



**Intermountain Transportation Planning Region (IMTPR) Commission  
Meeting Notes (*in italics*)**

April 18, 2025  
10:00am-12:00pm

Morgridge Commons  
815 Cooper Avenue, 2nd Floor, Glenwood Springs

**Recording** (starts at minute 8:45)

**10:00am: Welcome/Roll Call/Quorum/Overview of the Day (Brian Pettet)**

**10:05am: Public Comments (Brian Pettet)**

*No public comment*

**10:10am: Approve January Meeting Minutes (All)**

*A motion to approve the January IMTPR meeting minutes was made by Sam Guarino with a second by Matt Scherr. All were in favor, the motion passed.*

**10:15am: IGA Status Update (Brian Pettet and All)**

*Dana did a roll call of those that were missing signed IGAs. Brian said to get them in as soon as possible. Dana will reach out to folks in Montezuma to get a signature on their IGA and a participant to attend meetings.*

**10:20am: CDOT Updates**

- *Draft RTP 2050 plan (Spencer York and Marissa Gaughan)*
  - *Comments are due by May 2, please use this [comment sheet](#)*
- *Draft Coordinated Transit and Human Services 2050 plan (George Gromke)*
  - *Comments are due by May 2, please use this [comment sheet](#)*
- *Town Halls are scheduled for the week of June 3<sup>rd</sup>, public comments will be taken from July 16-August 15, IMTPR needs to formally adopt the final plan. Brian said he will send out an email to get informed consent on the plan adoption in July or August instead of waiting until the October meeting. Dana will work with CDOT to compare the original project list with their project list in the draft plan.*
- *Region 3 (Mark Rogers)*
- *I-70/Vail Pass Project (Karen Berdoulay and John Krohnholm, presentation attached)*



*From early to mid-June, rock-scaling activities will require rolling closures and 20-minute traffic holds Monday through Thursday from 9:30 a.m. to 2:30 p.m. each day. From mid-June to early September, intermittent traffic holds will occur one or two days a week while helicopters lift avalanche mitigation materials into place. Traffic holds are both EB/WB and Rec Path. **To get construction alerts for I-70 West Vail Pass, text "vailpass" (one word) to 21000. These alerts will provide real-time, day-of updates on traffic holds for rock blasting and scaling, emergency road work, and Mountain Express Lane availability. You can also find travel and road information on COtrip.org and the COTrip Planner mobile app.***

**11:30am: MMOF Process/Application Update (Michael Snow, CDOT)** (presentation attached)

*CDOT asked the IMTPR to reduce their MMOF funding for the 2 approved projects (Parachute and Avon/Eagle County) by \$500K. The group declined and Brian asked CDOT to research past funded projects to see if there were any cost savings that could be applied to these two projects. CDOT will get the IMTPR data within 2 weeks. All other MMOF projects that have been submitted are on hold.*

**11:45 am: Partner Updates (All)**

*Town of Minturn update (provided through the Zoom chat): Town Council adopted the Safe Streets 4 All Plan. The US24/Main St Sidewalks is being rebid with an alternative. The RMS North Main Street project is out to bid. The Bellm Bridge design IGA should be complete this month.*

**12:00pm: Meeting Adjourn (Brian Pettet)**

*Motion to adjourn the meeting at 12:13pm by Bentley Henderson, second by Art Riddle.*

**Attachments for Notes**

- CDOT RTP 2050 slides (attached in email)
- [CDOT RTP 2050 draft plan](#)
- [CDOT IMTPR Coordinated Transit and Human Services draft plan](#)
- CDOT Region 3 Construction Project Updates (attached in email)
- MMOF Program Status slides (attached in email)





