



**COLORADO**  
Department of  
Transportation

# **2040** | Regional Transportation Plan

February 2015

## **Northwest**

*Transportation Planning Region*

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*Photos courtesy of CDOT except where noted. Cover photo by Matt Inden/Miles, Colorado Tourism Board.*

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## A Message from your Northwest Transportation Planning Region Chair

As Chair of the Northwest Transportation Planning Region, representing Grand, Jackson, Moffat, Rio Blanco, and Routt counties, it is my responsibility to ensure that our area's transportation needs and priorities are recognized, made easily accessible, and communicated to the public and key transportation decision-makers. This Regional Transportation Plan accomplishes these goals and more. It recognizes current needs and priorities, while formulating solutions to keep pace with regional growth and changing conditions.

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

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

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

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

Your familiarity with our region's transportation needs and priorities and the challenges that we face is important now and into the future. I invite you to review this plan and become more engaged in the Northwest Transportation Planning Region's transportation future.

Sincerely,



Gary Bumgarner  
Chair, Northwest Transportation Planning Region

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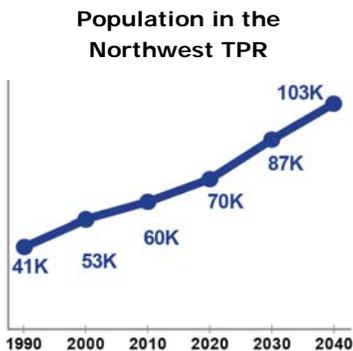


## Landscape

The Northwest TPR is characterized by mountainous terrain, agricultural lands, and river valleys. Home to numerous national forests, wilderness areas, state parks, and world-renowned ski resorts, the TPR offers diverse and open landscapes that provide an abundance of recreation and tourism opportunities. Adverse winter weather conditions create the potential for road closures. Rabbit Ears Pass is a high-altitude mountain pass that is an important link for connectivity in the TPR. The pass straddles the continental divide, receives a great deal of snow, and is subject to closure. Few roads are available to accommodate diverted traffic. On the other hand, the TPR also experiences a large amount of sunshine throughout the year.



*Kremmling and the Grand Valley. Photo by Adam Meek, © Creative Commons, 2.0 generic via Flickr*



*Population in the Northwest TPR is expected to grow at a slightly higher rate than the rest of the state. The TPR's population is expected to increase by 70 percent by 2040, compared to today. (Source: Colorado Department of Local Affairs)*

## Population

The population of the Northwest TPR is expected to grow approximately 1.8 percent annually through the year 2040 (from 60,200 residents in 2010 to 103,000 residents by 2040), which is a slightly higher growth rate than the statewide annual average of 1.5 percent. People 65 years of age or older—both in the Northwest TPR and statewide—make up the fastest-growing segment of the population.

## Heard Around the Region

People of the Northwest TPR value their natural resources and high quality of life, supported by tourism and outdoor recreation industries. The increasing senior population will necessitate better signing, lighting, accommodation of recreation vehicles, and public transportation services as alternatives to driving.

The TPR is experiencing increased energy production, including oil and gas. Significant truck traffic is associated with energy production industries. A growing number of workers have the flexibility to work from any location. These location-neutral workers are increasingly living in rural areas, so they rely on efficient and reliable connections to population centers and airports. Aviation is a key component of their ability to perform business, and reliable broadband connectivity is vital. Even though I-70 is not located within the geographic boundaries of the TPR, it is an important transportation corridor for the region and contributes to economic vitality.

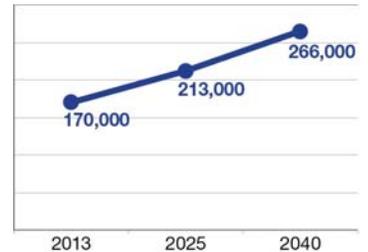
## Economic Vitality

The top industries for employment in the TPR are tourism and outdoor recreation, followed by health and wellness. Northwestern Colorado economic interests include a growing energy sector and agriculture. The top commodities by value exported from the TPR are grain and livestock.

