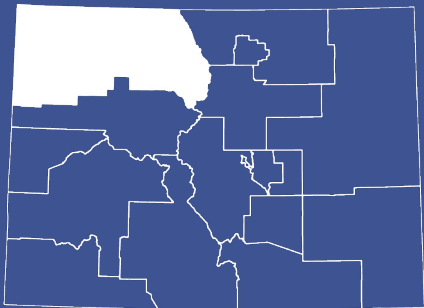


Adopted October 2025



Northwest 2050 Regional Transportation Plan

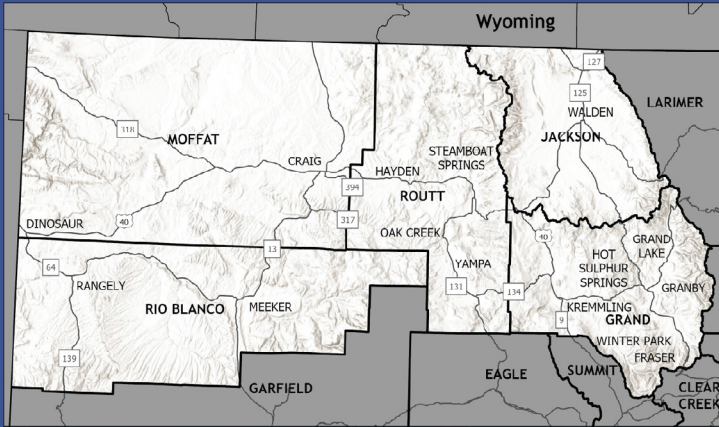


Counties:
Grand, Jackson, Moffat,
Rio Blanco & Routt

The map to the left shows the location of the Northwest
Transportation Planning Region within Colorado.



Regional Plan Introduction



The map to the left shows the counties, state and interstate highways in the Northwest Transportation Planning Region.

This Regional Transportation Plan (RTP) is the long-range transportation planning document that guides the ongoing development of a multimodal transportation system for the Northwest Transportation Planning Region (TPR) in Colorado. This plan has been developed in compliance with state and federal standards, as outlined in the State and Federal Requirements section. Accompanying the RTP is the region's Coordinated Public Transit and Human Services Transportation Plan as an appendix, in accordance with all Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) planning requirements.

The plan communicates the Northwest TPR's evolving transportation needs and priorities to CDOT and Colorado's Transportation Commission. This plan reflects the TPR members' input, data and background information as well as public sentiment. While the plan looks out 25 years to 2050, it also helps to inform the development of the 10-Year Plan, which allows decision-makers to consider transportation investments in Northwest Colorado today, tomorrow and in the 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 key highway corridors, such as CO 9, CO 13, CO 14, US 34 and US 40, which serve as vital connections both within the region and to surrounding areas. The region primarily consists of mountain terrain, agricultural lands and river valleys. It is home to four scenic and historic byways like the Colorado River Headwaters (US 34), numerous national forests like 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.



Letter from Region Chair

As chair of the Northwest TPR, representing Grand, Jackson, Moffat, Rio Blanco and Routt counties, it is my responsibility to ensure that our area's transportation needs and priorities are met and are effectively communicated to the public and key transportation decision-makers. This RTP accomplishes this by recognizing current needs and priorities and formulating solutions to keep pace with regional growth and changing conditions.

The Northwest TPR began transportation plan development in fall 2024. This document summarizes identified needs and resulting priorities and is a direct reflection of TPR member input, data analysis and public feedback received via online, printed surveys and town halls. This RTP has been developed in tandem with CDOT's Statewide Transportation Plan. Ensuring connectivity between the Northwest and the broader state transportation system is essential for regional mobility. Key elements of this plan will be integrated into the Statewide Transportation Plan to align regional and statewide efforts to create a cohesive and coordinated approach to transportation planning. Additionally, this plan aligns with ongoing planning efforts such as the Statewide and Regional Transit Plans and the Active

Transportation Plan, supporting a multimodal approach to network development and project identification. This coordination enhances regional connectivity, improves transportation efficiency, and ensures a seamless network that better serves communities across the Northwest TPR.

In this time of limited funding for transportation, it is vital that the RTP reflects the overall priorities and needs for our area. As a result, this plan is expected to be a living document that informs the decisions CDOT makes about the state's transportation system. The intention of the RTP is that it is periodically revisited by the TPR to ensure that we are on the right path to accomplish the vision and goals set forth in this plan. A list of the TPR's most important action items for implementation is catalogued in the final chapter of the RTP. Your familiarity with our region's transportation needs, priorities and challenges is important both now and in the future. I invite you to review this plan and become more engaged in the Northwest region's transportation future.

Sincerely,



Brian Cerkvenik
Mayor
Town of Fraser

Northwest TPR Members

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

Members of this TPR include:

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



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 (referred to as Your Transportation Plan), which serves as a long-range planning tool and identifies regional and statewide trends and issues. Plans are developed to inform the Statewide Transportation Plan and to prioritize transportation projects in the region.

The Statewide Transit Plan, while not a federally-required document, is required by the State of Colorado. The supporting Regional Coordinated Human Services and Transportation Plans must be completed to be eligible for federal funding through the FTA. Key themes are integrated into the Northwest's plan, and the full plan is included in Appendix A.

Plan Development Process

This 2050 RTP was developed over approximately one year and included three primary phases: identification of transportation needs, verification of priority projects, and creation of the plan. The TPR and public input, along with a data-driven analysis, were critical to plan development.



1.
Identification of
Transportation Needs



2.
Verification of
Priority Projects



3.
Creation
of a Plan

Regional Transportation Story

The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this information highlights the uniqueness of the TPR and helps identify the greatest needs in the region.

