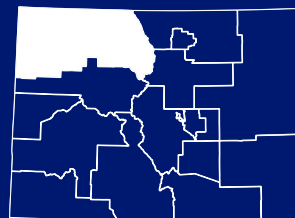


# Northwest 2045 Regional Transportation Plan Adopted November 2020

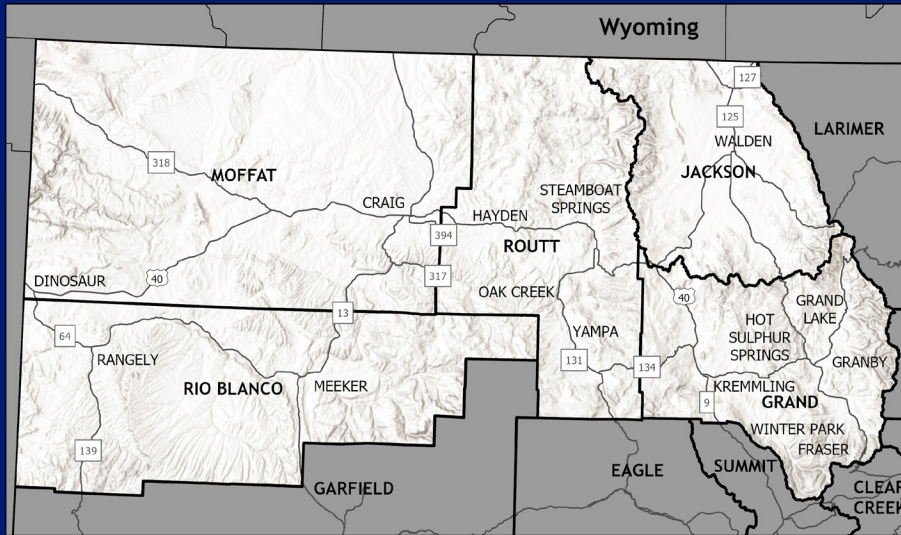


## Northwest



**Counties:**  
Grand, Jackson, Moffat,  
Rio Blanco, Routt

Derby Peak  
Photo Credit: Dave Hattan



This Regional Transportation Plan (RTP) is the long-range planning document that guides the continuing development of a multimodal transportation system for the Northwest Transportation Planning Region (TPR). The Plan reflects transportation system data and background information, input from the Region's transportation planning commission members and public sentiment. It recognizes the Northwest TPR's transportation needs and communicates solutions and priorities to the Colorado Department of Transportation (CDOT) and Colorado's Transportation Commission. The document provides a 25-year plan out to the year 2045 but has a particular focus on the next 10 years, allowing decision-makers to consider transportation investments in Northwest Colorado today, tomorrow, and in the extended future.

The Northwest TPR is a large Region located along Colorado's northwest borders with Wyoming and Utah, encompassing Grand, Jackson, Moffat, Rio Blanco, and Routt Counties. The TPR includes primary highway corridors such as US 40, SH 13, US 34 that are important links for connectivity within and through the Region. The Region primarily consists of mountain terrain, agricultural lands, and river valleys. It is home to four scenic byways including the Colorado River Headwater (US 34), numerous national forests including Medicine Bow-Routt, and world-renowned ski resorts. As a destination for growing year-round activities, its residents value their mountain lifestyle, largely supported by tourism and outdoor recreation industries.

## Northwest TPR Members

Composed of elected and appointed officials, the TPR's planning commission is responsible for establishing Regional priorities and needs, developing the multimodal RTP, and ongoing planning coordination with CDOT.

Members include:

- Grand County
- Jackson County
- Moffat County
- Rio Blanco County
- Routt County
- Craig
- Dinosaur
- Fraser
- Granby
- Grand Lake
- Hayden
- Hot Sulphur Springs
- Kremmling
- Meeker
- Oak Creek
- Rangely
- Steamboat Springs
- Yampa
- Walden
- Winter Park



Photo Credit: CDMSmith; Steamboat Springs Pop Up

Dear Neighbor,

As Chair of the Northwest Transportation Planning Region (NWTTPR), 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. We have listened, recognized, and solidified your current needs and priorities. We have collectively formulated solutions to keep pace with the expected growth and changing conditions within our region.

This document is the reflection of a collaborative process among Northwest TPR members, various types of data and information gathering, and public sentiment. Through this process, NWTTPR leaders have worked diligently to comprise projects and action items, which they believe can be attainable in the short and long term. This plan is integrated into the Statewide Transportation Plan (STP), demonstrating the important role that transportation in the Northwest region plays in the overall state transportation system. Our plan will help inform decisions the Colorado Department

of Transportation makes about the state's transportation system.

This plan is intended to be a living, useful document that is referred to when transportation decisions are being made and as the Northwest TPR implements projects and strategic actions documented herein. Your NWTTPR will continuously revisit the project plan to ensure we are choosing projects which support our residents to the fullest and adhere to this region's vitality as well as CDOT's 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. Please review this plan and become engaged in your Northwest Transportation Planning Region's transportation future. Each of us play a role in how we etch the future of transportation in the northwest.

