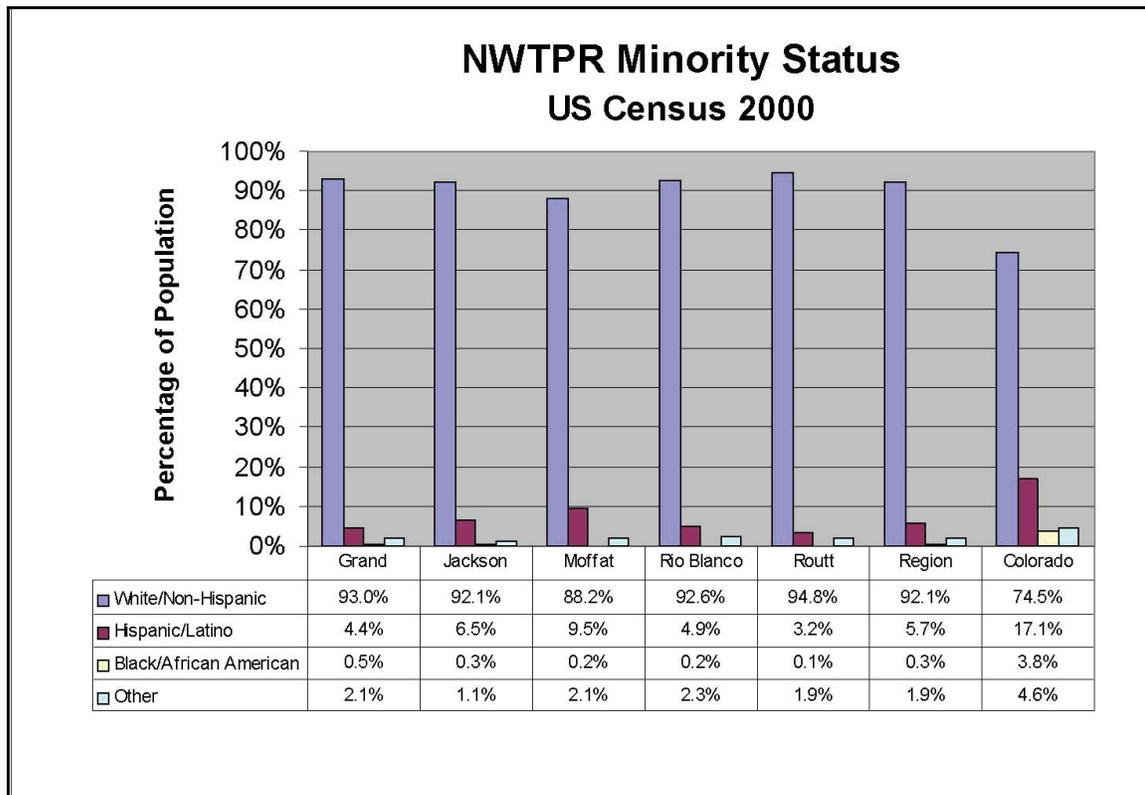


Source: CDOT Dataset 2005

Minority Status

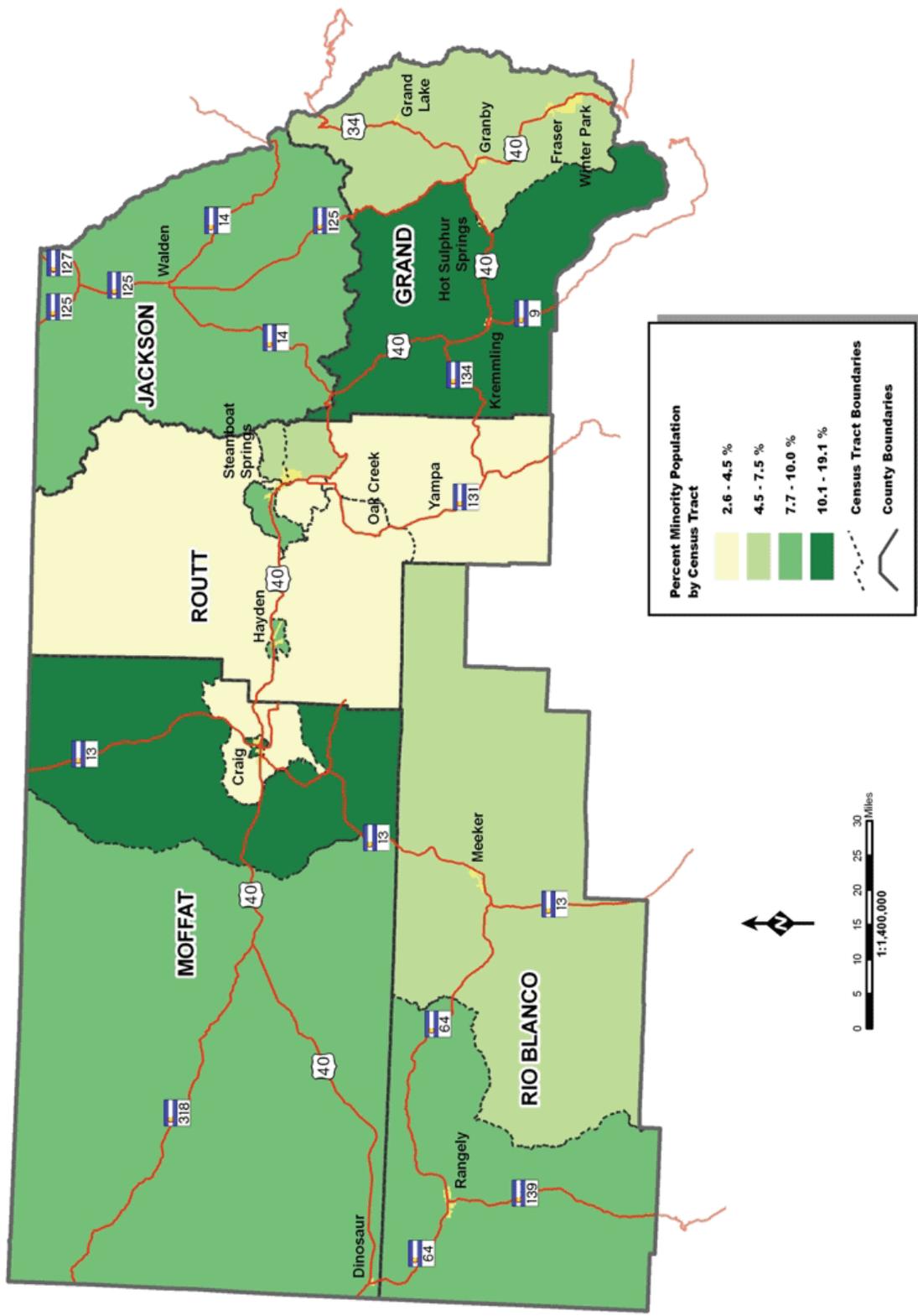
Minority status as defined for the purposes of this report is all residents who are not White/Non-Hispanic. The Hispanic/Latino population of the region is significantly less (5.7%) than the state average of 17.1%. The Black/African American population is very small. Other groups represent an average of 1.9% of the population for the region. See Figure 26 below. Figure 27 the minority status map, indicates that western Grand County and an eastern portion of Moffat County (just outside of Craig) have the largest minority populations in the NWTPR ranging between 10.1% and 19.1%. Routt County and Craig have the lowest minority representation ranging between 2.6% and 4.5%.