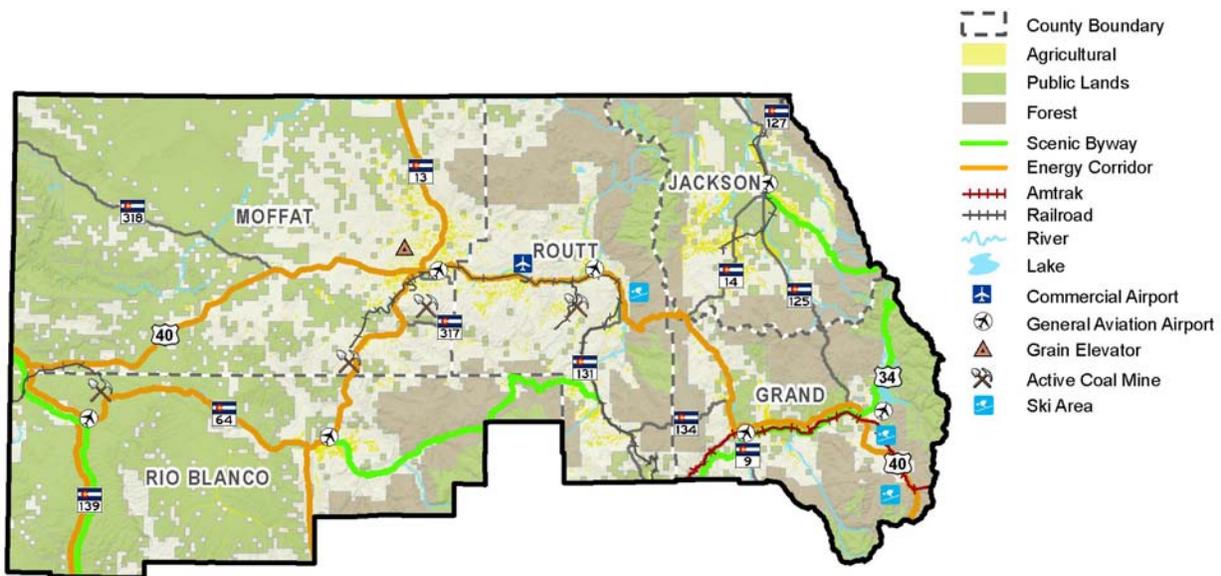
Freight movement is an economic indicator, and the Northwest TPR has a relatively high percentage of truck traffic (approximately 11 percent of daily vehicle volume is trucks). This is higher than the statewide average of 9 percent and indicates the important role the Northwest TPR plays in a growing freight economy. Projected growth in truck vehicle miles traveled (VMT) is shown to the right. A VMT equals one vehicle traveling one mile. Freight rail is also a key mode for commodity import and export. The Northwest TPR is served by the Burlington Northern Santa Fe Railway and the Union Pacific Railroad.

There are five Scenic Byways in the TPR that also contribute to the economic vitality. They are the Cache La Poudre, Colorado River Headwaters, Flat Tops Trail, Dinosaur Diamond, and Trail Ridge Road. Three ski areas also serve as economic generators.

Truck Traffic in the Region



Truck vehicle miles traveled daily in the TPR are expected to grow through 2040. (Source: CDOT)



## Heard Around the Region

Local industries tend to be transportation intensive. The TPR is experiencing increased energy production, including oil and gas, which is associated with energy production industries. Trucks have greater impacts on road conditions and maintenance needs and can be slow moving up steep grades. While large trucks are common in northwestern Colorado, many people in the TPR are concerned about their effect on mobility and pavement quality. The movement of goods is critical to support tourism in the area.

## Multimodal Transportation System

The multimodal transportation system in the Northwest TPR includes numerous state highways, five Scenic Byways, one commercial airport, seven general aviation airports, one intercity bus service provider, and 15 local/human services transit providers.

Bicycle and pedestrian facilities are an important component of an integrated transportation system. Bicycle racing events, recreational cycling, and bicycle commuting are important to residents and visitors alike. Improved shoulders benefit the needs of all road users, including bicyclists. Additionally, other infrastructure improvements, such as side paths, protected bicycle lanes, and other techniques, can greatly improve safety—particularly where bicyclists and motor vehicles compete for space on the road.

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



## Multimodal Transportation System At-A-Glance

1,665 lane miles—7.2 percent of the state system

1.7 million vehicle miles traveled per day—2.2 percent of state vehicle miles traveled.

1 commercial aviation airport—Yampa Valley Regional

7 general aviation airports (Craig, Granby, Kremmling, Meeker, Rangely, Steamboat Springs, Walden)

15 local/human services transit providers

1 intercity bus/regional bus provider—Greyhound

Numerous airport and resort shuttles

1 passenger rail—Amtrak California Zephyr

2 freight rail services—Union Pacific Railroad and BNSF Railway

Source: CDOT

## Roadway Drivability and Bridges

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

### Drivability Life

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

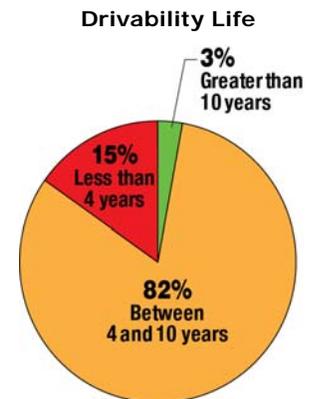
A highway with a DL of greater than 10 years is considered to have a high DL, while a highway with a DL of less than four years is considered to have a low DL. A DL is considered moderate when it is between four years and 10 years. In the Northwest TPR, approximately 85 percent of highways have a DL of high or moderate, while approximately 15 percent of highways have a low DL.

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

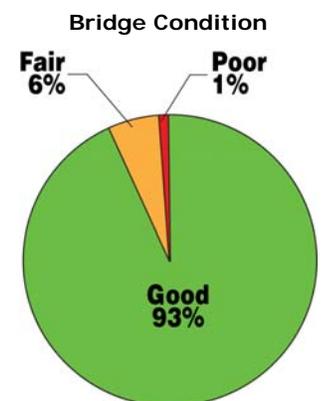
### Bridges

The Northwest Transportation Region's system has 106 bridges maintained by CDOT. Bridge condition in the TPR is relatively good, with 94 percent of bridges being in good or fair condition.

Since the inception of the Bridge Enterprise System, progress has been made on improving the bridges that have a poor condition rating. There are a small number of bridges rated as poor; however, they are operational and safe, but may not meet current design standards or are weight restricted.