Sincerely,

Heather Sloop  
Northwest TPR Chair

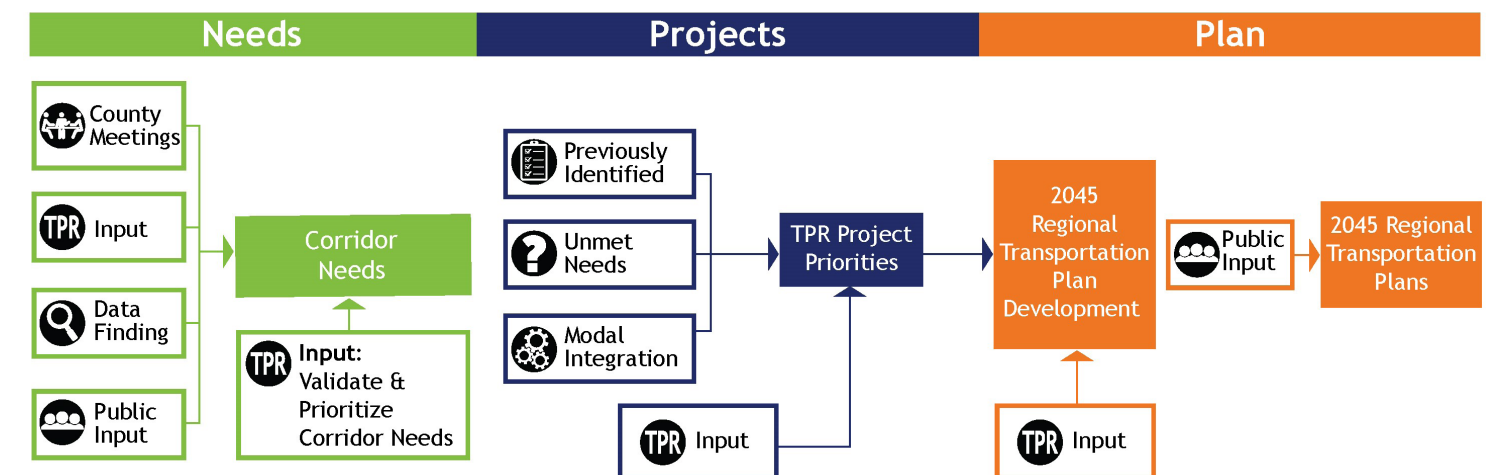
### STATE & FEDERAL REQUIREMENTS

Legislation at both the state (§43-1-1103, C.R.S.) and federal (CFR 450.206) levels, as well as state transportation planning rules (2 CCR 601-22), requires the development of a comprehensive, long-range Statewide Transportation Plan that encompasses at least a 20-year period and incorporates the priorities and needs of the TPRs across the state. The state and federal requirements have been followed in the creation of this Plan.

Every four to five years, CDOT updates the Colorado Statewide Transportation Plan (Your Transportation Plan), which serves as a long-range planning tool and identifies Regional and statewide trends and issues. RTPs are developed to inform the Statewide Transportation Plan and to prioritize transportation projects in the Region.

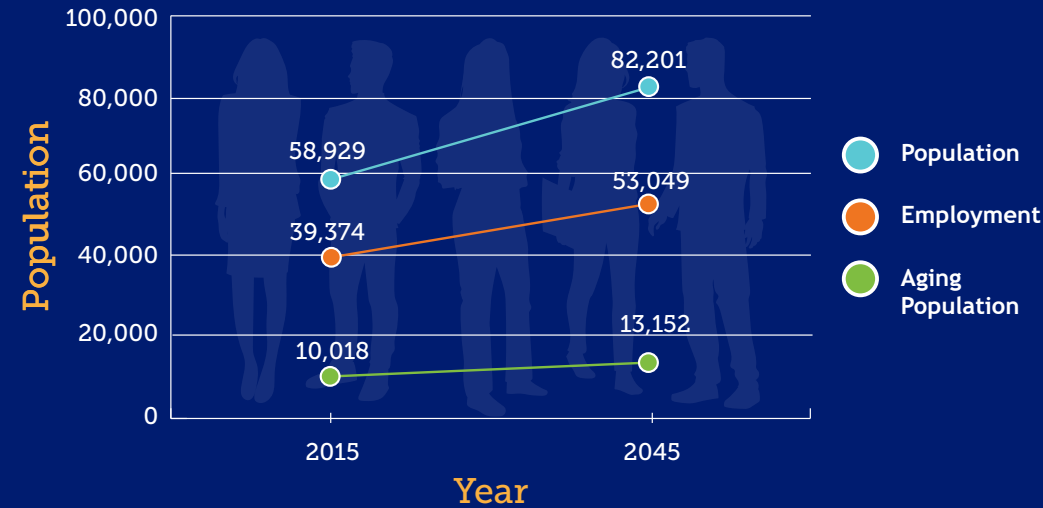
## Plan Development Process

This 2045 RTP was developed over approximately one year and included three primary phases: identification of transportation needs, development and prioritization of projects, and plan creation. The TPR and public input, along with a data-driven analysis, was critical to plan development. The Coordinated Public Transit and Human Services Transportation Plan was developed concurrently, and can be found in Appendix A.



# Northwest TPR Regional Transportation Story

The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the Region by 2045. The story summarizes the condition of the transportation infrastructure within the Region, how the transportation system is used, and the people relying on the system. Combined, this information shows the uniqueness of the TPR and helps identify the greatest needs in the Region.



Source: CDOT Statewide Travel Demand Model, 2015 and 2045.

## Population & Employment

Population and employment are both expected to grow significantly by 2045. Population is expected to grow by approximately 39 percent while employment is expected to grow by 34 percent.

## Aging Population

Aging adults have unique travel needs. They often need public transportation services as alternatives to driving, as well as roadway improvements such as better signage, striping, and lighting. The number of residents over 65 is expected to increase slightly by 2045, comprising over 16 percent of the population.