Figure 26: Northwest Minority Status



Source: U.S. Census 2000

Figure 27: Northwest Minority Status Map



Source: CDOT Dataset 2005

SOCIOECONOMIC PROFILE

ENVIRONMENTAL PROFILE

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

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

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

- Identifying general resources within the region that have the potential to be impacted by projects.
- Identifying agencies with responsibilities for resources within the region, examples may include, the US forest Service, the State Historical Preservation Office, or the local Parks Department.

The information that follows identifies general environmental issues within the region, both natural and human resources. However, the fact that an issue is not identified in this review should not be taken to mean that the issue might not be of concern along a corridor. This section focuses on issues that are easily identifiable and/or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be acted upon proactively so that the environmental concerns can be mitigated or incorporated into a project in a manner that supports the values of the citizens and communities the NWTPR serves. The CDOT Environmental Stewardship guide is an excellent resource and source of guidance about ways to accomplish this.

Threatened or Endangered Species

In Colorado, there are 30 species of fish, birds, mammals and plants on the federal list of threatened or endangered species. The U.S. Fish and Wildlife Service identified another 10 as candidate species. In addition to the federally listed species, there are 16 additional species listed by the state as threatened or endangered and another 44 listed as State species of concern (Colorado Division of Wildlife, May 2004). Impacts can result from destruction of habitat, animal mortality (including from vehicle-wildlife collisions), fragmentation of habitat, or changes in species behavior such as altering foraging or denning patterns.

To comply with the federal Endangered Species Act, CDOT evaluates all possible adverse impacts and takes all necessary measures to avoid harming proposed, candidate and listed species before construction and maintenance activities begin. Impacts that are studied and determined to be unavoidable are minimized through highway design and construction techniques. Appropriate compensation is utilized after all reasonable avoidance and minimization techniques have been exhausted.

Senate Bill 40 (SB40) was created primarily for the protection of fishing waters, but it does acknowledge the need to protect and preserve the fish and wildlife resources associated with streams, banks and riparian areas in Colorado. This is accomplished through erosion control, water contaminate control, discharge conditions, construction procedures, vegetation manipulation and noxious weed control. These measures, when properly used, can ensure that Colorado waters remain conducive to healthy and stable fish and wildlife populations which depend on the streams of Colorado.

See Appendix B – Environmental for lists of species potentially affected by each corridor.

Air Quality

The Colorado Air Quality Control Commission, a division of the Colorado Department of Health and Environment, is responsible for developing and adopting a regulatory program to protect and improve air quality in Colorado. Typically, the commission is involved in the maintenance of the regulations through modification and revision. Much of the air quality management program currently is in place and has been adopted over time. Establishing new programs occasionally is considered by the commission. The commission oversees the implementation of the air quality programs. The commission is responsible for hearing appeals of the Air Pollution Control Division's implementation of the programs through permit terms and conditions and enforcement actions. Colorado's air quality management program regulates air pollutant emissions from stationary industrial sources, cars and light duty trucks, burning practices, street sanding and sweeping activities, and the use of prescribed fire. The air quality program also is focused on visibility, odor and transportation planning impacts to future air quality.

The Colorado Air Quality Control Commission distributed a "Report to the Public 2005-2006" 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. The Northwest TPR falls within the Western Slope air quality region.

Air quality concerns in this region primarily are from the impacts of a recent surge in energy development. In the 1990s, air quality concerns primarily were related to woodstoves, unpaved roads and street sanding. These "area" sources were addressed in many Western Slope

communities and are no longer as significant as the impacts from energy development, including direct emissions, support service impacts and associated growth. Controlled and uncontrolled burns are a significant source of air pollution in this region.

Many Western Slope communities, outside the Northwest TPR have taken aggressive action to control residential burning emissions. The municipalities of Aspen, Crested Butte, Steamboat Springs, Telluride and Vail, and Pitkin, San Miguel, Summit, Mesa and Eagle counties have adopted either mandatory or voluntary control measures to reduce residential burning pollution during winter seasons. Increased awareness of visibility impacts and fine particle levels spurred the installation of new air monitoring equipment to gauge those impacts. The region also has a number of local agencies that conduct air quality control programs.

During the 1970s and 1980s, the U.S. Environmental Protection Agency (EPA) designated many Colorado cities and towns as nonattainment areas because the areas violated nationwide air quality standards. By the mid-1990s, all these areas came into compliance with the various standards. All areas have been redesignated, including Pagosa Springs in 2001.

The redesignations are made possible by cleaner air, and through development and implementation of air quality management plans known as State Implementation Plans or “SIPs.” These plans describe the nature of the air quality problems and the probable causes. The plans show projections of future pollutant levels and identify strategies to reduce these pollutants to acceptable levels.

In order to comply with the Clean Air Act (CAA), the State of Colorado adopted the following standards/regulations that relate to transportation projects, which in turn apply to the Northwest TPR:

- Ambient Air Quality Standards Regulation - This regulation established ambient air quality standards for the state and dictates monitoring procedures and data handling protocols. It also identified non-attainment areas in the state, which have historically violated federal and state air quality standards.
- State Implementation Plan Specific Regulations – This regulation defines specific requirements concerning air quality control strategies and contingency measures for non-attainment areas in the state.
- Transportation Conformity, Reg. No. 10 – This regulation defines the criteria the Colorado Air Quality Control Commission uses to evaluate the consistency between state air quality standards/objectives, and transportation planning and major construction activities across the state, as defined in the state implementation plans.
- Street Sanding & Sweeping, Reg. No. 16 – This regulation sets specific standards for street sanding and sweeping practices.