POWERED  
BY YOU

# Intermountain TPR

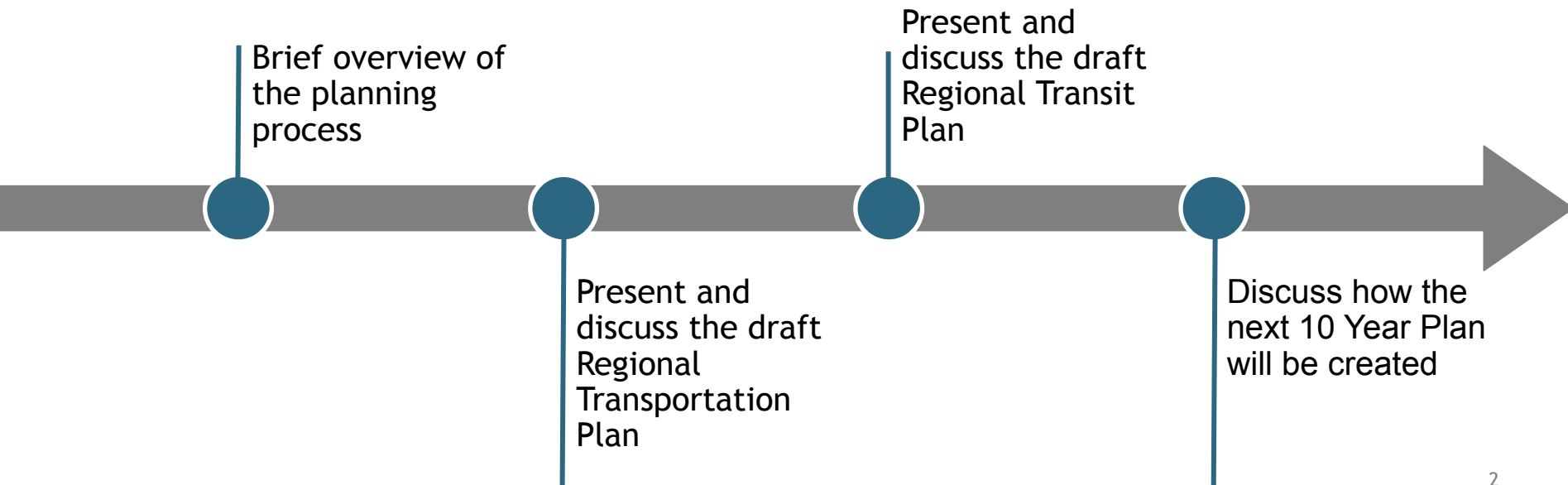
## Meeting #4

April 18, 2025 - Eagle, Colorado



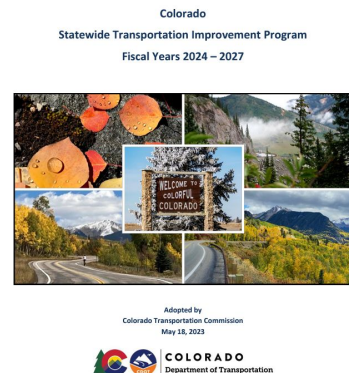
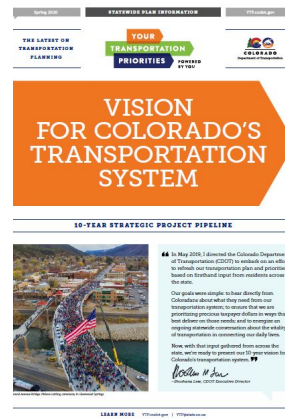
# Meeting Purpose

## Regional Transportation Plan Overview





# Plan Development



Regional Plans

Statewide Transportation  
& Transit Plans

10-Year Plan

4-Year STIP

Data Integration • Stakeholder and Community Input



## DRAFT 2050 RTP Overview



# Transit Plan Update

- Transit Plan Drafts will be sent to Regional Transit Agencies and members of the TPR
- Transit Plan to be published as Appendix to Transportation Plans, on the same schedule
- Upcoming: Survey for Older Adults & Adults with Disabilities
- Transit Connections Study