## Vehicle Travel & Congestion

Vehicle miles traveled (VMT) in the Northwest TPR is expected to increase by 65 percent by 2045. As the Region grows and VMT increases, congestion along segments of US 40 and other roadways is anticipated to increase, particularly during peak tourist seasons (summer and winter). Weekend and holiday traffic put additional strain on local highways, and congestion can be compounded by inclement weather.

### Vehicle Miles Traveled



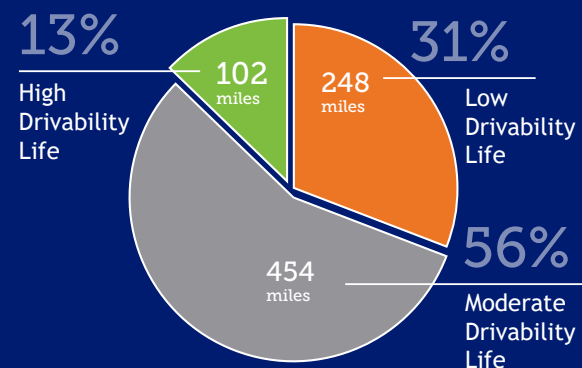
**65%**

Increase in vehicle miles traveled (VMT)

Source: CDOT Statewide Travel Demand Model, 2015 and 2045.

## Road Conditions

- Drivability life is the remaining “life” of the surface of the road and indicates how long a highway will have acceptable road surface and driving conditions.
- Most of the highways in the Northwest TPR have moderate (4-10 years) to high (>10 years) drivability life overall but almost all corridors in the region have segments of low (< 4 years) drivability life.
- Drivability life is lowest on SH 125. Other highways with segments of low drivability life include US 40 south of Granby, east and west of Kremmling, and west of Craig; SH 13 between Meeker and Craig; SH 64 east of Rangely; SH 14 east and west of Walden; and US 34 north and south of Grand Lake.
- Highways with low drivability life are often rough on vehicles, create safety issues, and require resurfacing or reconstruction in the near term.



Source: CDOT Asset Management Database, 2019.

## Safety

Understanding crash patterns helps to identify appropriate safety improvements and the Northwest TPR must consider extreme weather, mountain terrain, freight movement, wild animals, tourists, and commuters. As seen with the SH 9 wildlife underpass, wild animal collisions can be mitigated with fencing along the roadway and/or a wildlife bridge/tunnel. Roadway departures can be mitigated with shoulder improvements, passing lanes, winter maintenance operations and Intelligent Transportation Systems (ITS).

### Top 3 Crash Types



Source: CDOT Crash Database, 2014-2018.

## Colorado Freight Corridors

Colorado Freight Corridors are highway routes in Colorado that are critical for interRegional and interstate commercial vehicles to transport goods. These corridors have been identified as the most critical routes to facilitating the movement of goods into, out of, and within Colorado. The Colorado Freight Corridors that pass through the Northwest TPR are SH 13 and US 40.

## Transit

Transit services operating in the Northwest TPR include intercity rail, commuter bus, local fixed-route bus, deviated fixed-route bus, and demand response. Amtrak and Greyhound are the public intercity transit services that operate in and through the Region. Amtrak also operates the Winter Park Express train between Denver and Winter Park Ski Resort. InterRegional public transit connects the Northwest TPR with other parts of the State. CDOT’s Bustang operates the Steamboat Springs Snowstang route between Denver and Steamboat Springs on winter weekends and holidays. Local and Regional transit services offered in this Region are operated by the Town of Winter Park, the Town of Fraser, and Steamboat Springs Transit. Human service transportation providers in the Region include Alpine Area Agency on Aging (NWCCOG), Moffat County Housing Authority, Older Americans Transport Service (OATS) - Jackson County Council on Aging, Routt County Council on Aging (RCCOA), Horizons Specialized Services, Northwest Colorado Center for Independence, Grand Seniors (Grand County Council on Aging). Passenger eligibility for these services varies according to the human service providers.

## Airports

The Northwest TPR includes one commercial airport, Yampa Valley Regional, and seven general aviation airports in Craig, Granby, Kremmling, Meeker, Rangely, Steamboat Springs, and Walden.

## Bicycling & Walking

A High Demand Bicycle Corridor is a designation used by CDOT to plan and prioritize bicycle investment and maintenance around the state. The Northwest TPR includes several High Demand Bicycle Corridors including SH 9 (I-70 North to Kremmling), US 34 (North of Granby to Estes Park), US 40 East (West of Craig, East to Empire/I-70), and SH 131 (Wolcott North to Steamboat Springs).



Photo Credit: Bicycle Colorado; Ride the Rockies Event

State highways serve as a “Main Street” through Meeker and Craig (SH 13); Walden (SH 125); Empire, Fraser, Kremmling, Grandby, Steamboat Springs, and Craig (US 40); Rangely (SH 64); and Oak Creek (SH 131). These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely. People are more inclined to walk in places that feel safe and inviting.

## Scenic Byways

Scenic byways are designated routes that have unique features that do not exist elsewhere in the United States. These byways often promote tourism and economic development adjacent to the corridors. Scenic byways in the Northwest TPR include the SH 14 Cache La Poudre, US 34/US 40 Colorado River Headwaters, US 40/SH 64/SH 139 Dinosaur Diamond, and the Flat Tops Trail.

## Economic Vitality

The transportation system must balance the needs of residents, freight movement, and visitors to support economic vitality in the Northwest TPR. The primary economic generators in the Region are tourism and outdoor recreation, followed by health and wellness. Additionally, energy and agricultural production necessitate reliable freight movement. Roadways must enable reliable transport of goods and provide safe and convenient access for tourists and employees of the Region.