(Source: CDOT, 2014)



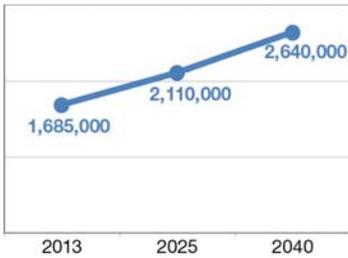
(Source: CDOT, 2011-2013)

## Heard Around the Region

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

More regional commuter transit service is needed. Other multimodal needs and desires of residents in the TPR include investments that provide options for local travel, such as local public transit, bicycle facilities, and pedestrian improvements, and enhanced intercity bus route hours.

### Total Vehicle Miles Traveled



A vehicle mile of travel (VMT) equals one vehicle traveling one mile. (Source: CDOT, 2014)

### Traffic and Safety

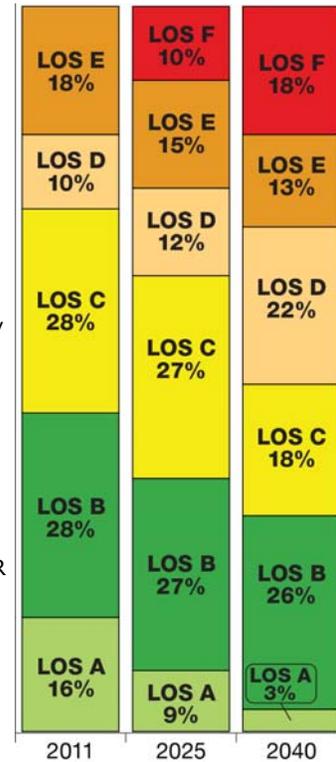
Traffic volume in the Northwest TPR is growing. Between 2013 and 2040, the vehicle miles traveled in the TPR likely will grow at an annual rate of 1.7 percent. This is slightly higher than the 1.6-percent rate anticipated for the state.

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

Very little congestion exists on the state highway system today in the Northwest TPR. The majority of highways in the TPR are expected to remain relatively free of congestion within this planning time period. Only areas near Steamboat Springs and Winter Park are anticipated to have unacceptable levels of congestion by 2025. However, by the year 2040, about 31 percent of the state highways in the region are projected to be congested.

From 2010 to 2011, the average crash rate in the TPR was 1.72 crashes per million VMT. This rate is comparable to the statewide average of 1.70 crashes per million VMT for the same time period. The two most prominent crash types in the Northwest TPR between 2010 and 2011 were collisions with wild animals and rear-end collisions.

### Regional Level of Service



(Source: CDOT, 2013)

Wild animal crossings mitigate animal-vehicle collisions



## Recent Accomplishments

Transportation systems have advanced in the Northwest TPR. Several highway and transit projects that have been completed since the last RTP include:

- US 40, Elk River Bridge—Replacement of functionally obsolete bridge west of Steamboat Springs
- SH 13, South of Meeker—Safety improvements, adding shoulders and climbing lanes
- SH 125, Michigan River Bridge—Replacement of functionally obsolete bridge outside of Walden
- SH 131, Yampa Corridor—Safety improvements, shoulder widening, guardrail and pavement replacement



US 40, Elk River Bridge Replacement

## Heard Around the Region

Traffic safety is a fundamental priority for transportation at the local, regional, and state levels. Safe, comfortable, and efficient travel between population centers is important to the region. Shoulder widening, pavement maintenance, and strategic enhancements, such as intersection improvements, are key to improving safety and are highly desired by residents. Drifting snow, icy and snowy roads, rockfall, and avalanches are common safety and road closure concerns. The mountainous terrain limits available space for increasing roadway capacity. Road closures can result in lengthy detours.

Many of the roads in the area are two lanes with limited shoulders. Wide travel lanes and adequate paved shoulders are desired improvements for the safety of motorists and bicyclists.

## Key Takeaways

The Northwest TPR is unique in many ways. The following takeaways were identified by TPR members during the planning process and considered in the preparation of the RTP's recommendations and implementation actions (see Chapter 6).

- Tourism, outdoor recreation, and natural resources are critical to the region's economy.
- The TPR is experiencing increased energy production, including oil and gas.
- System preservation is the primary need in the region.
- Like the state overall, the average age of the population in the Northwest TPR is increasing.
- Snow and ice removal are key to meeting mobility needs.
- There are limited redundant routes to provide detours during road closures.
- Though it is not routed through the TPR, I-70 contributes to the economic vitality of the region.
- Important issues in the TPR include: improving roadway pavement conditions and improving economic development.

*US 40 over Berthoud Pass*



# Transportation System Vision and Goals

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

## Transportation System Vision and Goals

The vision of the Northwest TPR is to work together to establish and maintain a realistic, balanced multimodal transportation system that effectively addresses current and future needs while at the same time protecting the quality of life and the safety of residents and visitors in the Northwest Region. The transportation system vision is supported by the following goals:

- Adopt a unified vision and goals for the region.
- Support a transportation system that meets present and future mobility and freight needs.
- Enhance passenger rail and commuter air service.
- Improve freight rail and air service.
- Broaden the economic base for communities in the region.
- Support a transportation system that increases convenience and quality of travel for residents.
- Develop a transportation system with a strong mass transit element.
- Provide a safe, efficient, and well-maintained roadway system.
- Plan for a transportation system that considers preserving environmental resources, creates and maintains pleasant human environs, and adapts to geographical conditions.
- Support a transportation system that facilitates and maximizes funding for the region.
- Support a transportation plan that develops options that are understood and supported by the traveling public.