# Draft RTP Comments due May 2, 2025

- Comment via IMTPR 2050 RTP Comments Tracking Sheet
- URL: [https://docs.google.com/spreadsheets/d/1k5ETyGR88B0DPGQlo\\_2g\\_l\\_Giku\\_p4WnRBRdfy535bPM/edit?usp=sharing](https://docs.google.com/spreadsheets/d/1k5ETyGR88B0DPGQlo_2g_l_Giku_p4WnRBRdfy535bPM/edit?usp=sharing)
- Transportation Planning Region members can email CDOT staff with their comments

**Please submit any emailed comments to:**

Spencer York, CDOT IMTPR Planning Liaison at [spencer.york@state.co.us](mailto:spencer.york@state.co.us)

For Transit Plan Comments please CC Emily Barden at [emily.barden@state.co.us](mailto:emily.barden@state.co.us)





# Vision for the next 10-Year Plan

## Vision

Over the next decade, we will make strategic, high-quality investments to improve safety, fix our roads, and sustainably increase transportation choice.

## Desired Outcomes:

- ✓ Fix Our Roads
- ✓ Make transportation safer
- ✓ More Transportation Choice
- ✓ Accountable and Transparent







# Goal Achievement through 10-Year Plan

Achieve goals through a strategic pipeline of projects and prioritize projects that meet policy outcomes.



## Advancing Transportation Safety

- Targeted, safety-focused investments
- Address LOSS III/IV locations, meaning locations with high or moderate potential for crash reduction

Identify co-benefits - best project(s) that achieves multiple goal areas.



## Fix Our Roads

- Address poor assets and those expected to become poor over the next decade on the State Highway System
- “Worst-First” approach
- Support preventative maintenance

Crosswalk regional goals into PD-14 to find alignment if possible.



## Sustainably Increase Transportation Choice

- Alternatives to Single Occupancy Vehicle (SOV) travel
- Addresses transit system gaps
- Projects that improve air quality, reduce vehicle miles traveled (VMT) and support neighborhood centers

Ensure disproportionately impacted communities realize economic benefits from projects, consistent with TC Guiding Principles.



# Transition Between Plans

## Current 10-Year Plan

FY 2019-2027

2019-2022

4-Year Prioritized Plan #1

2023-2026

4-Year Prioritized Plan #2

2027+

The “Out”  
Years

- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

- Development Slated for 2025
- Adoption in Dec. 2025
- Replaces “Out” Years with new four-year prioritized plan
- “New” 10-Year Plan will show any carryover from pre-2027.

### Refresh Cycle to “New” Plan:

Evaluate current “out” years projects (FY 2027+)  
Identify new projects (from planning process & asset management needs)  
Revised funding scenarios  
Updated project pipeline