# Northwest TPR's Transportation Focus Areas

Transportation impacts the lives of residents, employees, and visitors of Colorado in various ways across the state. The TPR members identified the following topics that highlight what is most relevant and unique to the Northwest TPR when it comes to transportation.

## Road Conditions

Well-maintained roads are essential to the quality of life for residents, visitors and the movement of freight. The terrain in the Northwest TPR inhibits redundancy in the transportation network and roadways must be resilient to increasingly severe winter weather and heavy vehicle traffic. Roadway conditions are critical on US 40 (Berthound Pass and Byers Canyon), SH 139 (Douglass Pass), SH 13, and SH 14 where closures inhibit emergency vehicles, access to essential services, and the delivery of necessary goods such as medical supplies and groceries. Communities along I-70 and I-80 depend on resilient roadways to avoid closures that impact access and connectivity. Jackson County is isolated with minimal local amenities and is heavily reliant on SH 14 for people to access medical services. Roadway conditions impact the economic vitality and ability for people to travel in and through the Northwest TPR. Maintaining assets such as roadways, bridges, and winter maintenance operations are critical to the Region.



Photo Credit: Dave Hattan

## Freight and Rail

Freight moves the products and goods we use on a daily basis. Freight movement in the Northwest TPR is facilitated by designated Colorado Freight Corridors such as US 40 and SH 13. These corridors connect the Wyoming and Utah borders to the major east-west freight corridor, I-70. Lack of redundancy for these major corridors impacts freight delivery during roadway closures. Reliable freight movement is crucial for communities, particularly along I-70 and I 80. In the Northwest TPR, the total daily truck miles on designated Colorado Freight Corridors is 119,242 miles a day or approximately 44 million miles a year. For example, a segment of US 40 East in Steamboat Springs from Pinegrove Road to 5th Street carries approximately 800 trucks daily. The Northwest TPR is served by the Burlington Northern Santa Fe Railway



Photo Credit: Dave Hattan

and the Union Pacific Railroad. The Northwest TPR is experiencing increasingly frequent events that lead to roadway closures, inhibiting the movement of freight and impacting economic vitality. Roadways in the Northwest TPR, and connecting to adjacent TPRs, must be resilient and remain open to deliver medical supplies, groceries, and other goods in and through the Region.



Photo Credit: CDOT

## Transit Service

Transit services in the Northwest TPR provide critical local and Regional connections and provide an important role in supporting the economic vitality of the Region. Transit provides mobility options for tourists and access to jobs, medical services, and shopping for residents. The availability of mobility options that provide access to services often results in positive health outcomes and improves quality of life for those that live, work, and recreate in the Region.



Photo Credit: Winter Park Resort

## Environmental Mitigation

Transportation, like all human activities, affects the environment. The rules governing the statewide and Regional planning process require CDOT to consider environmental impacts potentially caused by transportation projects. These planning regulations require plans and projects to be coordinated with other local, state, and federal agencies to identify and discuss how to maintain projects and/or restore the environments impacted by the transportation projects. For example, if a project is anticipated to adversely affect wildlife travel patterns, the project solutions should seek to avoid, minimize, or mitigate this impact. In this case, mitigation measures could include wildlife fencing, crossings, and monitoring. The state and federal requirements pertaining to environmental consultation have been followed in the creation of this Plan.



Photo Credit: CDOT

# Vision & Goals

## Vision:

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 Region.