See Appendix B for corridors affected by air quality concerns.

In the NWTPR, the Routt County Department of Environmental Health maintains and manages five PM₁₀ monitors and one PM_{2.5} monitor. The Steamboat Springs air shed has been in compliance for PM₁₀ levels since 1996 and an air quality attainment plan has been developed, submitted and approved by the Colorado Air Quality Control Commission. Other approvals required from the legislature, the governor’s office, and the U.S. EPA were obtained and Steamboat Springs was designated as an attainment area in 2004. For more specific details on Colorado Air Quality Regulations see www.cdphe.state.co.us/regulate.asp.

Water Quality

There are four river basins encompassed by the boundary of Colorado. They are: Colorado, Missouri, Rio Grande, and the Arkansas. Within these basins are numerous creeks, tributaries, and ditches; as well as lakes, floodplains, and wetlands. The NWTPR is part of two of these four river basins. The majority of the NWTPR is situated in the Colorado River Basin, and a smaller portion in the Missouri River Basin to the northeast. The major rivers in the NWTPR that are part of the Colorado River Basin are the Colorado, White and Yampa Rivers. A major waterbody within the Colorado River Basin is Lake Granby. The Water Pollution Control Act of 1972 later amended to include the Clean Water Act (CWA) protects the waters of the TPR. This Act promulgated the National Pollution Discharge Elimination System (NPDES) and created water discharge standards which includes maintaining the chemical, physical and biological integrity of the nation's waters. Protection of these waters is done through regulatory review and permits. A list of potential environmental permits is listed below.

A detailed discussion on impacts to water quality and wetlands is located in Appendix B.

Noise

The FHWA Noise Abatement Criteria (NAC) defines noise levels which, if approached or exceeded, require noise abatement consideration. FHWA requires all states to define at what value a predicted noise level approaches the NAC, thus, resulting in a noise impact. CDOT has defined "approach" as 1dBA less than the FHWA NAC for use in identifying traffic noise impacts in traffic noise analyses.

Noise abatement guidelines also state that noise abatement should be considered when the noise levels "substantially exceed the existing noise levels." This criterion is defined as increases in the L(eq) of 10.0 dBA or more above existing noise levels.

As existing higher-speed transportation facilities are widened or new facilities are constructed noise becomes a greater issue. Noise can also be an issue for lower-speed facilities where steep grades or a high percentage of trucks exist. As a result of potential impacts, all projects involving federal funding will require a noise analysis be completed.

Historical/Archaeological Sites

Both the Colorado State Register of Historic Places and the National Register of Historic Properties (NRHP) list sites and/or communities of historic/archaeological significance. Any transportation project identified for this region would require field surveys to determine which resources have cultural/archaeological significance and/or potential eligibility for listing on the NRHP. The Colorado Office of Archaeology and Historic Preservation tracks sites that are considered significant and are on the NRHP. Within the NWTPR there are a substantial number of sites. For more information on these properties see <http://www.coloradohistory-oahp.org/programareas/register/1503/cty.htm>

Hazardous Materials

The potential to find hazardous materials during the construction of a transportation facility always exists. Hazardous materials are regulated under several programs, including: the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). 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 where there have been 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.

See Appendix B for corridors with potential impacts to hazardous material sites.

Environmental Permits

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

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

CDOT Environmental Forum

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

Subject matter experts from 16 Federal and State agencies and organizations identified environmental issues and concerns for each TPR. A summary of the issues, arranged by resource agency follows in Table 15.

Table 15: NWTPr Environmental Forum Summary March 9, 2007

Resource/Regulatory Agency	Information/Issues/Concerns
Environmental Protection Agency (EPA)	EPA is involved in oil and gas development along the western slope and within the TPR. EPA is concerned with protecting water quality and considering sustainability in regional planning.
CDOT (MS4) Discharge Permit Program	Steamboat Springs is the only designated municipal separate storm water sewer system (MS4) area within the TPR. MS4 staff recommends considering planning for additional ROW and costs for permanent best management practices (BMP's) for any construction project in Steamboat Springs. CDOT needs to identify ROW needs for protection of streams and mitigation. Impaired streams should be identified early on in the planning process.
Colorado Department of Public Health and Environment (CDPHE) - Solid Waste	Several dump sites that get waste from oil & gas production are located in the western portion of the TPR. Clean up of beetle killed trees is a huge issue, CDPHE is working on identifying compost facilities to help with beetle kill tree clean up. CDPHE sees significant increases in the number of reported spills on CDOT highways. Landfill site in Milner can no longer take profile liquids or contaminated soils so there will be more on-site treatments for spills on State highways. CDOT should be involved in the incident management issues due to wildfires.
CDPHE - Water Quality	High quality streams are located in TPR including the Fraser, Blue, Colorado, Yampa and White rivers. CDOT needs to consider water quality impacts and appropriate mitigation measures in their planning process. There are cumulative effects of oil and gas development on water quality. Steamboat Spring has a (MS4) Phase II permit and CDOT will need to also plan for permanent BMP's.
CDPHE - Air Quality	Steamboat Springs is in non-attainment/maintenance status. CDPHE is conducting an inventory of sources of air toxins. Cumulative impacts of oil and gas development on air quality is a regional concern. Notify CDPHE for any air quality concerns and they will monitor that area. CDOT needs to control dust on their construction projects to help reduce impacts to air quality.
Colorado Department of Wildlife (CDOW)	SH 13 north of Craig is a key Sage Grouse critical habitat area . DOW is working with the State Land Board on creating and/or protecting this habitat. CDOT should consider partnering on efforts to create and/or protect critical habitat. CDOT should also consider incorporating wildlife crossings into the planning process. Data sharing between DOW and CDOT should include wildlife crossings, identified wildlife corridors and key habitats. Several high quality fisheries within the Northwest TPR include the Colorado, Blue, Yampa and White rivers. CDOT should incorporate protection of fisheries and improved habitat into the planning process.
State Historic Preservation Office (SHPO)	SH 13 was identified for potential listing on the National Register of Historic Places. Any SH 13 improvements need to go through Section 106 consultation. Steamboat Springs area has an active historic group that needs consultation on projects. CDOT should consider a regional survey of context for the northwest area for use in planning and 106 consultations. Cumulative impacts of oil and gas development could impact historic resources. The only control that CDOT has on oil and gas development impacts to historic resources is through the CDOT ROW access permitting process.