## “New” 10-Year Plan

FY 2027-2036

2027-2030

4-Year Prioritized Plan #1

2031+

The “Out” Years

4-Year Prioritized Plan #2 to be developed in 2029-30 for FY31-34



# 2050 Statewide and Regional Plan Timeline

## Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 4/8/2025



### 2050 Plan Development Activities

### Rural TPR Outreach

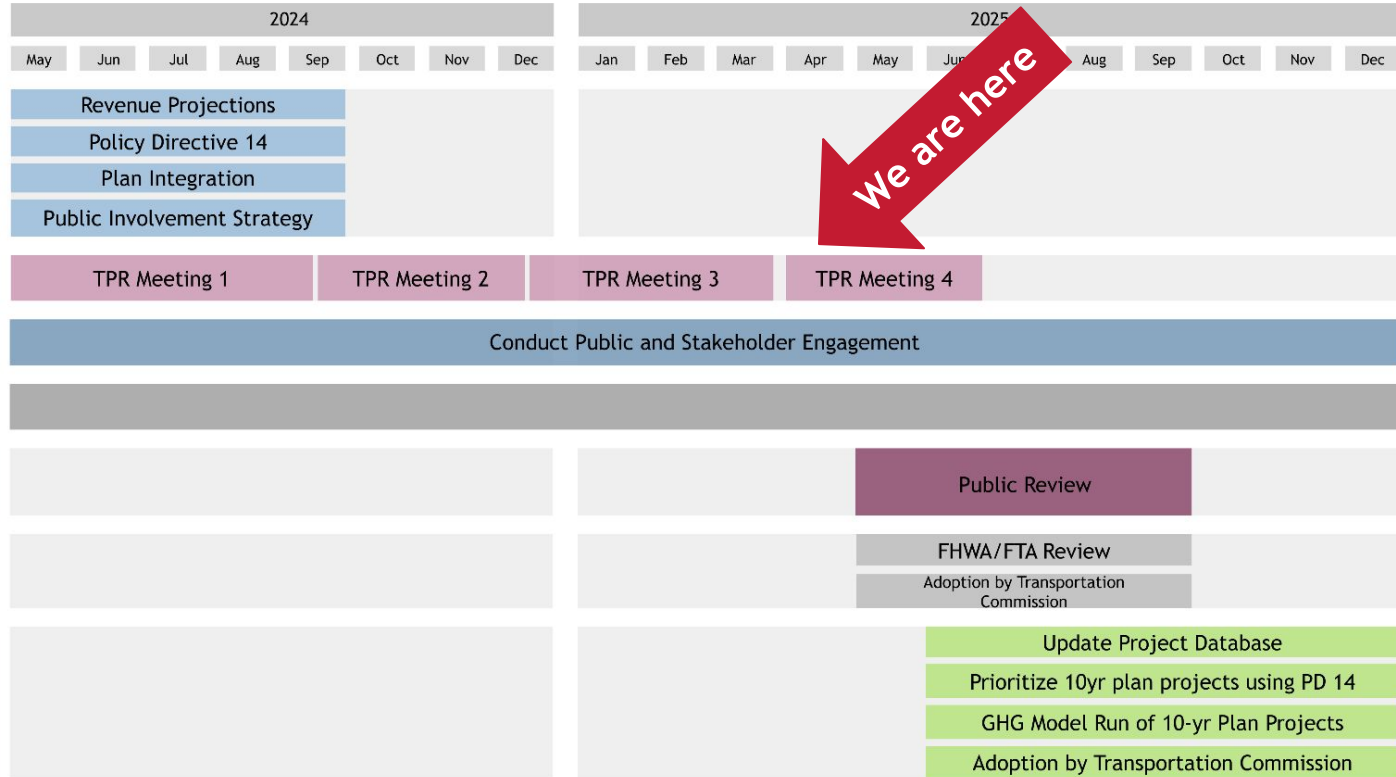
### Public Involvement

### MPO Coordination

### 2050 Regional Transportation Plan Review and Adoption

### 2050 SWP Review and Adoption

### New 10-Year Plan Covering FY 2027-2036





# Telephone Town Hall Dates and Survey Link

## Telephone Town Hall Covering the Counties in Intermountain TPR

Transportation Commision District	Counties	Date	Time
District 7	Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin & Summit Counties	June 3	6:30 pm to 7:30 pm

## Statewide 2050 Plan Survey

- The Statewide Plan Survey will be available to take and will be posted at: <https://www.codot.gov/programs/yourtransportationpriorities/get-involved>



# Next Steps

- DRAFT RTP COMMENTS DUE! (May 2, 2025)
- Telephone Town Halls and Statewide Plan Public Survey (June 3, 2025)
- Release of 2050 RTPs and SWP for Public Comment (July 16 - August 15, 2025)
- Adopt 2050 SWP (August 2025)
- Post-RTP TPR Chair Meeting (Summer 2025)
- GHG Transportation Report (November 2025)
- TC Adopt Updated 10-Year Plan (December 2025)