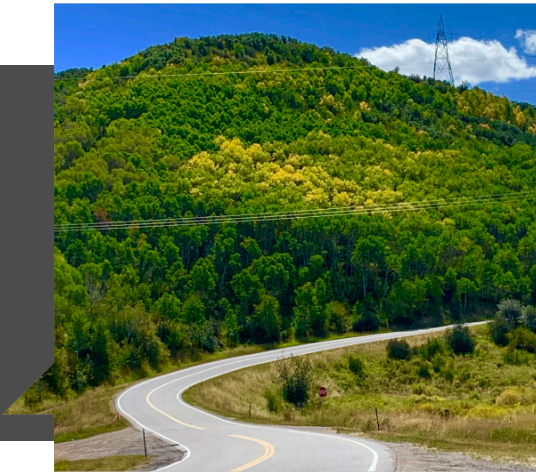
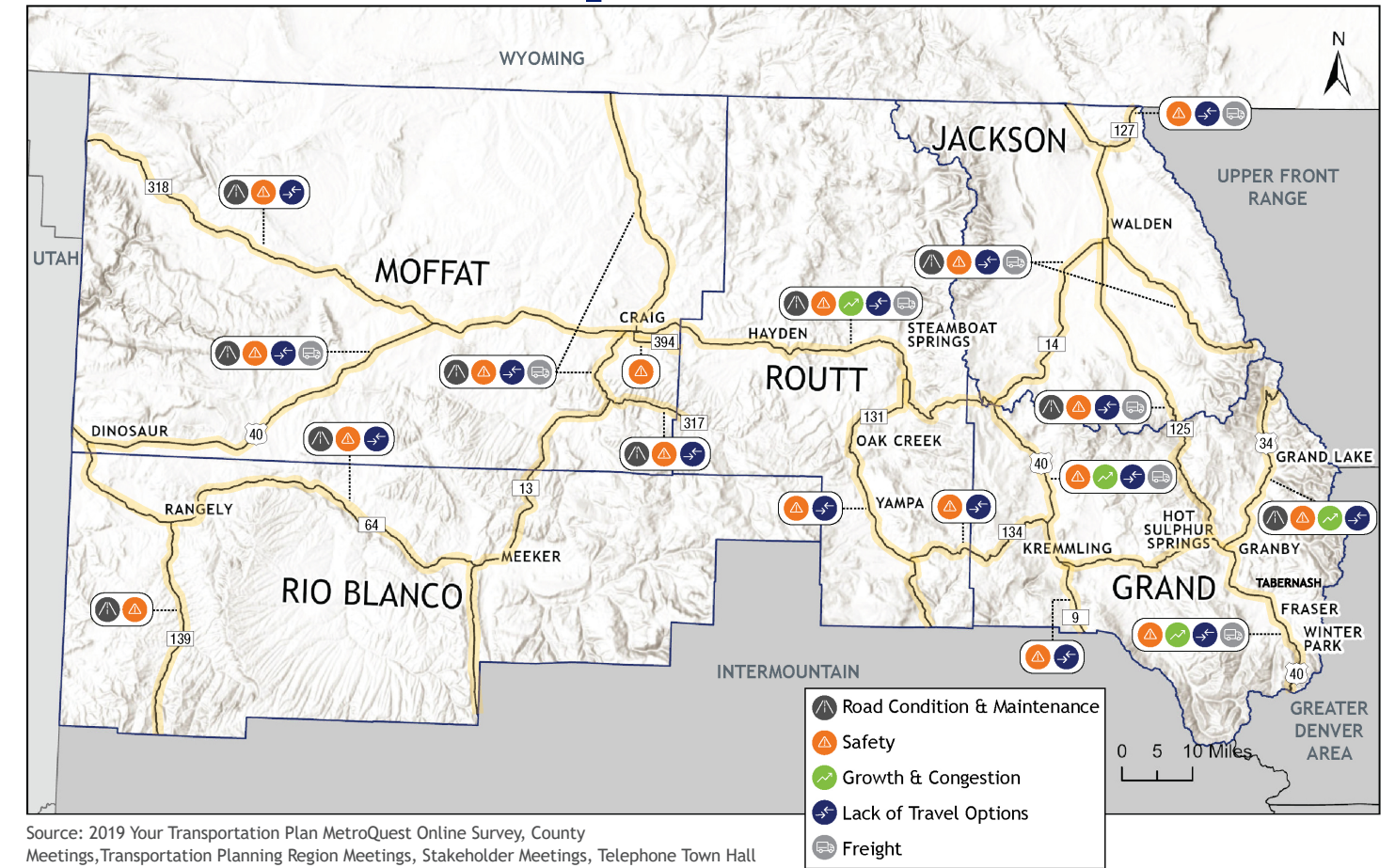


Photo Credit: CDOT

## 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 the 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 facilitates and maximizes funding for the Region.
- Support a transportation plan that develops options that are understood and supported by the traveling public.

# Corridor Needs Map



Through a significant public engagement process, we've taken what we heard from county officials, key stakeholders, and the public in the Northwest Region and compared it with key data findings (e.g., crash patterns, road condition, congestion points) to identify corridor transportation needs, as shown on the map. The corridor needs were used to develop specific projects to address the greatest needs of each highway. A range of multimodal transportation options were also considered to address the corridor needs.

# What We've Heard:

CDOT officials engaged local and Regional stakeholders and community members in the Northwest TPR – in person, over the phone, and online. As a result, we heard from many residents throughout the TPR and learned how they travel. Outreach in the Region included:

- County Meetings: Grand, Jackson, Moffat, Rio Blanco, and Routt
- Community Events: Booths at Kremmling Days, Steamboat Springs Farmers Market and at the Routt County Courthouse
- Regional Planning Meetings: Routt County
- Stakeholder Meeting: Club 20
- MetroQuest Online Survey: Over 155 responses
- Telephone Town Halls: Regionwide

Through this stakeholder and public outreach, the highest priority transportation trends and issues in the Northwest TPR were identified as:

- Road Condition & Safety
- Lack of Travel Options
- Growth & Congestion

# Online Map Comments by Category

Survey respondents were asked to communicate personal transportation challenges on an interactive map. The pie chart shows the breakdown of comments by key categories in the Northwest TPR.



Source: Your Transportation Plan MetroQuest Online Survey (2019)

# Northwest Transportation Projects

The Northwest TPR came up with an aggressive, holistic approach to planning for future projects. The TPR's transportation project list is categorized by potential funding opportunities; freight, transit, resiliency, congestion, bicycle/pedestrian/sidewalks, safety, surface treatment, structure/capital projects, wildlife mitigation, and intrastate connectivity. The five Counties and their municipalities listed their projects within these categories, where some projects appeared in more than one category. Each County then prioritized which projects in their jurisdiction were of the most importance, ranking each 1 through 3. When completed, a master list of projects was created. No county had more priority than the next. The full list of projects is included in Appendix B. The list of projects is intended to be a resource to the Northwest TPR to select projects for implementation as funding becomes available.