Population & Employment

Population and employment are expected to grow significantly by 2050. Population is expected to grow by approximately 13 percent while employment is expected to grow by 16 percent.

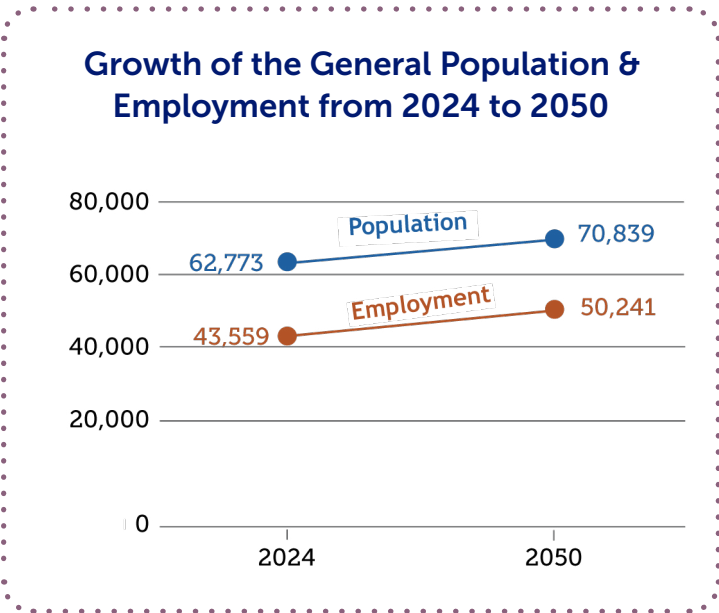


Figure 1. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated





Historically Underserved Populations

Transportation – whether walking, rolling, biking, taking transit, vanpooling, carpooling or driving a car – is a critical element of everyone’s daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.

When considering Northwest TPR’s mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and have limited access to transportation services and facilities and the population totals in the Northwest TPR are outlined in the table below.

Total Population	Youth Population	Older Adult Population	People of Color	People with Limited English Proficiency	Veteran Population	Low-Income Population	Zero-Vehicle Households	People with Disabilities
61,985 (100%)	12,128 (20%)	11,248 (18%)	12,436 (20%)	1,448 (2%)	3,639 (6%)	2,295 (9%)	839 (3%)	6,582 (11%)

Figure 2. Source: U.S. Census Bureau, American Community Survey (2019-2023) Note: Data is sourced from the American Community Survey and will have discrepancies with data sourced from DOLA.

It is essential to consider historically underserved communities when improving transportation systems to promote equity and create a more accessible and connected region for all community members.



Creating an Equitable Transportation System

Colorado’s statewide transportation and transit planning efforts consider the needs of all people and communities through an equity framework, ensuring equity is meaningfully integrated into the planning process – not only from an equality perspective, but also through the lens of equity.

An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.



Where People Travel to Work (by County)