Resource/Regulatory Agency	Information/Issues/Concerns
<p>U.S. Fish & Wildlife Service (USFWS)</p>	<p>Present sensitive species include Lynx, Black Footed Ferret, Boreal Toad, migratory birds and certain fish species. CDOT needs to use wildlife linkage information in their planning process to identify key conflict points. CDOT should plan for mitigation costs associated with impacts to wildlife in the planning process to obtain better overall project costing. Early coordination with the USFWS saves consultation time. The USFWS is concerned with the cumulative impacts of oil and gas development on sensitive species.</p>
<p>U.S. Army Corps of Engineers (USACOE)</p>	<p>New process requirements include the ephemeral and intermittent drainage jurisdiction which must now go through EPA. New requirements could add several days or months to the permitting process. New wetland mitigation banks have been approved for specific areas. CDOT should consider ROW acquisition and cost to construct wetlands mitigation early in the process.</p>
<p>Central Federal Lands and Colorado Trout Unlimited</p>	<p>Key Trout resources in the area that were identified were the Blue, Colorado and the Yampa. Loss of curvature of waterways due to construction from highway construction has impacted habitat. Sanding and the use of deicers impact water quality. Highway accident spills go into waterways creating an impact to habitat. Trout Unlimited would like CDOT to plan for the protection of waterways when developing their projects and consider the impacts of maintenance and operations on sensitive waters and provide mitigation measures. CDOT should consider stream restoration as part of projects where possible and pursue potential partnerships with other groups.</p>
<p>CDOT Wildlife Program</p>	<p>Animal/vehicle collisions are a major concern. Deer seems to be the most predominant species in conflict with vehicles. CDOT should identify key wildlife crossing areas and incorporate mitigation measures into their planning process. Impacts to the Sage Grouse habitat is another issue of concern. CDOT should consider identifying opportunities for mitigation partnering with other agencies. CDOT should also consider mechanisms to change driver behavior (i.e. use of electromagnetic cables) on those highways with high animal/vehicle collisions.</p>
<p>Colorado State Parks (CSP)</p>	<p>Need to consider conflicts between motorized vs. non-motorized uses when planning projects. Consider and plan for use of ROW in development of a statewide trails plan. Allow for room with CDOT ROW for trail purposes. CSP prefers a detached trail facility for safety and quality of experience. Trails all across the state are being impacted by the growth of the oil and gas development. There are safety issues associated with the use of transportation facilities by bicyclists due to the large increase in the number of oil and gas vehicles.</p>
<p>U.S. Forest Service (USFS)</p>	<p>Arapahoe, Routt and White River National Forests are found in the Northwest TPR. There are separate lynx management plans for the different forests. Critical habitat and linkage zones for lynx should be identified and mitigation measures considered in the planning process and project development. Beetle kill is a huge issue in this area. Consider the Forest Management Plans in transportation planning. CDOT needs to participate in the task force for incident command and emergency evacuation due to wildfires resulting from the significant beetle kill. CDOT should also coordinate with the local forest manager on upcoming transportation projects per the MOU between CDOT and Public Lands.</p>

Source: URS 2007

CORRIDOR VISIONS

The 2035 Long Range Transportation Plan begins to build a “corridor-based” plan that will more effectively envision the long term needs each corridor, rather than focusing on specific intersections, safety issues or capacity issues from point to point. See Table 16.

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

Corridor Vision Process

The corridor vision process examines 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 focus improvements on the midterm, or next 10 years. The Midterm Implementation Strategy will be examined later in this plan. These steps will help guide investment decisions throughout the planning period:

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

Table 16: Northwest TPR Corridor Segments

Corridor ID #	Corridor Name	Description (From / to)	Milepost		Primary Investment Category
			Begin	End	
PNW7001	SH 9	I-70 North to Kremmling	101.56	138.92	Safety
PNW7002	SH 13	Rifle North to Wyoming Border	0	128	Safety
PNW7003	SH 14	US 40 to County Line	0	64.81	Safety
PNW7004	US 34	North of Granby to Estes Park	0	62.5	System Quality
PNW7005	US 40	West of Craig East to Empire/I-70	89.04	257.65	System Quality
PNW7006	US 40	Utah Border to West of Craig	0	89.04	System Quality
PNW7007	SH 64	Dinosaur to Meeker	0	73.7	System Quality
PNW7008	SH 125	North of Granby to the Wyoming Border	0	75.4	Safety
PNW7009	SH 127	Northeast of Walden to the Wyoming Border	0	8.99	Safety
PNW7010	SH 131	Wolcott North to Steamboat Springs/US 40	0	68.72	Safety
PNW7011	SH 134	Gore Pass, US 40 to SH 131	0	26.99	System Quality
PNW7012	SH 139	Loma North to Rangely	0	72.06	Safety
PNW7013	SH 317	Hamilton to Pagoda	0	11.99	System Quality
PNW7014	SH 318	Utah Border to the Junction with US 40	0	60.69	System Quality
PNW7015	SH 394	Craig to CR 30	0	9.37	System Quality

Source: CDOT

CORRIDOR: SH 13 (PNW7002)

DESCRIPTION: Rifle North to Wyoming Border

2035 Corridor Vision

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. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. Future travel modes include passenger vehicle, transit, 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, energy extraction, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. The Transportation Commission ranked this corridor for consideration as an NHS facility due to its function as a major north/south connector in northwestern Colorado.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Preserve and enhance the existing transportation system
- Accommodate growth in freight transport
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

- Construct, improve and maintain the system of local roads
- Improve geometrics
- Add auxiliary lanes (passing, turn, accel/decel)
- Add/improve shoulders
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR U.S. 40 East (PNW7005)

DESCRIPTION: West of Craig East to Empire/I-70

2035 Corridor Vision

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. Traffic congestion is a problem for this corridor, particularly in the local communities, including Craig to Steamboat Springs, and Winter Park to Granby. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. 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. 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, construction, recreational usage, agriculture/ranching, energy extraction 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.