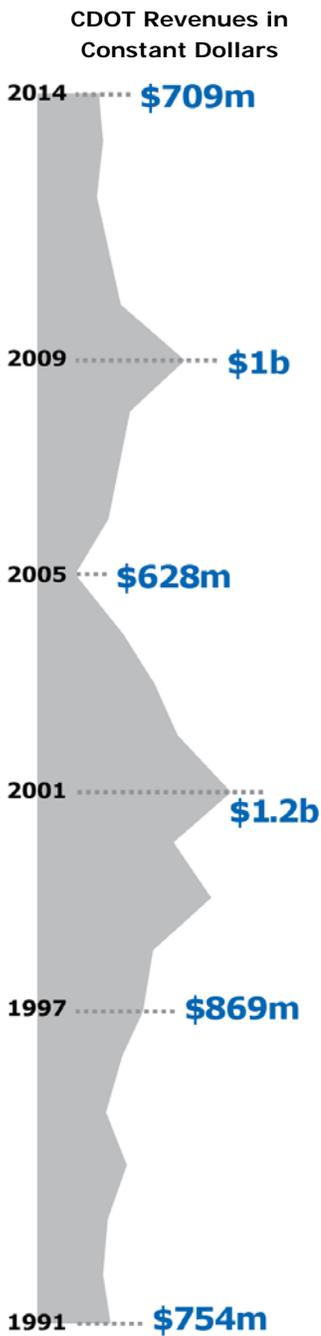
## Transit Vision and Goals

In the Northwest TPR, the transit vision is to form an enhanced, expanded, and cohesive network of transit options providing access and improved quality of life for the Northwest region's diverse population and visitors. The transit vision is supported by the following goals:

- Collaborate to maintain, enhance, and expand existing transit services.
- Improve connectivity and coordination between the region's transit systems and services along I-70.
- Provide safe and reliable transit choices with multimodal connections for both transit dependent and choice users.
- Enhance and expand transit access to medical services, employment, and other activity centers throughout the region, especially in the more rural areas where service does not exist.
- Engage citizens with education and outreach on transit options within the region.

# Chapter 2

## Changes Affecting Regional Transportation

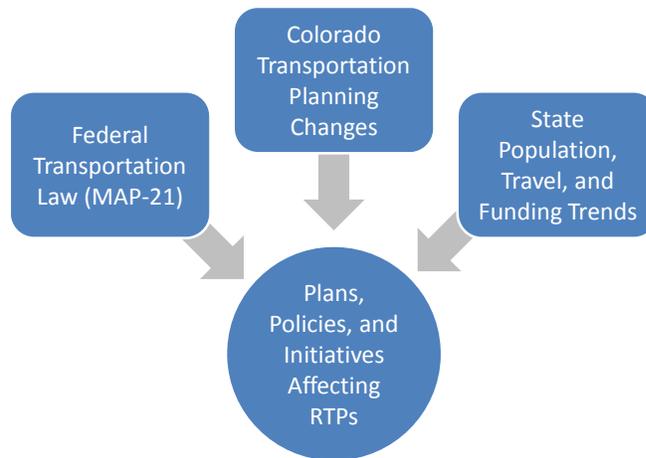


m = millions    b = billions

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

This chapter discusses policies and trends that affect the Region's RTP. Colorado has developed several plans, policies, programs, and initiatives since the adoption of the 2035 Northwest Regional Transportation Plan that affect transportation in the Northwest TPR and statewide. These changes respond to several trends affecting transportation in Colorado:

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



### Federal Transportation Law, MAP-21

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

Besides authorizing transportation funds, MAP-21 also consolidates funding programs, permits different financing mechanisms, and provides for streamlined environmental reviews.

## State Trends Affecting Transportation Planning

Colorado's population is growing. This growth will increase the number of transportation system users and the VMT. In 2011, the population of Colorado was 5.1 million people. By 2040, the population is expected to increase to 7.8 million people (Source: DOLA). In 2013, there were 78 million VMT per day on the state highway system. In 2040, there are projected to be 115 million VMT each day on the state highway system.

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

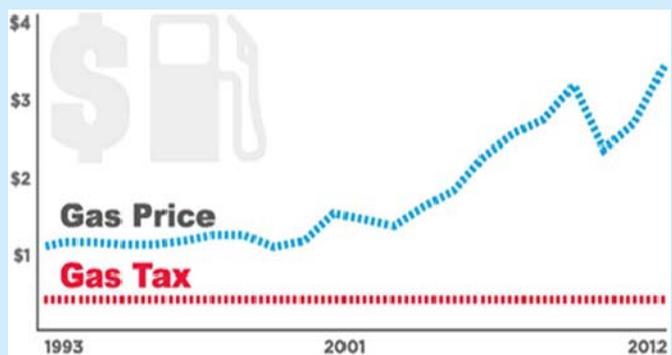
To get more out of the transportation system in the face of limited revenues, CDOT is focusing on maintaining assets, managing traffic flows, and encouraging multimodal choices like transit, bicycling, and walking. While the RTP focuses on regional priorities for highway improvements, other transportation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



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

## Growing Transportation Demand, Flat Funding Source

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



## State Transportation Policy Changes

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

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

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

## How does the Northwest TPR respond to these national and state goals, plans, policies, programs, and initiatives?

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



# Chapter 3 Planning Purpose and Processes

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

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

The Colorado Transportation Commission and CDOT will refer to this document to assist in their planning and decision making. With limited dollars available, it is important to have a plan that establishes transportation priorities for the Northwest TPR so that investments can be made accordingly. The implementation mechanism for the RTP is the STIP, a capital improvement program that identifies which transportation projects have been approved for funding. The STIP is based on RTPs developed by each TPR to establish a direct link between the corridor-based transportation needs and priorities expressed in the RTP and the selection and funding of specific system improvements.