Grand County

Live & Work (Grand County): 50.1%

Denver County: 6.7%

Summit County: 5.4%

Jefferson County: 4.5%

Jackson County

Live & Work (Jackson County): 51.3%

Denver County: 6.3%

Grand County: 4.9%

Adams County: 4.6%

Moffat County

Live & Work (Moffat County): 45.0%

Routt County: 20.8%

Denver County: 3.7%

Mesa County: 3.4%

Rio Blanco County

Live & Work (Rio Blanco): 63.1%

Garfield County: 4.3%

Mesa County: 3.8%

Moffat County: 3.6%

Routt County

Live & Work (Routt County) 65.6%

Denver County: 5.3%

Larimer County: 3.5%

Eagle County: 3.1%

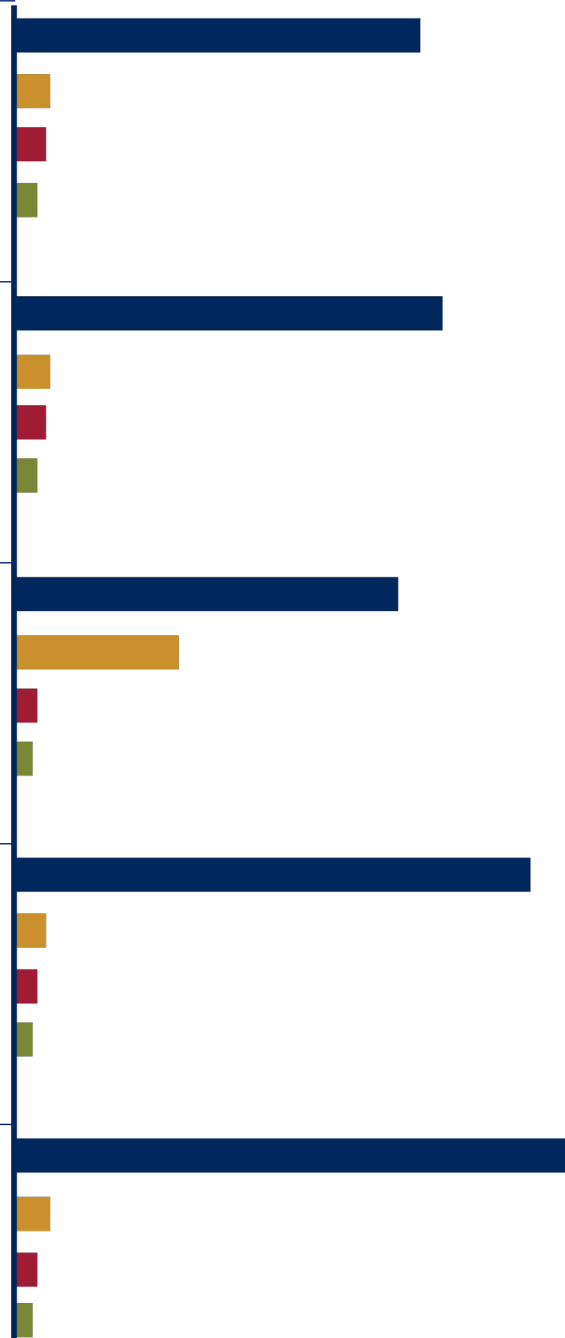
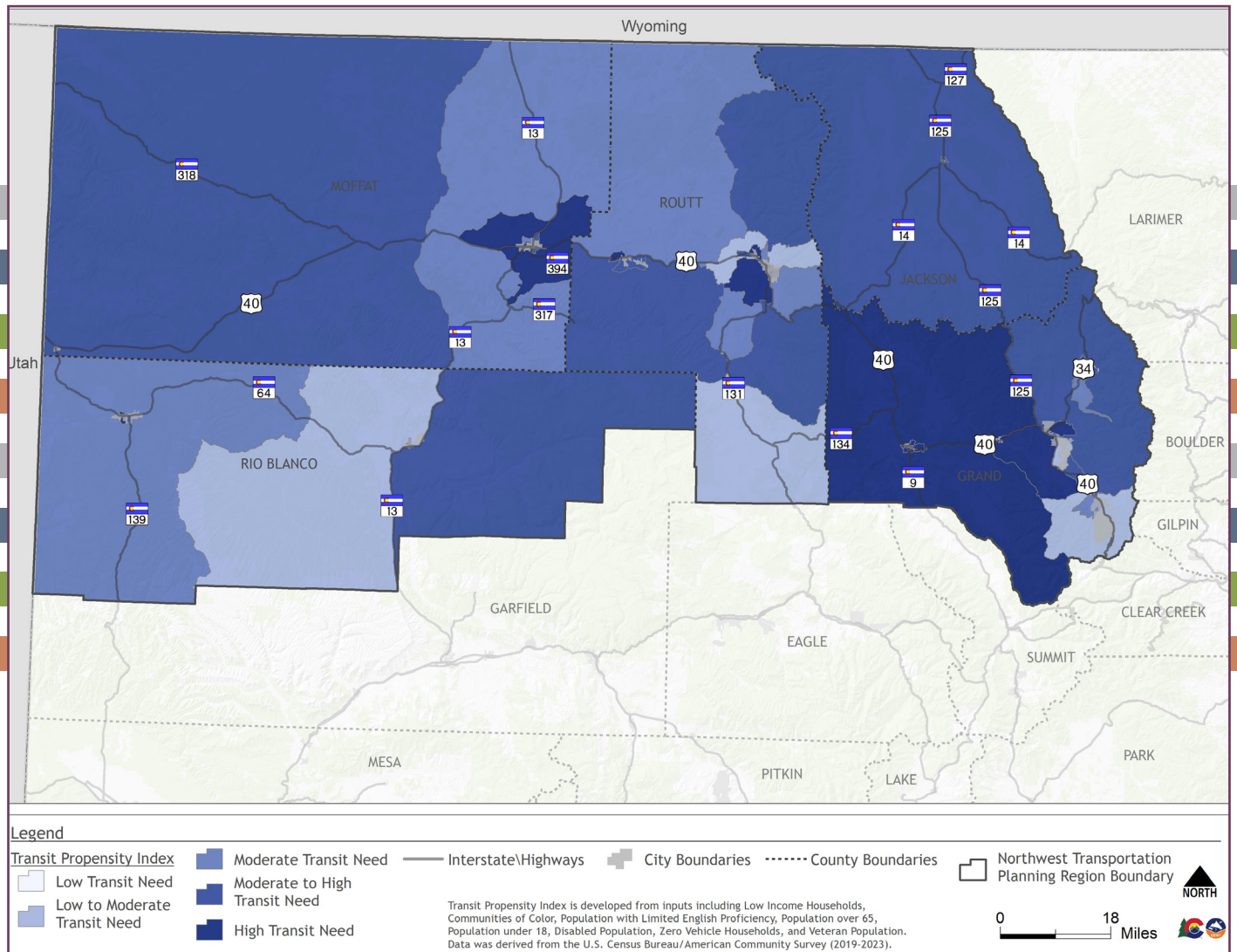


Figure 3. Source: U.S. Census, Longitudinal Employer-Household Dynamics, 2022

Identified Transit Need



Source: U.S. Census Bureau / American Community Survey (2019-2023)

The map above depicts transit needs in the Northwest TPR and helps identify priority areas for transit improvements.

Aging Population

By 2050, the Northwest TPR is expected to see a 20 percent increase in the older adult population. This increase will demand special attention in transportation planning over the next 25 years. 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. This growth pattern will require special considerations when planning for a more accessible and connected transportation system in the region.

Growth of the Aging Population from 2024 to 2050

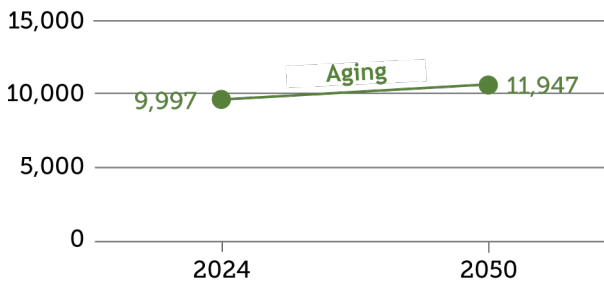


Figure 4. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.