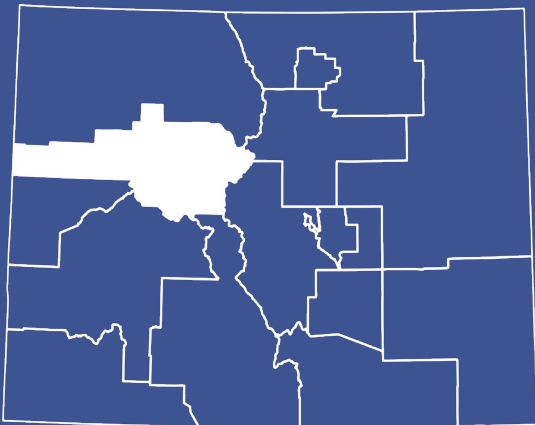
[Check Out the 'Your  
Transportation  
Priorities' Website  
for More Information](#)



# DRAFT



## Intermountain 2050 Regional Transportation Plan



**Counties:**  
Eagle, Garfield, Lake,  
Pitkin and Summit

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

**YOUR  
TRANSPORTATION**

**PLAN**

CONNECTION. CHOICE.  
COLORADO FOR ALL.



**COLORADO**

Department of Transportation





# Regional Plan Introduction



Map of the counties in the  
Intermountain Transportation  
Planning Region

This Regional Transportation Plan (RTP) is the long-range transportation planning document that guides the continuing development of a multimodal transportation system for the Intermountain Transportation Planning Region (TPR). This plan has been developed in compliance with state and federal requirements, 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 Intermountain 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 and public sentiment. While the plan extends 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 the Intermountain TPR today, tomorrow and in the future.

The Intermountain TPR is a region on the western part of the state and extends to the Utah border. It encompasses Eagle, Garfield, Lake, Pitkin and Summit counties. The TPR is primarily served by the CO 13, US 24, I-70 and CO 82 corridors. The region is defined by mountainous terrain, attractive scenery and some of the most famous alpine resorts in the world. The people of the Intermountain TPR value and protect their mountain lifestyle which includes recreational opportunities, abundant wildlife, natural resources and high-quality water. The Intermountain TPR must accommodate an increasing number of visitors and the movement of freight along roadways with low redundancy and limitations for expansion.





# Letter from Region Chair

Dear Neighbor,

As chair of the Intermountain TPR, representing Eagle, Garfield, Lake, Pitkin and Summit counties, it is my responsibility to ensure that our area's transportation needs and priorities are met, that our planning efforts are easily accessible to the public, and the process is clearly communicated to the public and key transportation decisionmakers. The TPR planning group, made up of representatives from all jurisdictions within the region, recognizes current needs and priorities. This group then formulates ideas and solutions to keep pace with regional growth and changing conditions within the tight financial constraints the state is currently experiencing for transportation projects and maintenance.

The Intermountain 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 Intermountain TPR 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 Statewide 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 Intermountain TPR.

Much of the discussion during preparation of this plan surrounded the priorities of the region. This includes tourism needs, impacts of oil and gas development on local and state roads, and the astounding importance of alternative modes of transportation to our residents and visitors, including transit, bicycle and pedestrian facilities. Current federal and state highway funding is wildly insufficient, and we need to continue the discussion at all levels to find new funding streams for our aging transportation infrastructure. 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. I invite you to review this plan and become more engaged in the Intermountain TPR's transportation future.