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

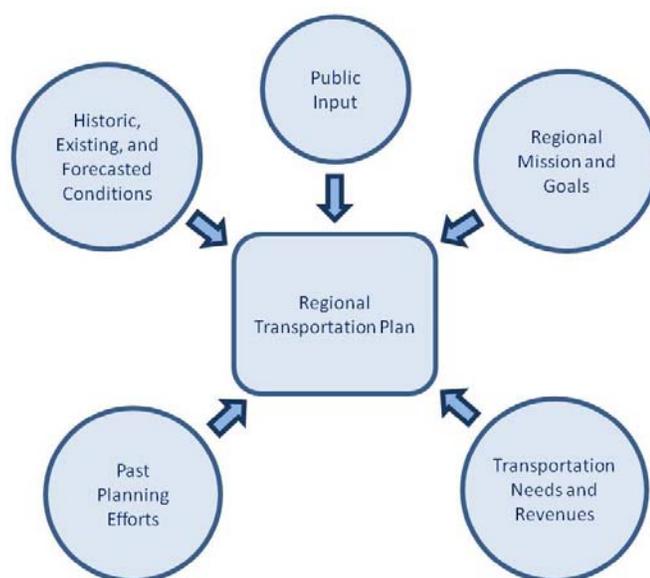
## What is a Regional Transportation Plan?

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

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

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

## Components of the Regional Transportation Plan



## Members of the Regional Planning Commission

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

### Counties:

- Grand County
- Jackson County
- Moffat County
- Rio Blanco County
- Routt County

### Municipalities:

- Craig
- Dinosaur
- Fraser
- Granby
- Grand Lake
- Hayden
- Hot Sulphur Springs
- Kremmling
- Meeker
- Oak Creek
- Rangely
- Steamboat Springs
- Yampa
- Walden
- Winter Park

## Development of the Plan

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

### Federal and State Regulations

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

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

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

### RTP Planning Process Components

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

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

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

## Integration of Other Plans and Initiatives

The RTP for the Northwest TPR is one of 15 RTPs in the state. While these documents are stand-alone reports, they also are key components of the Statewide Transportation Plan. For the needs and priorities identified at the local level to be considered in the state's overall transportation planning process, integration of the 15 RTPs must occur. Likewise, the statewide modal and operational plans developed by CDOT (such as the Transit Plan and Strategic Highway Safety Plan) must be integrated with the Statewide Transportation Plan. This integration allows for a holistic look at transportation needs.

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

### Plans that support a statewide multimodal transportation system:

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

### Plans that support the economic vitality of the state:

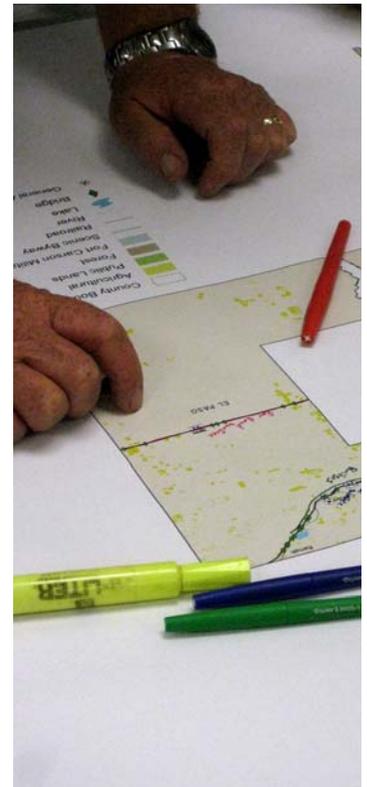
- Colorado State Freight and Passenger Rail Plan
- Colorado Freight Plan
- Colorado Airports Economic Impact Study

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

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

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

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



## Public and Stakeholder Engagement

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

### Public Survey

A survey was offered via the Statewide Transportation Plan's website so that the general and traveling public could provide valuable feedback about priorities in the TPR. The survey was available statewide in both electronic and hard-copy format and contained questions specific to the Northwest TPR. A total of **44** survey responses were received from the Northwest TPR. Results of the survey, combined with data, were employed by the RPC to select high-priority transportation corridors for their TPR. This public input also was used to illustrate the unique local characteristics of the TPR in Chapter 1 of this plan. Survey questions and popular responses for the Northwest TPR are below. To see the full list of questions and survey results, go to CDOT's website for Statewide Planning.