Vehicle Travel & Congestion

Vehicle miles traveled (VMT) in the Northwest TPR is expected to increase by 34% by 2050. 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 in the TPR in 2024 Versus Estimated VMT in 2050



Figure 5. CDOT DTD, Travel Modeling Unit, 2024

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
- Roadways classified with high drivability life account for 30% of the total, while those with moderate drivability life make up 40%, and roadways in low drivability life at 30%
- The Northwest TPR road conditions are categorized in the graphic on the bottom based on 2023 data

Percentage of Highways in the Region with Various Levels of Drivability Life

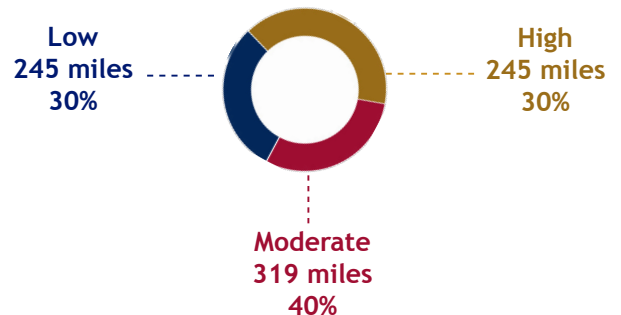
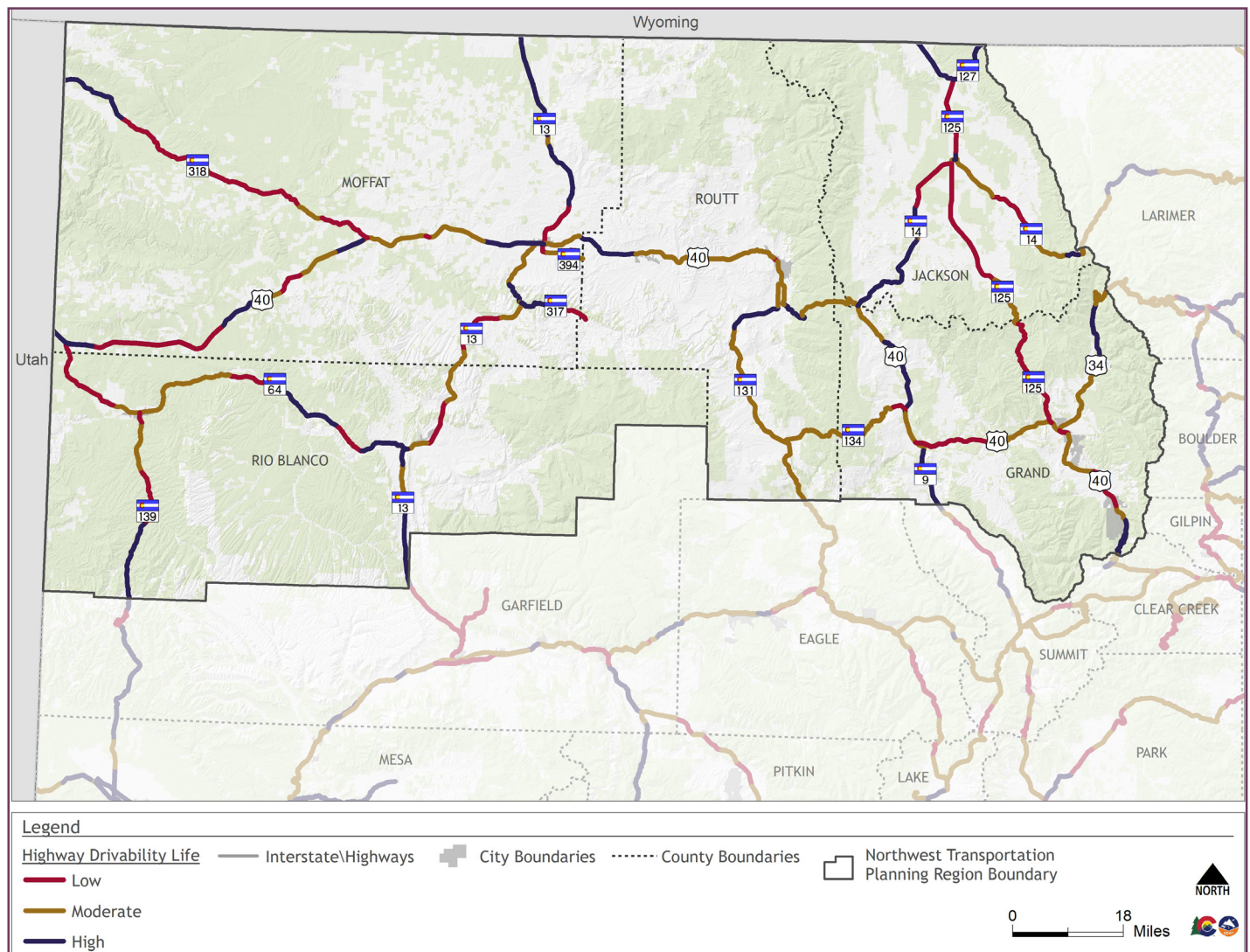


Figure 6. Source: CDOT Asset Management Database, 2023. Note: Due to rounding, figures may not total exactly to 100%

Highway Drivability Life



The map above depicts highway drivability life in the Northwest TPR. It is used to identify the remaining service life of roadways that need maintenance or improvements.

CDOT's Advancing Transportation Safety

Colorado's Advancing Transportation Safety (ATS) initiative is a statewide collaboration of public and private partners dedicated to improving transportation safety. Developed under the 2020-2023 Strategic Transportation Safety Plan, ATS builds on the Moving Toward Zero Deaths effort, and advocates for a unified, coordinated approach to key safety issues. The initiative aims to foster a strong safety culture and reduce fatalities and serious injuries on Colorado roadways through long-term investment and commitment.