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH

Goals

- Preserve and enhance the existing transportation system
- Reduce traffic congestion, improve traffic flow, and provide for safe movement of bicycles/pedestrians
- Reduce fatalities, injuries and property damage crash rate
- Expand transit usage
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demand Strategies

Strategies

- Consolidate and limit access and develop access management plans; improve permeability for wildlife with targeted mitigation measures
- Provide and expand transit bus and rail services
- Construct and maintain Park and Ride facilities
- Promote car pooling and van pooling
- Construct Intersection/Interchange improvements
- Add auxiliary lanes (passing, turn, accel/decel)
- Add/improve shoulders
- Add Guardrails
- Improve railroad crossing devices
- Meet facility objectives for the airports as identified in the Colorado Airport System Plan

CORRIDOR U.S. 40 West (PNW7006)

DESCRIPTION: Utah Border to West of Craig

2035 Corridor Vision

The Vision for the U.S. 40 corridor (Segment 1) 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 is predominately passenger and truck traffic that is inter-regional/state rather than intra-regional, reflecting destinations outside the corridor. It is anticipated that energy extraction including coal, oil shale, and natural gas will result in an increase of heavy vehicles that serve the industry. 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; however, heavy trucks related to energy extraction are expected to increase as resource development occurs. Users of the corridor value system preservation, safety, connections to other areas, and high levels of mobility.

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH

Goals

- Preserve existing transportation system
- Maintain statewide transportation connections
- Improve travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Expand transit usage

Strategies

- Add surface treatment overlays Add turn lanes
- Add auxiliary lanes (passing and accel/decel lanes
- Improve permeability for wildlife with targeted mitigation measures
- Provide and expand transit bus and rail services

CORRIDOR SH 64 (PNW7007)

DESCRIPTION: Dinosaur to Meeker

2035 Corridor Vision

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. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. This also will impact county roads not built for heavy truck traffic. 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, energy extraction, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH

Goals

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing system
- 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
- Add accel/decel lanes
- Add turn lanes
- Construct, improve, and maintain the system of local roads
- Coordinate transportation and land use decisions
- Meet facility objectives for the airport as defined in the Colorado Airport Systems Plan

CORRIDOR SH 139 (PNW7012)

DESCRIPTION: Loma North to Rangely

2035 Corridor Vision

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. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. 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, the movement of freight, and energy extraction, in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Support recreation travel
- Accommodate growth in freight transport
- Preserve and enhance the existing transportation system, and coordinate transportation and land use decisions
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometrics
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays
- Add accel/decel lanes
- Add passing lanes
- Add turn lanes
- Meet facility objectives for the airport as defined in the Colorado Airport Systems Plan

CORRIDOR: SH 9 (PNW7001)

DESCRIPTION: I-70 North to Kremmling

2035 Corridor Vision

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 and is becoming a commuter corridor to bedroom communities that connects to places outside the region as well as communities within the Blue River Valley, and to Summit and Grand Counties. Safety is a substantial concern for this corridor. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. 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.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Reduce fatalities, injuries and property damage crash rate
- Reduce traffic congestion and improve traffic flow
- Support commuter and recreation travel
- Accommodate growth in freight transport
- Expand transit usage

Strategies

- Provide and expand transit bus service
- Provide bicycle/pedestrian facilities
- Provide inter-modal connections
- 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

CORRIDOR: SH 14 (PNW7003)

DESCRIPTION: US 40 to County Line

2035 Corridor Vision

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. Currently, however, this corridor is being used by heavy trucks to transport dead trees killed by the recent beetle infestation in addition to heavy summer tourism traffic. 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.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Expand transit usage

Strategies

- Improve geometrics
- Construct intersection/interchange improvements
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Provide and expand transit bus service
- Promote car pooling and van pooling

CORRIDOR: U.S. 34 (PNW7004)

DESCRIPTION: North of Granby to Estes Park

2035 Corridor Vision

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. Currently the corridor is being used by heavy trucks for transporting trees killed by the recent beetle infestation in addition to heavy summer tourism traffic. 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.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

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

Strategies

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

CORRIDOR SH 125 (PNW7008)

DESCRIPTION: North of Granby to the Wyoming Border

2035 Corridor Vision

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. Currently, however, the corridor is being used by heavy trucks for transporting trees killed by the recent beetle infestation. 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.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Provide for tourist friendly travel
- 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

CORRIDOR SH 127 (PNW7009)

DESCRIPTION: Northeast of Walden to the Wyoming Border

2035 Corridor Vision

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.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Improve geometrics
- Add/improve shoulders
- Improve hot spots

CORRIDOR SH 131 (PNW7010)

DESCRIPTION: Wolcott North to Steamboat Springs/U.S. 40

2035 Corridor Vision

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 a local commuter corridor and 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. Year round commuter traffic between Steamboat Springs, Stagecoach, Oak Creek, and Yampa has increased, producing congestion at peak times. Future travel modes include passenger vehicle, truck freight, passenger rail and expanded transit usage. Based on historic and projected population and employment levels, passenger traffic and 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

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Support commuter and recreation travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Expand transit usage

Strategies

- Improve geometrics
- Add passing lanes
- Add turn lanes
- 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
- Improve permeability for wildlife with targeted mitigation measures
- Promote passenger rail

CORRIDOR SH 134 (PNW7011)

DESCRIPTION: Gore Pass, US 40 to SH 131

2035 Corridor Vision

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.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Improve access to public lands

Strategies

- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays

CORRIDOR SH 317 (PNW7013)

DESCRIPTION: Hamilton to Pagoda

2035 Corridor Vision

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.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Support recreation travel
- Provide for tourist-friendly travel
- Preserve and enhance the existing transportation system
- Improve access to public lands

Strategies

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

CORRIDOR SH 318 (PNW7014)

DESCRIPTION: Utah Border to the Junction with U.S. 40

2035 Corridor Vision

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.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Preserve and enhance the existing transportation system
- Improve access to public lands
- Support recreational travel

Strategies

- Improve geometrics
- Improve hot spots
- Add surface treatment/overlays
- Add/improve shoulders

CORRIDOR SH 394 (PNW7015)

DESCRIPTION: Craig to CR 30

2035 Corridor Vision

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.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Support recreation travel
- Preserve and enhance the existing transportation system
- Improve access to public lands

Strategies

- Improve geometrics
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays)

VISION PLAN

For the purposes of this plan, the RPC examined all the available background data, matched unmet needs with the regional vision, goals, and strategies and determined the ultimate needs 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 not be needed on any given corridor. For instance, if Safety was determined to be the Primary Investment Category, the most pressing need may be for Safety type projects – passing lanes, straightening, signage, intersection improvements, etc. But, there may also be spot locations in the corridor that need to be addressed from a congestion or capacity standpoint, the main focus of the Mobility category. Likewise, if a segment has been selected primarily for System Quality improvements, there may also be a need for spot Safety or Mobility improvements. The goal has been to identify the primary set of needs given the corridor’s place in the regional system prioritization.