#### Why is transportation important to you?

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

#### What transportation issues matter most to you?

- #1 Improving roadway pavement condition
- #2 Improving economic development
- #3 Increasing bike/pedestrian options

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

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

### Telephone Town Hall

A telephone town hall is an interactive public meeting conducted over the telephone. On May 13, 2014, **4,163** residents in the Northwest TPR were called on the phone and invited to participate in a discussion with local leaders and CDOT staff, creating a valuable connection with members of the public who might otherwise be uninvolved. A total of **925** people participated, both listening and commenting on the topics discussed. This exercise provided an opportunity to vet the work done by CDOT and the Regional Planning Commission with the broader public before proceeding to finalize important components of the plan. Below are some of the outcomes of the conversation with the public.

What is most important to you about transportation?	How should CDOT invest limited dollars?	What kinds of transportation improvements can best help the economy in your area?
<p><b>44%:</b> Safety</p> <p><b>23%:</b> Lets me live my life the way I want</p>	<p><b>37%:</b> Maintain the existing system</p> <p><b>37%:</b> Add shoulders</p>	<p><b>55%:</b> Improving the pavement</p> <p><b>23%:</b> Better bus or rail to support tourism</p>

## Other Public Engagement Tools

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

### [www.ColoradoTransportationMatters.com](http://www.ColoradoTransportationMatters.com)

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



### Facebook and Twitter

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



## Environmental Stakeholder Engagement

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

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

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

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

# Chapter 4 Regional Priority Corridors

## Regional Priority Corridors

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

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

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

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



## Northwest TPR Regional Priority Corridors



US 40: West of Craig east to Empire



SH 9: I-70 north to Kremmling



SH 13: Rifle north to Wyoming border



SH 64: Dinosaur to Meeker



SH 131: Wolcott north to Steamboat Springs (Oak Creek to Steamboat Springs is the priority for the first 10 years)



SH 139: Loma north to Rangely

## Priority Corridor Selection Process

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

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

The Northwest TPR Regional Priority Corridor identification process resulted in the identification of six high-priority corridors. SH 9 is a high-priority corridor in the TPR that has been funded recently for improvement through CDOT's Responsible Acceleration of Maintenance and Partnerships (RAMP) program. SH 131 and SH 139 have significant funding and improvement needs. Improvement have begun on SH 13.

## Corridor Profiles

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

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

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

## Function of Corridor Prioritization

Selection of the regional priority corridors will guide decisions for the use of transportation resources in the Northwest TPR. The importance of regional priority corridors is further validated by the collaborative process by which they were identified, involving key community members and grassroots interests in the region. The overall prioritization of corridors also helped inform subsequent discussions about transportation needs and priorities when or if revenues are more or less than expected.

### Regional Priority Corridor Factors

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

## Regional Priority Corridors for the Northwest TPR

### SH 13: Rifle north to Wyoming border

#### Corridor Characteristics

- Energy development
- Meeker Airport access
- Tourism and agriculture
- Alternate route during I-70 closures
- Major north-south connector

#### Corridor Goals and Strategies

- Widen lanes and shoulders
- Accommodate growth in freight transport
- Add passing lanes
- Provide local and regional essential bus service

### SH 9: I-70 north to Kremmling

#### Corridor Characteristics

- Commuter route
- Abundant wildlife
- Tourism and commercial activity
- Alternate route during I-70 closures

#### Corridor Goals and Strategies

- Improve wildlife crossings
- Expand transit usage
- Construct passing lanes and intersection improvement
- Support commuter and recreation travel
- Provide local and regional bus service

### SH 131: Wolcott north to Steamboat Springs (Oak Creek Canyon to Steamboat Springs is the first 10-year priority)

#### Corridor Characteristics

- Commuter corridor to Steamboat Springs
- Tourism, freight, energy, recreation
- Alternate route during I-70 closures
- Link to transit/future rail on I-70
- Access to Colorado Headwaters and Flat Tops Scenic Byway

#### Corridor Goals and Strategies

- Support commuter and recreation travel
- Accommodate growth in freight transport
- Expand transit usage
- Improve roadway near Oak Creek
- Provide local and regional bus service

### US 40: West of Craig, east to Empire

#### Corridor Characteristics

- Commuter link between Craig and Steamboat
- Front Range recreation and tourism access
- Mountainous terrain with unique weather
- Regional bus and bike corridor
- Safety improvements desired
- Access to Yampa Valley Regional Airport
- Intercity bus service

#### Corridor Goals and Strategies

- Expand transit opportunities
- Preserve and enhance existing system
- Improve intersections and add passing lanes
- Mitigate avalanche danger
- Provide local and regional essential bus service

### SH 139: Loma north to Rangely

#### Corridor Characteristics

- Energy development
- Scenic byway
- Truck freight

#### Corridor Goals and Strategies

- Improve safety
- Mitigate impacts of energy development
- Widen lanes and shoulders
- Optimize pavement conditions