Vulnerable Road Users (VRU)

VRU are defined as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), using personal mobility devices (e.g. walkers or wheelchairs), and those on foot in work zones. The 2021 Bipartisan Infrastructure Law (BIL) requires each state to identify areas where people who ride bikes and walk are at higher risk of being involved in a crash that results in a death or serious injury, and work towards making those locations and populations safer. CDOT is committed to this effort, actively working with local partners to implement data-driven safety improvements and ensure safer travel for users of all modes.

Top Three Crash Factors Resulting in injury or Death (2023)

1	2	3
Roadway Departure	Intersection	Aggressive Driving
150	58	43

Figure 7. Source: CDOT Crash Database, 2025

VRU Crashes Recorded Resulting in Serious Injury or Death (2023)

3
Vulnerable
Road Users

Figure 8. Source: CDOT Crash Database, 2025

During the development of the 2025 Strategic Highway Safety Plan, the following concerns were identified by local stakeholders:

- **Community Challenges:** grant navigation and staff support
- **Driver Behavior and Education:** distracted and impaired driving, speeding, crash data gaps, need for accessible, early, and comprehensive education, Colorado roads and rules, engineering as a profession, collective programming
- **Enforcement and Policy Gap:** explore automated enforcement, judicial accountability, workforce shortage, stronger penalties and policies (e.g. seat belts and helmets)
- **Infrastructure and Design Gaps:** multimodal infrastructure need, rural roadway design (e.g. lighting, shoulders and signage), wildlife fencing, land use
- **Innovation:** data-driven solutions, technology integration, grant partnerships, collaboration with different entities, policies and planning (Right of Way coordination, lane diets, Americans with Disabilities Act (ADA) engagement), intersection safety
- **Safety Culture:** differences between generations, social factors affect driving behaviors and safety awareness, work with youth

Colorado Freight Corridors

Colorado Freight Corridors are key transportation routes in Colorado that are critical for local, regional and national goods movement. Highways that have been identified as Freight Corridors are critical because they support Colorado's economy by connecting industries to markets, integrating multimodal networks like rail and air, and ensuring reliable, cost-effective movement of goods. Together, these corridors cover more than half of all state highway system lane miles. The Colorado Freight Corridors that pass through the Northwest TPR are CO 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, 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 and Grand Seniors (Grand County Council on Aging). Passenger eligibility for these services varies according to the human service providers. Local fixed routes in the Northwest TPR include operations in Steamboat Springs and Winter Park, to name a few.

Airports

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





Bicycling & Walking

High Demand Bicycle Facility/Active Transportation Facility mileage statistics are based on a 2017 CDOT inventory that documented striped bike lanes, bikeable shoulders, shared-use paths, and sidewalks along Colorado's state highways. High bicycling activity corridors were identified using 2023 Strava data, which tracks annual trip activity by roadway segment. Segments ranking in the top quartile of activity within each TPR are classified as high bicycling activity.

Facility Mileage

- 7 miles of shared-use path
- 17 miles of sidewalks
- 0.4 miles of striped bike lanes
- 345 of bikeable shoulder
- 806 miles of highways

High Bicycle Activity Corridors

- US 40 east of Milner
- US 40 through Steamboat Springs



Scenic Byways

Colorado's 26 Scenic and Historic Byways are officially designated routes. Each having irreplaceable and distinctly characteristic intrinsic qualities, which are scenic, historic, recreational, cultural, archaeological and natural. The byway corridor includes the right-of-way and adjacent areas such as viewsheds, main streets, point of interests, overlooks, sites and attractions within the region. Each byway has its own Corridor Management Plan outlining the byway's goals, strategies and responsibilities, as well as protecting its intrinsic qualities — specifically for community livability and visitor experience. Scenic byways in the Northwest TPR include the Cache La Poudre: North Park, Colorado River Headwaters, 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 region's economy is primarily driven by tourism and outdoor recreation, followed by health and wellness. Tourism plays a significant role, with many residents employed in resorts, hotels and other hospitality services. Additionally, the steady flow of visitors traveling to the area contributes to seasonal population fluctuations, impacting local infrastructure and services. 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

Because of the unique transportation opportunities and challenges that Northwest TPR residents, employees, and visitors face, TPR members identified the following focus areas that highlight the most important needs and considerations for the region.

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 (Berthoud Pass, Rabbit Ears Pass and Byers Canyon), CO 139 (Douglass Pass), CO 13 and CO 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 CO 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.

Congestion Management

As the region continues to grow, congestion along key corridors such as US 40 and surrounding roadways is expected to intensify, particularly during peak tourist seasons in the summer and winter months. Weekend and holiday traffic further amplify strain on the transportation network which often results in slower travel times, increased emissions, and reduced roadway reliability. These conditions are frequently exacerbated by inclement weather, which can lead to closures and delays. To meet current and future mobility needs, it is critical to proactively plan for redundancy and integrate multimodal options into the regional transportation system. Doing so will provide residents and visitors with reliable, and efficient travel choices, especially during high-demand periods. Investments in transit, active transportation infrastructure, and roadway improvements that enhance capacity and resiliency will help ensure that all users, regardless of travel mode, can move safely and dependably throughout the region year-round.





Freight & 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 CO 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 through Colorado to I-80 in Nebraska. 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 and the Union Pacific Railroad. Highways in the Northwest TPR frequently serve as backup corridors for I-70, increasing truck VMT. The region is experiencing more frequent events that lead to roadway closures, which inhibit the movement of freight and impact economic vitality.