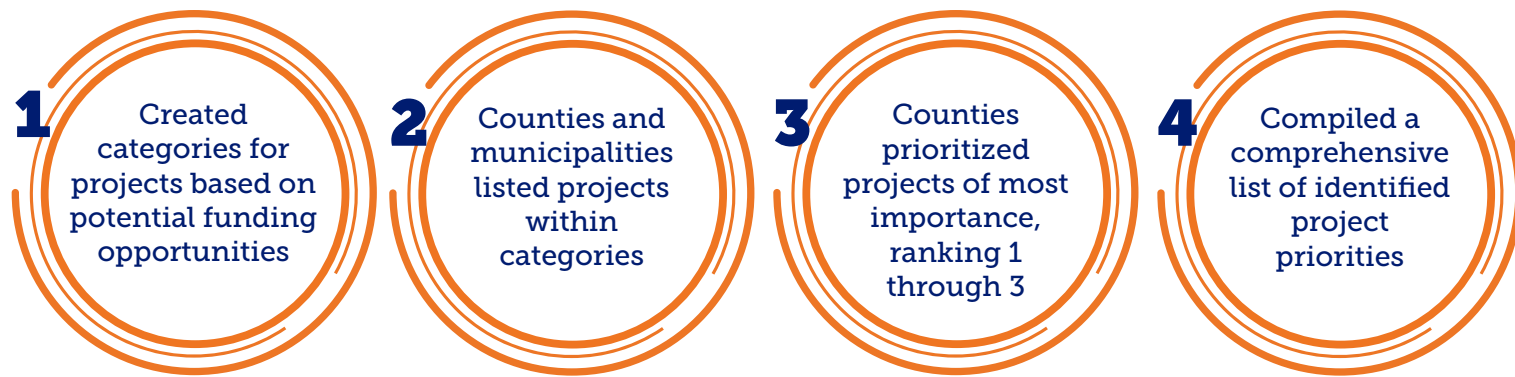


Photo Credit: CDOT

# Regional Priorities

The Northwest TPR has a unique set of Regional priorities for its transportation plan based on the unique challenges and constraints facing the transportation system. The TPR has advised CDOT's Engineering Region 3 on what the Region's priority projects are based on these unique challenges and constraints. The Colorado Transportation Commission's guiding principles of Safety, Mobility, Economic Vitality, Asset Management, Strategic Nature, and Regional Priorities are five key criteria to consider when selecting projects for funding and implementation. Below are the Colorado Transportation Commission's definition of these criteria; the Northwest TPR's priority projects shown on pages 12 and 13 align with these criteria.

### Safety



Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by the Level of Service of Safety (LOSS) 3 or 4), or other known or projected safety issues.

### Mobility



Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiently through technology, or improves access to multimodal facilities.

### Economic Vitality



Extent to which a project supports the economic vitality of the state or Region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers.

### Asset Management



Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures.

### Strategic Nature

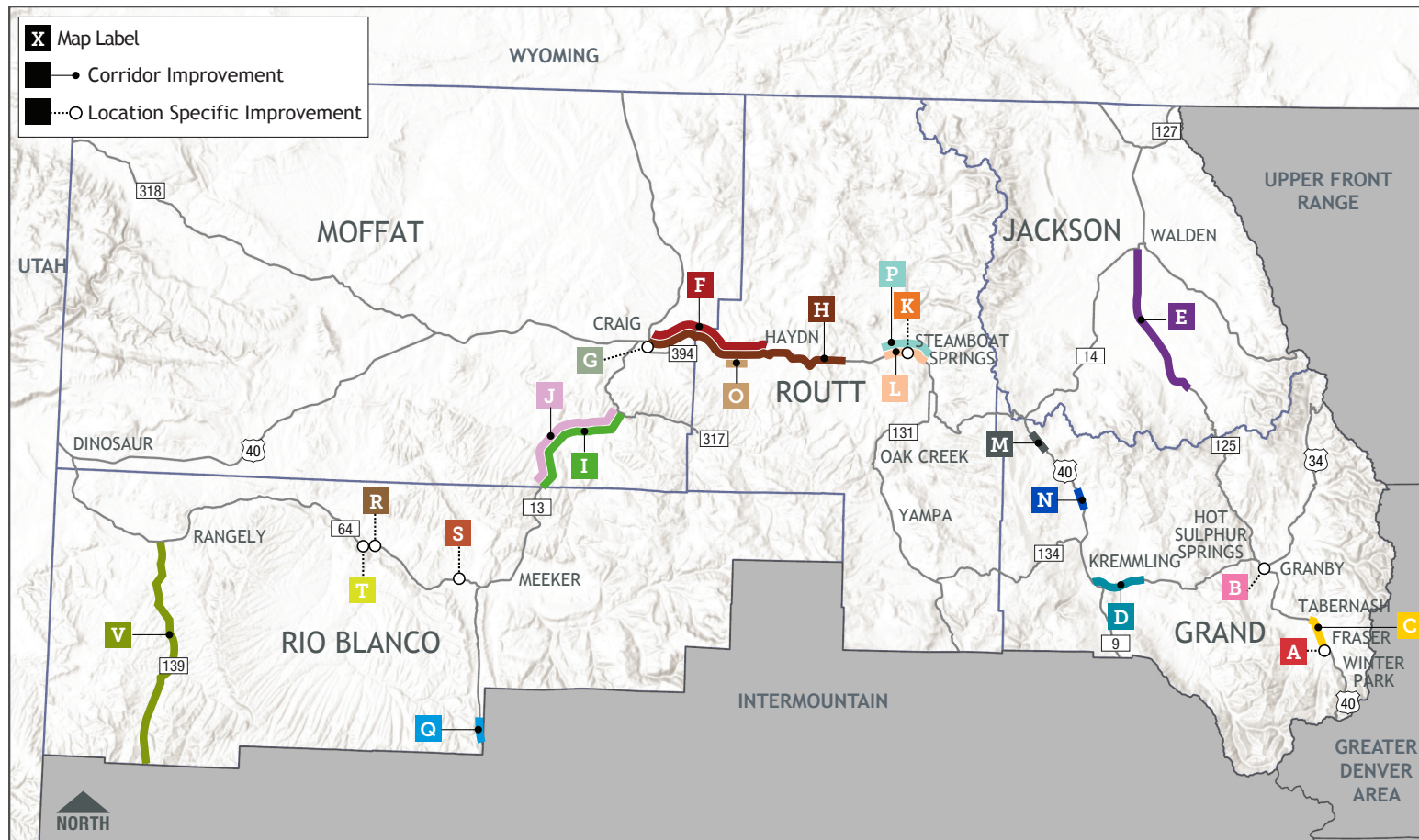


Strategic nature of project, Regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.