Sincerely,

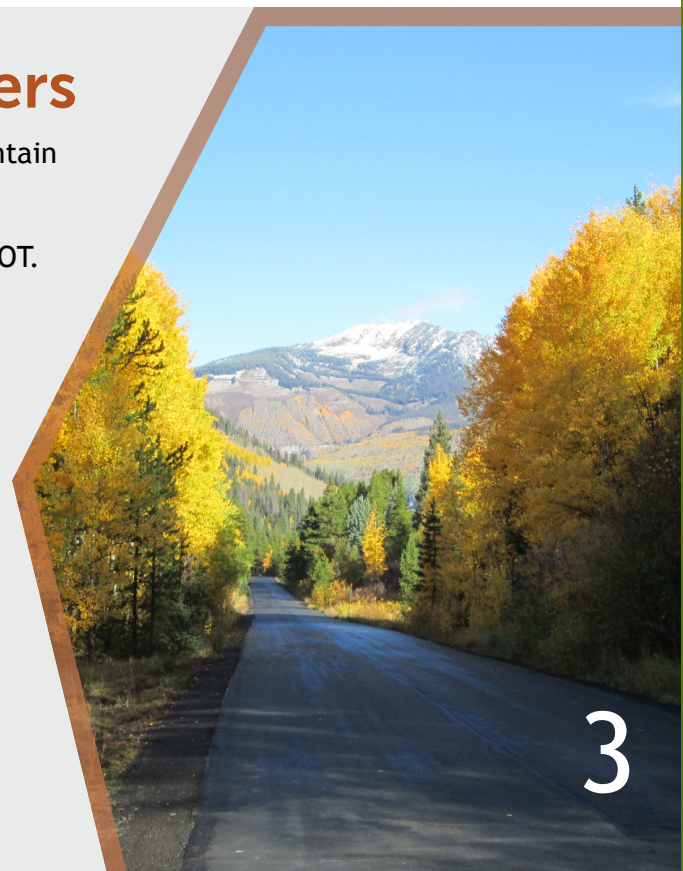
Placeholder

Brian Pettet  
Intermountain  
TPR Chair

## Intermountain TPR Members

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

- Aspen
- Avon
- Basalt
- Breckenridge
- Carbondale
- Dillon
- Eagle
- Eagle County
- Frisco
- Garfield County
- Glenwood Springs
- Gypsum
- Lake County
- Leadville
- Minturn
- New Castle
- Parachute
- Pitkin County
- Red Cliff
- Rifle
- Roaring Fork Transportation Authority (RFTA)
- Silt
- Silverthorne
- Snowmass Village
- Summit County
- Vail



# 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. RTPs 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 and 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 Intermountain's RTP, and the full Regional Transit Plan is included in Appendix X.