Multimodal Plan

This multimodal transportation plan addresses roadway, transit, aviation, rail, non-motorized transportation and travel demand management strategies. Table 17 lists all corridors in the region, the total cost of needed improvements, the Primary Investment Category, the priority as assigned by the regional planning commission.

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

Total Cost

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

The total Vision Plan cost from 2008 to 2035 is estimated to be about \$1.3 billion, including some \$301 million in transit costs and \$231 million in aviation costs.

Table 17: Northwest TPR - 2035 Vision Plan Priorities

Corridor	Description	Total Cost 2008 Dollars (\$000)			2035	
		Highway	Transit	Aviation	Primary Investment Category	Priority
TPR	Region 3 Shoulder Improvements				System Quality	High
TPR	Region 3 Engineering Studies & Environmental Compliance				System Quality	High
TPR	Community Based Transit		\$237,815		Mobility	High
SH 13	Rifle North to Wyoming Border	\$66,945	\$605	\$29,378	Safety	High
US 40 E	West of Craig East to Empire/I-70	\$340,477	\$59,592	\$159,434	System Quality	High
US 40 W	Utah Border to West of Craig	*			System Quality	High
SH 64	Dinosaur to Meeker	\$20,948	\$605	\$36,268	System Quality	High
SH 139	Loma North to Rangely	\$27,930			Safety	High
SH 9	I-70 North to Kremmling	\$30,723			Safety	High
SH 131	Wolcott North to Steamboat Springs/US 40	\$90,736	\$1,180		Safety	High
SH 14	US 40 to County Line	\$60,848	\$663		Safety	Medium
US 34	North of Granby to Estes Park	*			System Quality	Medium
SH 125	North of Granby to the Wyoming Border	*	\$663	\$6,402	Safety	Medium
SH 127	Northeast of Walden to the Wyoming Border	*			Safety	Medium
SH 134	Gore Pass, US 40 to SH 131	\$20,948			System Quality	Medium
SH 317 A	Hamilton to Pagoda	*			System Quality	Medium
SH 318	Utah Border to the Junction with US 40	\$119,700			System Quality	Medium
SH 394	Craig to CR 30	*			System Quality	Medium
Sub-Total		\$779,255	\$301,123	\$231,482		
TOTAL		\$1,311,860				

* Not all corridors were assigned a vision plan cost
Source: CDOT and NWRPC 2007

Transit Vision Plan

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

The Northwest Region is a challenging environment for public transportation due to the distinct rural nature of the area and scattered development punctuated with more urban-type resort communities. Funding and land-use development patterns are constraints to transit growth in the region. One constraint is due to transit operations being dependent on federal transit funds and the lack of dedicated local funding in the study area. A second constraint is the low residential density within the Region and scattered work destinations which limit the ability of traditional transit service to efficiently serve an increasing number of people. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles. Many of the regional trips are centered on connections to the larger urban areas of Grand Junction and Denver, and other smaller communities.

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

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

This Plan looked at how people currently use the existing transit services, who uses the services, and what keeps others from doing so. There are many reasons why people choose their automobiles over the transit service. Many of the future transit services would operate longer hours, run more frequently, and extend service areas. That is expensive, particularly in the early years as ridership builds. However, a fast, frequent, and reliable transit system would attract all market segments to the service. The fact is transit services do not come close to paying for themselves. Almost all services across the nation are subsidized from the Federal Transit Administration, state funding sources, and grants. The ability to leverage these federal funds becomes a difficult challenge as this match, in most cases, must be a locally derived cash match. While there have been increasing sources of federal operating and capital funding in recent years, the ability to raise the local match in many of Colorado's rural areas is difficult at best.

Future Funding

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

5309 Discretionary Funds

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

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

5310 Elderly and Persons with Disabilities Capital Funds

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies that transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. Preliminary estimates by FTA regional staff indicate that CDOT's apportionment for Fiscal Year 2008 is approximately \$1.6 million. For the Northwest Region, the amount of 5310 is \$55,000 in 2008 and over the planning horizon, a total of \$1.7 million.

5311 Capital and Operating Funds

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

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

estimated funding for the Northwest Region in 5311 funding for Fiscal Year 2008 is \$407,000. The amount of 5311 funding over the planning horizon (2008-2035) is estimated at \$13 million.

Additional Federal Transit Administration Funding Programs

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

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

State Funding Sources

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

2035 Transit Vision

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

The transit projects for the region for the next 28 years have an estimated cost of approximately \$301 million dollars as presented in Table 18. This includes operational and capital costs.

Table 18: Northwest TPR Transit Vision Plan

Transit Vision Plan (\$000)	
Operating Costs	Total
Existing Operational Costs	\$145,487
New Service/Expand Service	\$50,920
Rail	\$57,233
Subtotal	\$253,640
Capital costs	
New/Replace Vehicles	\$38,496
Facilities/Equipment	\$8,987
Subtotal	\$47,483
Grand Total	\$301,123

Source: LSC & CDOT, 2007.

Aviation Vision 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 further identifies anticipated funding sources that will be used to accomplish the project. Those funding sources may include local, FAA and Aeronautics Division funds.

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

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.

The State of Colorado is served by a system of 77 public-use airports. These 77 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 2035 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 2035 planning period. Letters were mailed out to each airport manager or representative that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet whereby airports could list their anticipated projects through the year 2035. 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 were not able to respond.

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

Table 19: Aviation Vision Plan (\$000)

Airport	Corridor Number	Amount
Granby/Grand County (Granby)	US 40	\$30,945
McElroy Field (Kremmling)	US 40	\$38,792
Walden/Jackson County (Walden)	SH 125	\$6,401
Craig/Moffat County (Craig)	US 40	\$16,433
Meeker Airport (Meeker)	SH 131	\$29,378
Rangely Airport (Rangely)	SH 64	\$36,268
Yampa Valley Regional (Hayden)	US 40	\$51,181
Bob Adams Field (Steamboat Springs)	US 40	\$22,083
Total		\$231,481

CDOT Division of Aeronautics 2007

FISCALLY CONSTRAINED PLAN

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

Primary Investment Categories (PICs) and corridor priorities were reviewed to aid in prioritizing and conducting the resource allocation process. Priorities were reviewed from the Vision Plan as well as the percentage of RPP funding through 2035 for each corridor segment.