# Northwest TPR's Project Priorities by County

The priority projects for the Northwest TPR are estimated to cost just over \$265 million. Projects were grouped by county, with no county or project taking priority over another. The Northwest TPR will prioritize and distribute funding so that US 40 subsections B and D each receive 30 percent of funding, subsection C receives 25 percent of funding, and the remaining corridors in the TPR receive 15 percent of available funding (for a US 40 subsections map, see Priorities and Implementation Strategies on page 15).

This project list includes US 40 corridor and intersection improvements in Grand County, SH 125 improvements in Jackson County, US 40 passing lanes in Moffat County, US 40 4-lane widening in Routt County, and SH 13 improvements in Rio Blanco County. Other prioritized projects include bridge replacements, wildlife mitigation, and a shared use path along SH 394. The full project list can be found in Appendix B.



- A** US 40 capacity improvements between Fraser and Winter Park with intersection improvements at US 40 and Grand CR 804
- B** US 40 and US 34 roundabout in Granby
- C** US 40 widening between Fraser and Tabernash
- D** US 40 reconstruction and shoulder improvements east of Kremling
- E** SH 125 improvements south of Walden
- F** US 40 passing lanes between Hayden and Craig
- G** SH 394 shared use path (shoulder widening) from Victory Way/US 40 to SH 394
- H** US 40 wildlife mitigation east of Craig
- I** SH 13 shoulder widening south of Hamilton
- J** SH 13 wildlife mitigation south of Hamilton
- K** US 40 4-lane widening from Elk River Road to Dream Island
- L** US 40 and Downhill Drive intersection improvements in Steamboat Springs
- M** US 40 passing lanes east of Rabbit Ears Pass
- N** US 40 passing lanes west of Kremling
- O** US 40 passing lanes west of Hayden
- P** US 40 passing lanes between Craig and Steamboat Springs
- Q** SH 13 improvements south of Rio Blanco
- R** SH 64 and Rio Blanco CR 5 bridge replacement and improvements
- S** SH 64 wood bridge replacement
- T** SH 64 replacement of narrow concrete bridge
- U** SH 64 box culvert extension (not mapped)
- V** SH 139 safety improvements and shoulder widening

## Northwest TPR Priority Project List

County	Map Label	Planning Project ID	Highway	Project Name	Cost (\$M)	Primary Project Type	Additional Project Benefits	SWP Goal Areas
Grand County Priority Projects	A	1259	US 40	US 40 capacity improvements between Fraser and Winter Park with intersection improvements at US 40 and Grand CR 804	\$20.00	[Capacity] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	B	1697	US 34	US 40 and US 34 roundabout in Granby	\$5.00	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	C	1708	US 40	US 40 widening between Fraser and Tabernash	\$TBD	[Capacity] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	D	1257	US 40	US 40 reconstruction and shoulder improvements east of Kremmling	\$20.50	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
Jackson County Priority Projects	E	1751	SH 125	SH 125 improvements south of Walden	\$TBD	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
Moffat County Priority Projects	F	1714	US 40	US 40 passing lanes between Hayden and Craig	\$20.00	[Capacity] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	G	1763	SH 394	SH 394 shared use path (shoulder widening) from Victory Way/US 40 to SH 394	\$0.72	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	H	1716	US 40	US 40 wildlife mitigation east of Craig	\$45.00	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	I	2513	SH 13	SH 13 shoulder widening south of Hamilton	\$48.00	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	J	1690	SH 13	SH 13 wildlife mitigation south of Hamilton	\$21.00	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
Routt County Priority Projects	K	1713	US 40	US 40 4-lane widening from Elk River Road to Dream Island	\$22.50	[Capacity] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	L	1729	US 40	US 40 and Downhill Drive intersection improvements in Steamboat Springs	\$6.50	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	M	1709	US 40	US 40 passing lanes east of Rabbit Ears Pass	\$2.00	[Capacity] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	N	1710	US 40	US 40 passing lanes west of Kremmling	\$8.70	[Capacity] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	O	1711	US 40	US 40 passing lanes west of Hayden	\$2.00	[Capacity] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	P	1712	US 40	US 40 passing lanes between Craig and Steamboat Springs	\$8.00	[Capacity] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	Q	2376	SH 13	SH 13 improvements south of Rio Blanco	\$2.00	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
Rio Blanco Priority Projects	R	1745	SH 64	SH 64 and Rio Blanco CR 5 bridge replacement and improvements	\$13.00	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	S	1744	SH 64	SH 64 wood bridge replacement	\$1.20	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	T	1746	SH 64	SH 64 replacement of narrow concrete bridge	\$1.50	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	U	1747	SH 64	SH 64 box culvert extension	\$0.90	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]
	V	1759	SH 139	SH 139 safety improvements and shoulder widening	\$23.00	[Operations] [Asset Management]	[Economic Vitality] [Public Health] [Resilience] [Asset Management]	[Safety] [Mobility] [Asset Management]