CDOT is exploring a passenger rail network to improve transportation in the central Rocky Mountains by connecting mountain towns, urban centers and recreational destinations. Utilizing existing rail infrastructure from Denver to Craig, the Mountain Rail project aims to meet growing demand, enhance connectivity and provide reliable alternatives to driving in challenging terrain. This initiative would support tourism, ease travel for visitors, and spur economic development by attracting housing, hotels and retail to rail-served areas. Additionally, it will be important to consider how bicycle and pedestrian infrastructure connects to stations and stops to ensure seamless first- and last-mile connectivity, as well as multimodal access.



Local Growth & Tourism

Tourism is a top economic generator for the Northwest TPR, which includes five scenic byways, popular winter and summer resort destinations, and federal lands such as Rocky Mountain National Park. Scenic bikeways like the TransAmerica Trail, along with outdoor activities such as hiking, camping and other recreation, also attract visitors to the Northwest TPR. Local growth can be attributed to an influx of remote workers relocating after the COVID-19 pandemic and the area's increasing appeal as a tourist destination. Additionally, job opportunities in resorts, tourist attractions, lodging, and tourism-related amenities – such as restaurants, retail, entertainment venues, and transportation services – have contributed to the region's expansion. Tourism in the Northwest TPR depends on the resiliency of roadways not only within the TPR but connecting to adjacent regions. Roadway closures on major highways such as I-70, a transportation backbone across the state, directly impacts CO 9, CO 13, CO 131 and US 40. This limits access to tourist destinations in the Northwest TPR.

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. Importantly, transit provides first- and last-mile connectivity for visitors and residents in towns, while also serving as a lifeline for often dispersed rural areas beyond major cities. This makes transit a critical mobility need for the Northwest TPR. 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.

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 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.



Northwest TPR 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.

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



What We've Heard

Building on the extensive outreach conducted during the last plan update and using a wide range of engagement activities, CDOT officials engaged local and regional stakeholders and community members in person, over the phone, and online. As a result, we heard from many residents throughout the TPR and obtained their opinions and knowledge about the priorities for our area:

Fix Our Roads

- For those who live and work in Northwest TPR, improving the condition of our roads, which includes addressing potholes and surface damage to pavement, ranked as the most important priority.

Advancing Transportation Safety

- Maintaining a safe transportation system that is resilient to adverse weather events ranks as another high priority for the area.

Sustainability Increasing Transportation Choice

- The expansion of statewide and regional transit is a priority – including passenger rail and Bustang services throughout Northwestern Colorado.



Policy Guiding Statewide Transportation Plan Goals & Performance Measures

CDOT Policy Directive (PD) 14 was designed to help guide the development of CDOT's long-range statewide plan, as required by federal statute. The goals listed in the policy include: Advancing Transportation Safety, Fix Our Roads and Sustainably Increase Transportation Choice. PD 14 provides a guiding framework, allowing regions to adapt their project prioritization and planning processes to best reflect their unique needs.

PD 14 will be reevaluated annually to ensure its guidance remains aligned with legislative changes. This regular review will also help integrate updated information into the annual budget, the Statewide Transportation Improvement Plan, the 10-Year Plan and related amendments

Complete Projects

What is a “complete project?” A complete project considers and prioritizes both people and places, ensuring transportation solutions fit the surrounding context to deliver context sensitive mobility solutions. Complete projects integrate as many project components as feasible to make the project more competitive for evaluation related to as many elements as possible – such as roadway improvements, safety measures, transit and active transportation – to create well-rounded, multimodal projects.

This approach supports PD 14 and enhances competitiveness for and inclusion in the 10-Year Plan and other available discretionary funding, along with maximizing modal integration and improving cost effectiveness. Additionally, complete projects support improved access and connectivity between travel modes for projects across the state (e.g. walking access to a transit station). The goal of a complete project is to integrate roadway, safety, transit, active transportation and other modal components into projects to make them complete.

Complete Projects Concepts



People



Safety



**Cost
Effectiveness**



Mobility



Choice



Demand



Context



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 removed completed projects and CDOT worked with the TPR members to identify the most promising proposed projects to include in the priority list.

The list of projects is intended to be a resource to the Northwest TPR to select projects for implementation as funding becomes available. The final project list shows the projects best positioned to meet the transportation needs of the region through 2050.

Development of Project List



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 Region 3 Engineering team on what the region's priority projects are based on these unique challenges and constraints. The Colorado Transportation Commission's PD 14 goals, Advancing Transportation Safety, Fix Our Roads, and Sustainably Increase Transportation Choice and Regional Priorities are key criteria to consider when selecting projects for funding and implementation.