Resource Allocation

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

The Northwest TPR is within CDOT Region 3. Total program funds are responsible for everything from major projects of statewide significance (Strategic Projects) to resurfacing to maintenance to bridge repair and bicycle/pedestrian programs. Table 20 indicates how resources were distributed in CDOT Region 3 for years 2008 to 2035. A percentage of RPP funds has been assigned to certain priority corridors. The column entitled Unprogrammed Strategic Projects % represents future funds that may be available when the current Strategic Projects Program is complete.

Table 20: Fiscal Year 2008 - 2035 CDOT 2035 Planning Control Totals (\$000)

Program	Region 3
Strategic Projects	\$825,000
System Quality	\$1,346,200
Mobility	\$360,300
Safety	\$425,800
Program Delivery	\$194,200
Regional Priority Program	\$93,900
Earmarks FY2008 & FY2009	\$6,600
Total	\$3,251,900

Source: CDOT December 14, 2006

The multimodal fiscally constrained plan allocates funds reasonably expected to be available to the priorities established in the Vision Plan. A total of \$93.9 million from CDOT Region 3 is anticipated to be available during the planning period for the RPP program, which includes the NWTTPR and surrounding areas. Other funds for safety, traffic operations, bridge replacement, resurfacing and other programs are also expected to be available, but are not allocated by CDOT based on performance, infrastructure life expectancy and other factors. Accounting for CDOT RPP funding, aviation and transit plans the NWTTPR 2035 Constrained Plan total is approximately \$304 million.

Strategic Projects Program

The Strategic Projects Program (SPP) allocates Colorado General Funds to a set of specific projects around the State. The program began in 1997 with 28 high profile major corridor improvements commonly known as the “7th Pot” and is funded through an annual allocation through Senate Bill 97-1. The elements that qualify a project for high priority status are based on the project’s regional or statewide significance, cost and return on investment of the project in addressing on-going needs of safety, system quality and mobility. These projects are large in scope and consist of multiple phases to complete.

All projects in the current program are projected to be complete by 2017. Past Projects in the Southwest TPR have included the US 40/Berthoud Pass improvements. If funding is available in this program after 2017, the TPR recommends application of future SPP funds 33% to SH 13 and 67% to US 40.

Table 21: 2035 Fiscally Constrained Plan

Corridor	Description	Primary Investment Category	Region RPP%	SPP% *	2035 Constrained Total (\$000)			
					Highway	Transit	Aviation	Total
TPR	Region 3 Shoulder Improvements	System Quality	10%		\$2,348			\$2,348
TPR	Region 3 Engineering Studies and Environmental Compliance	System Quality	5%		\$1,174			\$1,174
	Community Based Transit					\$172,003		\$172,003
SH 13	Rifle North to Wyoming Border	Safety	25%	33%	\$5,869			\$5,869
US 40 E	West of Craig East to Empire/I-70	System Quality	12%	67%	\$2,817		\$84,500	\$87,317
SH 64	Dinosaur to Meeker	System Quality	8%		\$1,878		\$11,500	\$13,378
SH 125	North of Granby to Wyoming Border	Safety					\$1,250	\$1,250
SH 131	Wolcott North to Steamboat Springs/US 40	Safety	39%		\$9,155		\$11,500	\$20,655
SH 139	Loma North to Rangely	Safety	1%		\$235			\$235
Total			100%	100%	\$23,476	\$172,003	\$108,750	\$304,229

Source: NWRPC 2007

* Unprogrammed Strategic Projects Program

Transit Constrained Plan

The Transit Fiscally-Constrained Plan is presented in Table 22. The Fiscally-Constrained Plan presents the long-range transit projected funding for FTA and CDOT programs. This is anticipated funding which may be used to support services. It should be noted that this total constrained amount is only an estimate of funding. As funds are appropriated in future federal transportation bills, these amounts will likely fluctuate. Capital requests are anticipated for future vehicle requests for the 5310 and 5311 providers over the course of the 2035 planning horizon. Additionally, the local funding amounts have been held constant. The constrained operating plan has an estimated cost of approximately \$172 million, with a capital cost of approximately \$27 million. Total constrained FTA and state grants funding is approximately \$40 million. The remainder of funding will need to be generated from local funding and is estimated at \$123 million.

Table 22: Constrained Transit Plan

Constrained Transit Plan (\$000) Estimated Costs	
Operating	Total
Existing Operational Costs	\$145,487
Subtotal	\$145,487
Capital	
Replacement Vehicles	\$26,516
New Vehicles	-
Facilities/Equipment	-
Subtotal	\$26,516
Grand Total - Costs	\$172,003
Funding Sources	
Local Funding	\$122,833
Local Match Funding	\$8,554
FTA and State Grants	\$40,616
Total Funding	\$172,003

Source: LSC & CDOT, 2007

Aviation Constrained Plan

The constrained costs were developed for the airports in Colorado using very general assumptions and forecasts. Airports that receive entitlement money fell under the assumption that they will continue to receive entitlements through 2035 at the current level. In addition to the entitlements, forecasts were used to determine how much discretionary money an airport would receive. The discretionary money is all FAA dollars other than entitlement and any money the state might grant. The forecasts were derived from any projects in their 6 year CIP, any major projects anticipated outside the 6 year CIP, as well as looking at historic funding levels at that airport to help predict the possible level of funding over the next 28 years. Any contributions to the airport from the local communities were not included in these constrained costs. By no means do these constrained costs guarantee that each airport will receive this amount through 2035.