**KEY**

<b>PROJECT TYPES:</b>	<b>PROJECT BENEFITS:</b>	<b>YOUR TRANSPORTATION PLAN GOAL AREAS:</b>
[Warning] Safety	[Dollar] Economic Vitality	[Warning] Safety
[Operations] Operations	[Person] Public Health	[Person] Mobility
[Capacity] Capacity	[Bike] Bike	[Warning] Asset Management
[Wrench] Asset Management	[Water Drop] Resilience	
	[Truck] Freight	
	[Plane] Aviation	
	[Leaf] Environmental	
	[Wrench] Asset Management	

# Relation to the Colorado Statewide Transportation Plan

This RTP is a standalone document that identifies transportation needs and priorities for the Region. The Statewide Transportation Plan (Your Transportation Plan) integrates and consolidates the 15 RTPs from around the state, and the RTPs are appendices in Your Transportation Plan. The Northwest TPR's project priorities were discussed at a joint meeting with the CDOT Engineering Region 3, Regional Transportation Director, and the Chairs of each TPR within Region 3. This meeting enabled the Northwest TPR Chair to advocate for inclusion of the Region's priority projects in the 10-Year Strategic Project Pipeline, a primary outcome of Your Transportation Plan. This method of planning helps ensure that Your Transportation Plan addresses multiple levels of the transportation network. The RTPs identify contextual solutions that support the statewide vision and initiatives. This approach is key to delivering a comprehensive and cohesive plan customized to the unique needs of each region.



Photo Credit: CDOT

This approach is key to delivering a comprehensive and cohesive plan customized to the unique needs of each region.

# Transportation Funding

There are three sets of projects that pertain to the Northwest TPR:

- Comprehensive list of project needs in the Region (Appendix B)
- TPR's priority projects (pages 12-13)
- Northwest projects included in the [10-Year Strategic Project Pipeline](#).

CDOT relies primarily on state (\$0.22 per gallon) and federal (\$0.184 per gallon) fuel taxes for long-term funding, which have not increased since 1991 and 1993, respectively. CDOT also funds transportation improvements with federal and state transportation funds, including state funds established through FASTER legislation in 2009. Stagnant revenue sources, declining purchasing power of the current fuel tax rate, and increasing vehicle fuel efficiency has gradually diminished CDOT's ability to fund the maintenance and improvement of the state's transportation system.

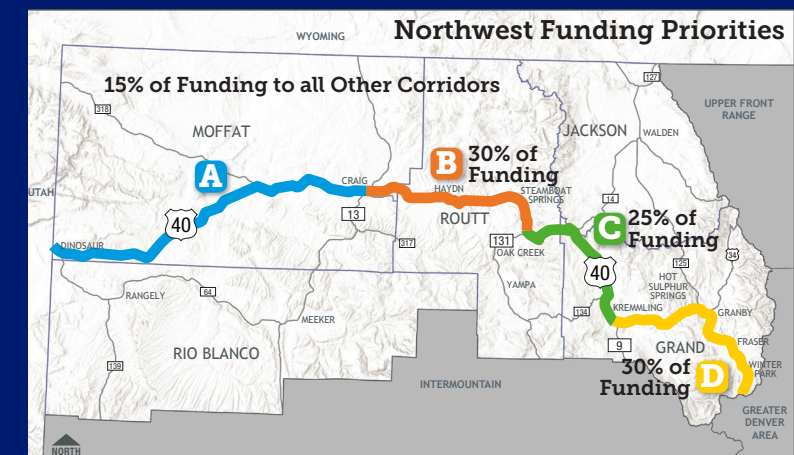
Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a 10-Year Strategic Project Pipeline. The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended. It also puts Colorado in a good position, with ready projects, in the event of a future economic stimulus package. The 10-year pipeline includes projects in years 1 through 4 that are anticipated to be funded, and projects for years 5 through 10 that are currently unfunded. The aspirational funding for years 5 through 10 would enable an estimated \$129 million for projects in the Northwest TPR. This funding level is based on what could reasonably be delivered in that timeframe, recognizing the needs statewide and in other TPRs. The Northwest projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort among CDOT Region 3 and the TPRs within the CDOT Region.

For the longer term, 25-year planning horizon, the Northwest TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2030 and the conclusion of the proposed 10-Year Strategic Project Pipeline. Without the additional funding envisioned in the 10-Year Strategic Project Pipeline, CDOT would continue to focus on maintaining the existing system. Subsequently, funding for roadway, freight, and transit improvements would be greatly reduced.

# Northwest TPR's Priorities and Implementation Strategies

The following discussion contains information about actions that the TPR will take to implement its RTP. Implementation actions are meant to be near-term, practicable measures related to the Northwest TPR's vision, goals, and priority projects. The following actions have been developed as a way for the TPR members to actively promote the RTP:

- Work with CDOT Region 3 staff to assist in developing locations for safety improvements; these improvements include shoulders, resurfacing, signage, and intersections.
- Work with local law enforcement and CDOT HQ to ensure safety data congruence.
- Work with CDOT Region 3 staff to assist in developing potential improvement, or construction, of pedestrian crossings and rest stop areas.
- Divide US 40 into four subsections to prioritize funding:
  - A) Utah to SH 13 (Craig)
  - B) SH 13 (Craig) to SH 13 (Steamboat)
  - C) SH 131 (Steamboat) SH 9 (Kremmling)
  - D) SH 9 (Kremmling) to I-70 (Empire)
- Distribute funding in the next 10 years so that US 40 subsections B and D each receive 30 percent of funding, subsection C receives 25 percent of funding, and the remaining corridors in the TPR receive 15 percent of available funding.







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