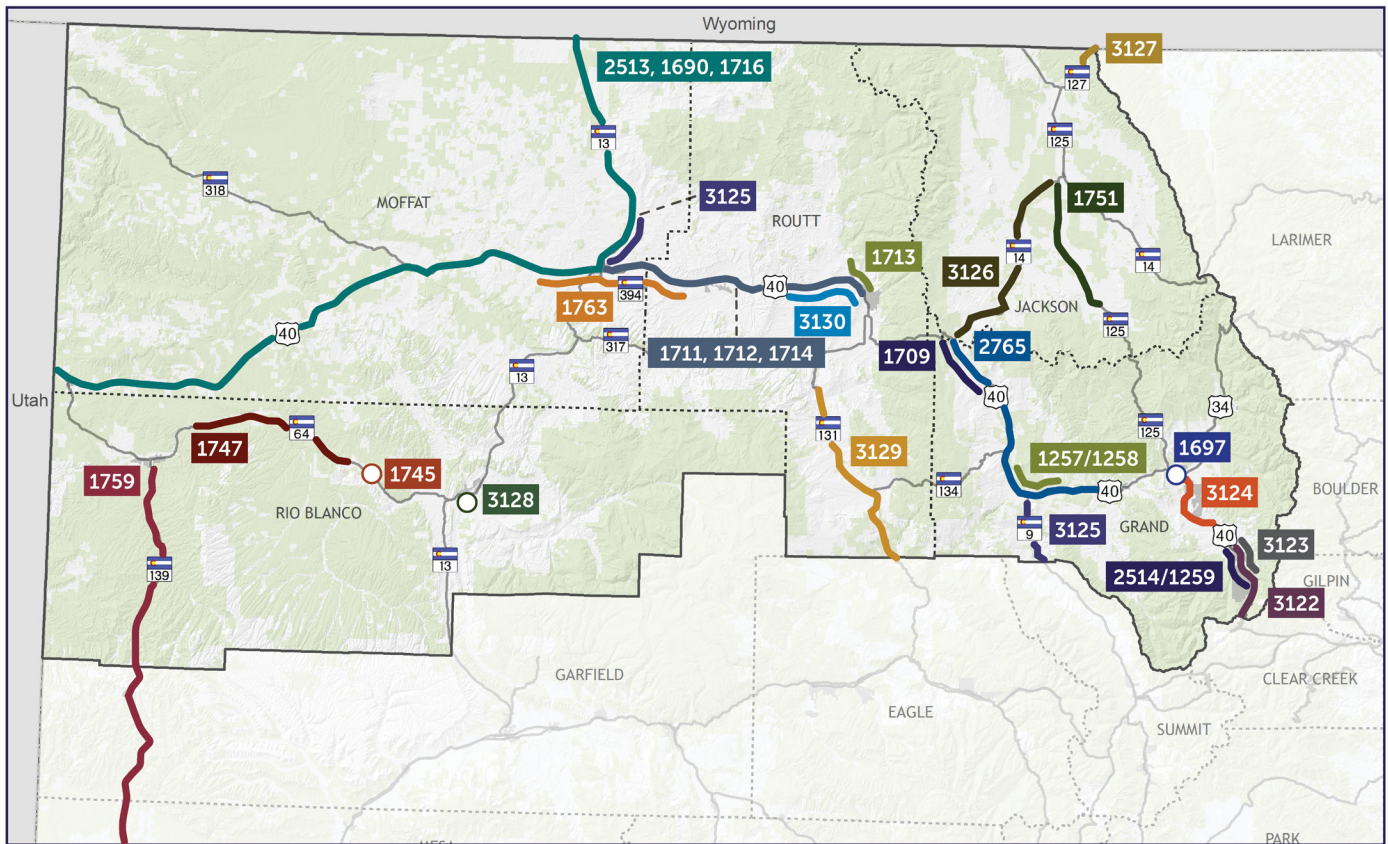


Northwest TPR's Top Project Priorities

The Northwest TPR will prioritize and distribute funding so that US 40 subsections B and D each receive 30% of funding, subsection C receives 25% of funding, and the remaining corridors in the TPR receive 15% of available funding (for a US 40 subsections map, refer to the Priorities and Implementation Strategies on page 29). The full project list can be found in Appendix B.



Northwest TPR's Highway Project Priorities Map



- 2765** US 40 Red Dirt Hill Safety Improvements
- 3122** US 40 Berthoud Pass Safety Improvements
- 2514/1259** US 40 Fraser to Winter Park Safety Improvements
- 3123** US 40 to Mary Jane to Lakota/Old Town Intersection Improvements
- 3124** US 40 County Road 8 to Granby Additional Lanes
- 1257/1258** US 40 West and East Kremmling Shoulder Improvements
- 1697** US 40 US 34 Intersection Granby Roundabout
- 3125** CO 9 South Kremmling and CO 13 North Craig Bridges
- 1751** CO 125 South Walden Improvements
- 3126** CO 14 to US 40 West Walden Passing Lane
- 3127** CO 127 Improvements

- 1711, 1712, 1714** US 40 Craig to Steamboat Passing Lanes
- 1763** US 40 and CO 394 Hayden Shared Use Path Project
- 2513, 1690, 1716** CO 13 and US 40 Craig Shoulder and Wildlife Mitigation
- 3128** CR 17 Bridge
- 1745** CO 64 and Rio Blanco CR 5 Bridge Replacement
- 1747** CO 64 Culvert Improvements
- 1759** CO 139 Loma to Rangley Safety Improvements
- 3129** CO 131 McCoy Shoulder Widening
- 3130** US 40 Heritage Park Safe Crossing
- 1713** US 40 Elk River Road to Dream Island Widening
- 1709** US 40 East of Rabbit Ears Passing Lanes