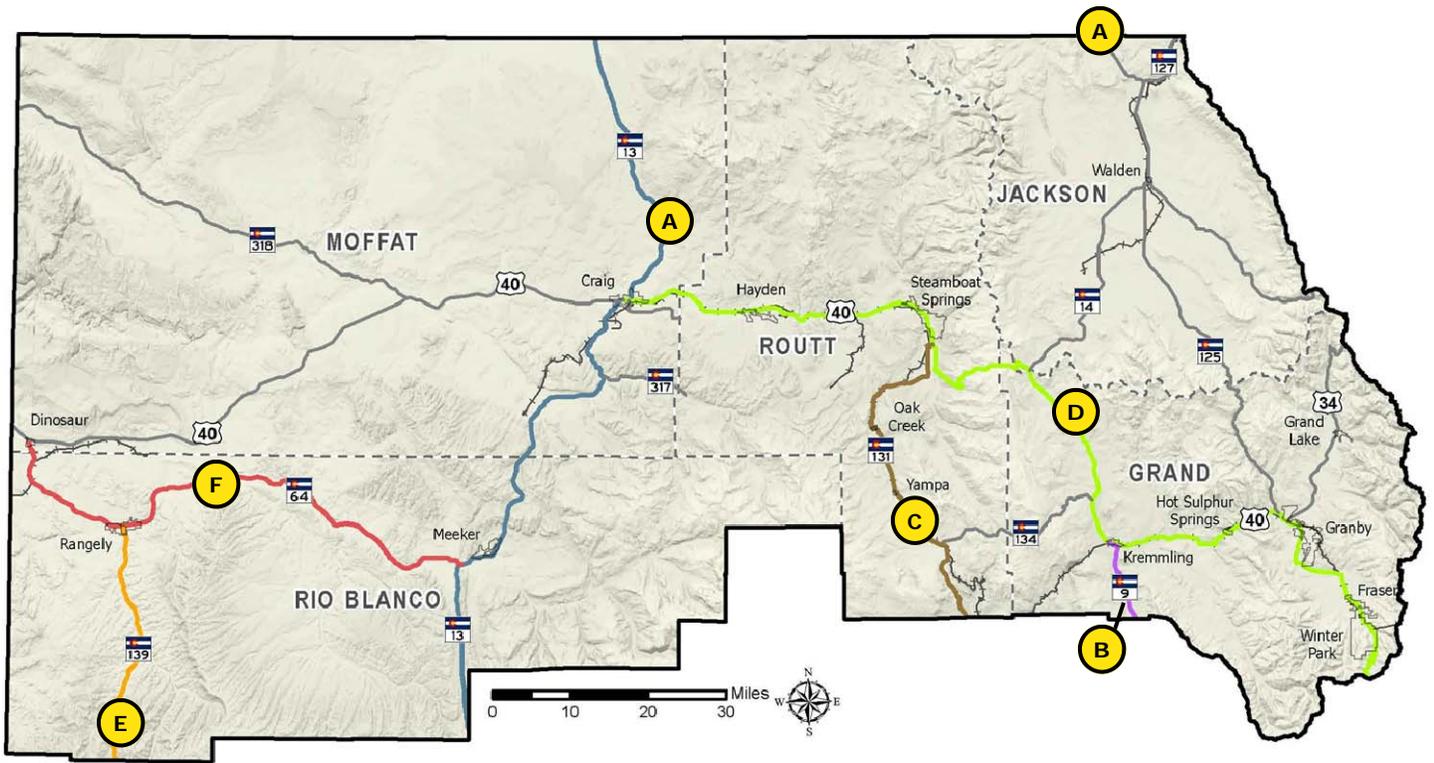
### SH 64: Dinosaur to Meeker

#### Corridor Characteristics

- Energy development
- Scenic Byway
- Rangely Airport access

#### Corridor Goals and Strategies

- Accommodate growth in freight transport
- Preserve and enhance the existing system
- Improve sight distances
- Widen shoulders and driving lanes



# Chapter 5

## Transportation Needs and Revenue

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

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

### Regional Multimodal Needs

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

- The California Zephyr Passenger Rail (Amtrak) travels through the Northwest TPR
- Bicycle racing events, recreational bicycling, and bicycle commuting are important to residents and visitors alike.
- Transit services connect residents, employees, and visitors to major activity centers for jobs, schools, shopping, medical care, and recreation, thereby contributing to the economic vitality of the area.

Highway and multimodal needs are described in **Chapter 4, Regional Priority Corridors**. Detailed needs for transit, aviation, freight, and rail have been developed through CDOT modal plans. The modes are discussed below and are not in priority order.

### Highway Corridors

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

### Transit

Transit needs include maintaining and, as funds are available, expanding existing transit services, providing more regionally essential services and enhancing inter-city and intra-city service throughout the TPR. Even though I-70 is not in the Northwest TPR, it provides critical regional connections for the area. Safe and reliable transit options with multimodal connections for all users are needed to increase service to jobs, recreation, health and human services, and medical facilities. There is a need to promote transit ridership through community advocacy and outreach.

### Transit Needs

The Northwest Regional Coordinated Transit and Human Services Plan outlines additional transit needs on these corridors:

- US 40
- SH 9
- SH 13
- SH 131

## Aviation

Statewide estimates to fund aviation needs are detailed in the 2011 Colorado Aviation System Plan for the general aviation airports within the Northwest TPR. Improved ground transportation and emergency access, runway extensions, a published vertical guidance approach, and pavement maintenance were some of the needs identified in the region. Yampa Valley and Meeker are identified as major aviation facilities.

## Bicycle and Pedestrian

Plans that specifically address bicycle and pedestrian needs and strategies are conducted at the state level in the Colorado Bicycle and Pedestrian Plan. However, some enhancements to improve bicycle and pedestrian mobility are related to highway projects. Bicycle and pedestrian needs for the Northwest TPR noted during plan development include wider shoulders and pedestrian crossing improvements at intersections in towns.