Table 23: Constrained Aviation Plan (\$000)

Airport	Corridor Number	Estimated Costs
Granby/Grand County (Granby)	US 40	\$11,500
McElroy Field (Kremmling)	US 40	\$11,500
Walden/Jackson County (Walden)	SH 125	\$1,250
Craig/Moffat County (Craig)	SH 394	\$10,000
Meeker Airport (Meeker)	SH 131	\$11,500
Rangely Airport (Rangely)	SH 64	\$11,500
Yampa Valley Regional (Hayden)	US 40	\$40,000
Bob Adams Field (Steamboat Springs)	US 40	\$11,500
Total		\$108,750

CDOT Division of Aeronautics 2007

MIDTERM IMPLEMENTATION STRATEGY

The final step in the prioritization process was to identify a Midterm Implementation Strategy for the TPR. This step is an outcome of the 2030 Plan Debriefing Session at which many participants expressed the need for an intermediate strategy that is something less than the full long range outlook. In short, “Where should we focus our efforts?” The purpose of the Midterm Implementation Strategy is to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next 10 years, knowing there are limited funds and increasing costs.

The Midterm Implementation Strategy has two parts. In general, the TPR felt that the funding *status quo* will not be sufficient to adequately address transportation needs in either the short or long term. The Strategies to Increase Transportation Revenue address the need to either increase existing revenue streams or seek additional funding mechanisms.

The second part of the Midterm Implementation Strategy, Implementation Strategy Corridors, directs currently available, and limited, funds toward a set of improvements determined through this planning process to be most critical. The Northwest TPR has selected five high priority corridors (six corridor segments – two for US 40): SH 13, US 40, SH 64, SH 131, and SH 139 for priority implementation. The TPR’s Midterm Implementation Strategy consists of select strategies from the respective corridor visions. These strategies should be the focus of transportation investments over the midterm or the next ten years.

These offer the most benefits to moving people, goods and services throughout the region and should form the basis for project selection and programming. Funds should be utilized from appropriate CDOT programs including Regional Priority, System Quality and Safety Programs as available.

Strategies to Increase Transportation Revenue

The Regional Planning Commission (RPC) recognizes that CDOT investment in capital improvements using existing resources will be minimal over the midterm due to construction inflation and slow growth in revenues. To help offset rising costs, the RPC adopts the following Midterm Implementation Strategy Policies:

- Adjustments to the state gasoline tax should be considered as one alternative to help increase transportation revenues.
- Access Management Plans should be completed for corridors or portions of corridors where residential or commercial development is anticipated that may degrade existing level of service. CDOT is encouraged to participate in an advisory role with local governments to develop plans that are mutually beneficial.
- The RPC supports local initiatives to create Special Improvement Districts and Rural Transportation Authorities to contribute local funds to transportation projects on state facilities. Projects supported by such initiatives may receive priority treatment in the planning and programming process.
- The RPC supports state initiatives that provide energy impact funds for transportation improvements on facilities that are affected by energy or mineral extraction.
- Solicit federal funds associated with implementing the National Energy Policy, which promotes less dependence on foreign energy sources.

Implementation Strategy Corridors

Energy Development Corridors - US 40 (Dinosaur to Hayden) / SH 13 / SH 64 / SH 139

What local issues are creating a transportation improvement need?

The surge in energy development associated with rising energy prices is having a profound impact on economy and transportation system in western Colorado. Oil shale, natural gas and coal are the predominate energy sources on the western slope. As the extraction processes continue to grow, not only are more people expected to move into the region, but heavy equipment and trucks associated with energy extraction will become more prevalent.

What transportation problems are created by these issues?

With the exception of US 40, a principle arterial and on the National Highway System, the other affected state highways are minor arterials and not necessarily constructed to withstand the heavy truck traffic associated with energy industry development. Average Annual Daily Traffic and commercial vehicle projections by CDOT do not reflect recent trends in energy development in the northwest portion of the state. With the exception of segments on US 40, State Highways 13, 64 and 139 are two lane facilities without adequate passing lanes or shoulders. Also, significant segments of the roadway surfaces are in poor condition and are expected to deteriorate at a faster rate with the increased traffic. Each of the corridors also has a fatal crash rate in excess of the state fatal crash rate. Anticipated growth in energy related development has resulted in mobility, safety and system quality concerns.

What strategies should receive priority in the midterm?

- Add auxiliary lanes (passing, turn, accel/decel) on SH 13, SH 64, and SH 139, where feasible, to maintain the current level of service and enhance safety.
- Construct shoulders on SH 13, SH 64, and SH 139 where technically, environmentally and fiscally prudent to maintain the current level of service and enhance safety.
- Construct intersection improvements at major intersections on US 40, SH 13, SH 64, and SH 139.

Recreation and Commuter Corridors – US 40 (Hayden to Winter Park) / SH 131

What local issues are creating a transportation improvement need?

The resort and recreation activities throughout the Northwest Transportation Planning Region create a high demand for year-round transportation. Workers often commute long distances because they cannot afford to live in the communities where they work. General population and job growth has been and is projected to continue well above state averages.

What transportation problems are created by these issues?

- Growing traffic congestion
- Safety issues on narrow mountain roads
- What strategies should receive priority in the midterm?
- Provide and/or enhance intercity/regional/local transit service

What strategies should receive priority in the midterm?

- Provide and/or enhance intercity/regional/local transit service
- Construct shoulders where technically, environmentally and fiscally prudent to maintain the current level of service, and enhance safety.
- Construct auxiliary lanes (passing, turn, accel/decel) where feasible to maintain the current level of service and enhance safety.
- Implement land use planning and access management measures to maintain the integrity of the state highway system.

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 constrained plan will allocate funds to the TPR's most critical needs as identified in the Midterm Implementation Strategy; the Regional Pools will use 15% of the available RPP in combination with other safety, operational, resurfacing and engineering/environmental funds to address specific problems based on engineering, safety and other criteria. Commitment of CDOT Region 3 funds to complete the SH 9, SH 13 and SH 131 construction projects and other previous commitments, while critical to overall needs, draw badly needed funds from the Northwest TPR. The constrained plan allocates small amounts to SH 139, US 40, and SH 64. Overall, the Midterm Implementation Strategies will direct funding at the most critical areas so as to provide the best possible system, within funding constraints.

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. See local transit plan in appendix for more information.

The TPR has clearly placed a priority on developing transportation improvements in an environmentally sensitive way. This can be accomplished through both mitigation of impacts and seeking alternative modal options that may be less damaging to air quality, water quality, scenic assets and other quality of life issues. The TPR is also dedicated to making transportation available to those traditionally underserved by private automobiles.

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

As a result, congestion will continue to deteriorate in spot locations on US 40 in Steamboat Springs and Craig as well as other corridors throughout the TPR. Many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists as well as leaving some safety concerns unaddressed. Surface conditions are expected to deteriorate over time.