Northwest TPR Priority Project List

ID	Project Type	State Highway	Project Name	Project Description
2765	Highway	US 40	US 40 Red Dirt Hill Safety Improvements	Between Grandby and Tabernash from Mile Point 217 and 219 on both eastbound and westbound US 40. The US 40 Red Dirt Hill Safety Improvements project includes asphalt resurfacing, shoulder widening, barrier and guardrail installation, new signage, striping and culvert and drainage improvements.
3122	Highway	US 40	US 40 Berthoud Pass Safety Improvements	Safety project that also includes erosion control measures near MP 237, located between the first and second switchbacks on the Grand County side of US 40.
2514, 1259	Highway	US 40	US 40 Fraser to Winter Park Safety Improvements	Safety project that may include capacity enhancements along US 40, and intersection improvements at the US 40 and Grand County Road 804 junction.
3123	Highway	US 40	US 40 to Mary Jane to Lakota/Old Town Intersection Improvements	Upgrades to the intersection near Mary Jane, as well as the Winter Park entrance to Lakota/Old Town.
3124	Highway	US 40	US 40 County Road 8 to Granby Additional Lanes	Safety project that may involve the construction of additional lanes to enhance safety through Granby.
1257, 1258	Highway	US 40	US 40 West and East Kremmling Shoulder Improvements	Roadway reconstruction, shoulder widening at various locations, and the addition of passing lanes between Kremmling and CO 134. Includes further paved shoulder widening and passing lanes east of Kremmling.
1697	Highway	US 34	US 40 US 34 Intersection Granby Roundabout	Construction of a roundabout at the intersection of US 40 and US 34 in Granby.
3125	Highway	CO 9	CO 9 South Kremmling and CO 13 North Craig Bridges	These two bridges are Bridge Enterprise eligible and are being scoped for potential rehabilitation or replacement.
1751	Highway	CO 125	CO 125 South Walden Improvements	Widen shoulders where the right-of-way allows, and improve bridges as necessary between MP 30 and 52.
3126	Highway	CO 14	CO 14 to US 40 West Walden Passing Lane	Widen shoulders where right-of-way is available based on county priorities.
3127	Highway	CO 127	CO 127 Improvements	Widen shoulders where right-of-way is available based on county priorities.
1711, 1712, 1714	Highway	US 40	US 40 Craig to Steamboat Passing Lanes	Based on the passing lane study for this corridor previously completed by CDOT, this project will begin prioritization and design at various locations between MP 98 to 112 on US 40.
1763	Highway	CO 394	US 40 and CO 394 Hayden Shared Use Path Project	Develop a shared-use path designed by the Town of Hayden.

Northwest TPR Priority Projects List (Continued)

ID	Project Type	State Highway	Project Name	Project Description
2513, 1690, 1716	Highway	CO 13	CO 13 and US 40 Craig Shoulder and Wildlife Mitigation	Install fencing and implement other wildlife mitigation measures such as underpass/overpass passageways on US 40 East of Craig.
3128	County Road	CR 17	CR 17 Bridge	Update off-system bridge that is currently shut down in Rio Blanco County.
1745	Highway	CO 64	CO 64 and Rio Blanco CR 5 Bridge Replacement	Widen shoulders where right-of-way is available and improve bridges as needed near MP 30.
1747	Highway	CO 64	CO 64 Culvert Improvements	Extension and rehabilitation of box culvert on CO 64.
1759	Highway	CO 139	CO 139 Loma to Rangley Safety Improvements	Widen shoulders where right-of-way is available based on county priorities, including maintenance and paved shoulders between MP 39.9 and 77 on CO 139.
3129	Highway	CO 131	CO 131 McCoy Shoulder Widening	Widen shoulders where right-of-way is available. Collaboration with the county is required to determine location priorities between MP 21 and 51
3130	Highway	US 40	US 40 Heritage Park Safe Crossing	Install pedestrian crossings and a potential signal on US 40 between MP 127 to 128
1713	Highway	US 40	US 40 Elk River Road to Dream Island Widening	Safety project that may include capacity enhancements along US 40, and intersection improvements around MP 131 in Steamboat Springs.
1709	Highway	US 40	US 40 East of Rabbit Ears Passing Lanes	Install new passing lanes between MP 160 and 162 on the east side of Rabbit Ears Pass.

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 joint meetings with the CDOT Region 3 Regional Transportation Directors and the TPR chairs. These meetings enabled the Northwest TPR chair to advocate for inclusion of the TPR'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.



Transportation Funding

There are three documents, with varying detail, that outline the projects that will pertain to the Northwest TPR:

- Comprehensive list of project needs in the region (Appendix B)
- TPR's priority projects (Pages 25 & 26)
- 10-Year Plan Update (Strategic Funding — if TPR projects are selected during the update process)

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.

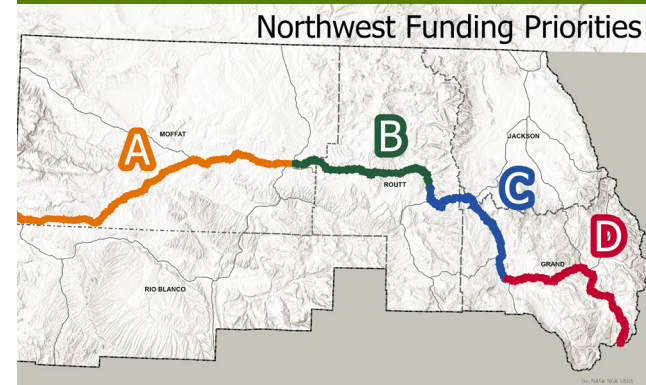
Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a [10-Year Strategic Project Pipeline](#). The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended. The Northwest TPR projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort. For the longer term, 25-year planning horizon, the Northwest TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2035.



Northwest TPR's Implementation Strategies

The following section contains information about actions that the TPR recommends to implement its plan. Implementation actions are meant to be near-term, practical measures related to the Northwest TPR's vision, goals and priority projects.

- Work with CDOT Region 3 employees to assist in developing locations for safety improvements (these improvements include shoulders, resurfacing, signage and intersections)
- Work with local law enforcement and CDOT Headquarters to ensure safety data congruence
- Work with CDOT Region 3 employees 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 CO 13 (Craig)
 - B. CO 13 (Craig) to CO 13 (Steamboat Springs)
 - C. CO 131 (Steamboat Springs) CO 9 (Kremmling)
 - D. CO 9 (Kremmling) to I-70 (Empire)
- Distribute funding in the next 10 years so that US 40 subsections B and D each receive 30% of funding, subsection C receives 25% of funding, and the remaining corridors in the TPR receive 15% of available funding





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To Learn More

go to the [10-Year Vision Plan](#)
on the CDOT website.