## Freight

The Colorado Freight Plan contains a broad discussion of the Colorado Freight Corridors and measures to improve freight movement throughout the state. The freight plan has a statewide list of potential projects for the first year, but no costs are associated with the potential projects. Projects proposed in the Freight Plan aim to address needs for wildlife/vehicle crash reduction measures, improved hotspots, widening shoulders, safety improvements, and general safety improvements.

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

- US 40
- SH 13

## Rail

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

- Amtrak (Passenger rail)
- Union Pacific Railroad (Freight rail)
- Burlington Northern Santa Fe Railway (Freight rail)



*At-grade crossing equipment and issues of safety and security are among the Northwest TPR's priorities for improving the rail system.*

## Statewide Regional Priority Program Distribution

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

## Northwest TPR Priorities for Funding

The TPR used three funding scenarios to prioritize transportation improvements. These scenarios are based on the Statewide Revenue Scenarios, discussed on the following pages. The Northwest TPR is in CDOT Region 3. CDOT Region 3 is projected to receive approximately \$7.15 million of Regional Priority Program (RPP) funding in FY 2016 and a total of \$71.5 million by the end of the first 10 years. This amount is split among the other TPRs in CDOT Region 3.

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

### Baseline Revenue Scenario

The Northwest TPR discussed how RPP funds could be used to address transportation priorities with the current funding availability. The Baseline Revenue Scenario is a forecast of reasonably expected resources for CDOT as a component of the 2040 Statewide Transportation Plan. Based on the adopted Statewide RPP distribution formula, and the Statewide Baseline Revenue Scenario discussed on the following pages, the planning estimate for the Northwest TPR's share of CDOT Region 3's RPP funding for the first 10 years of the plan is \$17 million. The TPR chose to plan for more than the expected RPP funding to account for the potential funding from FASTER Safety, changes in priorities, or other variables that may occur. For this plan, the TPR used an estimate of RPP funding of **\$30 million**. The Regional Priority Corridors, discussed in Chapter 4, were used to decide which locations should be considered for funding during the first 10 years of the plan. The TPR decided to prioritize the RPP funding this way:

### Northwest TPR Priorities for RPP Funds

Priority Corridor	Suggested Funding Amount (millions)
SH 13	\$11.7
US 40	\$11.7
SH 64	\$3
SH 131	\$3
SH 14	\$0.3
SH 139	\$0.3
<b>Total</b>	<b>\$30</b>

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

### **Less-Than-Baseline Revenue Scenario**

With less money available, some CDOT programs—such as snow and ice removal, bridge maintenance, and roadway maintenance—could be reduced. The Northwest TPR identified which CDOT programs should be prioritized in the event of less-than-expected revenues. The TPR determined that roadway maintenance is their top priority. This recommendation will be one of the factors considered for future project selection should there be a decrease in funding available to the TPR for transportation improvements from any funding resources, including RPP.

### **Additional Revenue Scenario**

The Northwest TPR identified which corridors in the region would receive funding if additional revenues became available. Within this additional revenue scenario, the TPR planned for an additional \$100 million. The result of this process identifies that additional funds would be spent on the following corridors. For further information, refer to CDOT's planning website.

- US 40
- SH 9
- SH 13
- SH 131

## Statewide Multimodal Needs

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

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

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

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

### 25-Year System Funding Gap (2016-2040)



*Estimated amounts in 2016 dollars. Source: CDOT, 2014*

## Statewide Revenue Scenario Planning

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

### Less-Than-Baseline Revenue Scenario

- No federal or state General Fund transfers

Under this scenario, revenues in 2016 would drop from \$1.4 billion to \$1.2 billion and then hold steady at about \$1.2 billion per year through 2040. **This represents an estimated 15-percent decrease from the Baseline Revenue Scenario.**

*Source: March 2014  
Transportation Commission  
Revenue Projection Packet*

### Baseline Revenue Scenario

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

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

*Source: Colorado Transportation Commission Resolution #3070*

### Additional Revenue Scenario

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

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

*Source: March 2014  
Transportation Commission  
Revenue Projection Packet*

# Chapter 6 Implementation Actions and Moving Forward

## Implementation Actions

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

### Implementation Actions for the Northwest TPR

Implementation Action	Strategies/Benefits	Applicable RTP Vision and Goals
Work with CDOT Region 3 staff to assist in developing locations for safety improvements; these improvements include shoulders, resurfacing, signage, and intersections.	Safety	Provide a safe, efficient, and well-maintained roadway system.
Work with local law enforcement and CDOT HQ to ensure safety data congruence.	Safety	Provide a safe, efficient, and well-maintained roadway system.
Work with CDOT Region 3 staff to assist in developing potential improvement, or construction, of pedestrian crossings and rest stop areas.	Bicycle and Pedestrian	Support a transportation system that increases convenience and quality of travel for residents.

## High Priority Transit Strategies

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

## Moving Forward with the RTP

After adoption of the RTP, the Northwest TPR will use implementation actions to monitor progress and will re-evaluate its actions accordingly. The TPR also will work with CDOT to develop activities that carry forward implementation actions. This will keep the plan actionable. In addition, regularly assessing progress on the plan based on these implementation actions can help the TPR decide whether to add or remove actions, as appropriate.

### Corridor Strategies and Benefits

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

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



SH 139, Douglas Pass  
Photo by Ron Schott ©  
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Generic via Flickr

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