## 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

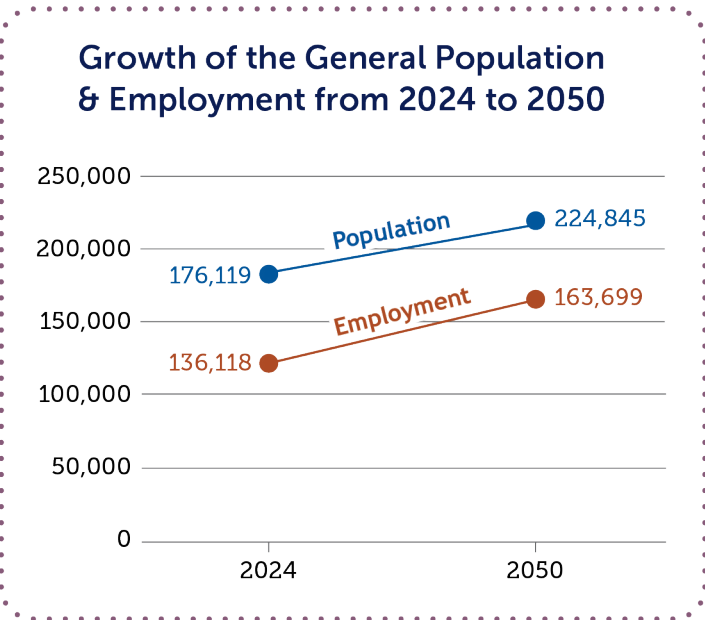


# Regional Transportation Story

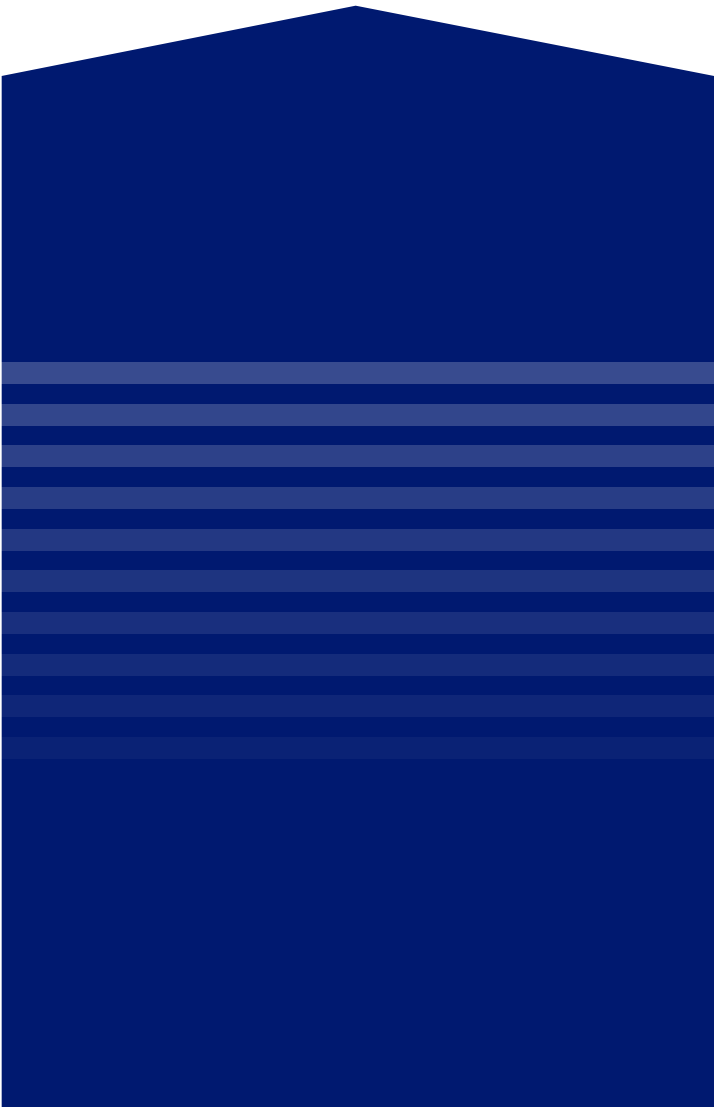
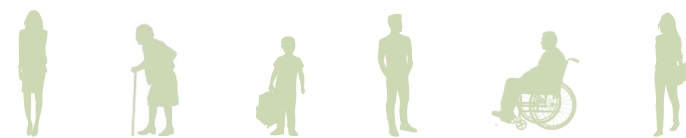
The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this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

## Population & Employment

The Intermountain TPR population is expected to grow by 28% by 2050. The number of jobs is expected to grow by 20%.



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 the Intermountain 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/or have limited access to transportation services and facilities and the population totals in the Intermountain 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
172,798 (100%)	36,039 (21%)	26,158 (15%)	57,906 (34%)	15,148 (9%)	7,336 (4%)	5,878 9%	2,812 (4%)	13,478 (8%)

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 communities through an equity framework, ensuring that equity is meaningfully integrated into the planning process. This approach acknowledges that communities face unique challenges and have varying needs, particularly those that have been historically underserved. An equitable transportation

network ensures convenient and affordable access to essential services such as jobs, medical care, education, groceries, and social or recreational activities. By addressing these unique needs, equitable access creates opportunities that can significantly improve personal health, well-being, and overall quality of life.



## Where People Travel to Work (by County)

### Eagle County

Eagle County (Live & Work): 57.2%

Pitkin: 9.4%

Denver County: 5.8%

Summit County: 3.8%

### Garfield County

Garfield County (Live & Work): 51.0%

Pitkin County: 13.1%

Eagle County: 8.6%

Denver County: 4.5%

### Lake County

Lake County (Live & Work): 25.0%

Eagle County: 17.4%

Summit County: 13.2%

Denver County: 6.0%

### Pitkin County

Pitkin County (Live & Work): 64.1%

Eagle County: 7.0%

Garfield County: 5.7%

Denver County: 5.1%

### Summit County

Summit County (Live & Work): 52.8%

Denver County: 7.4%

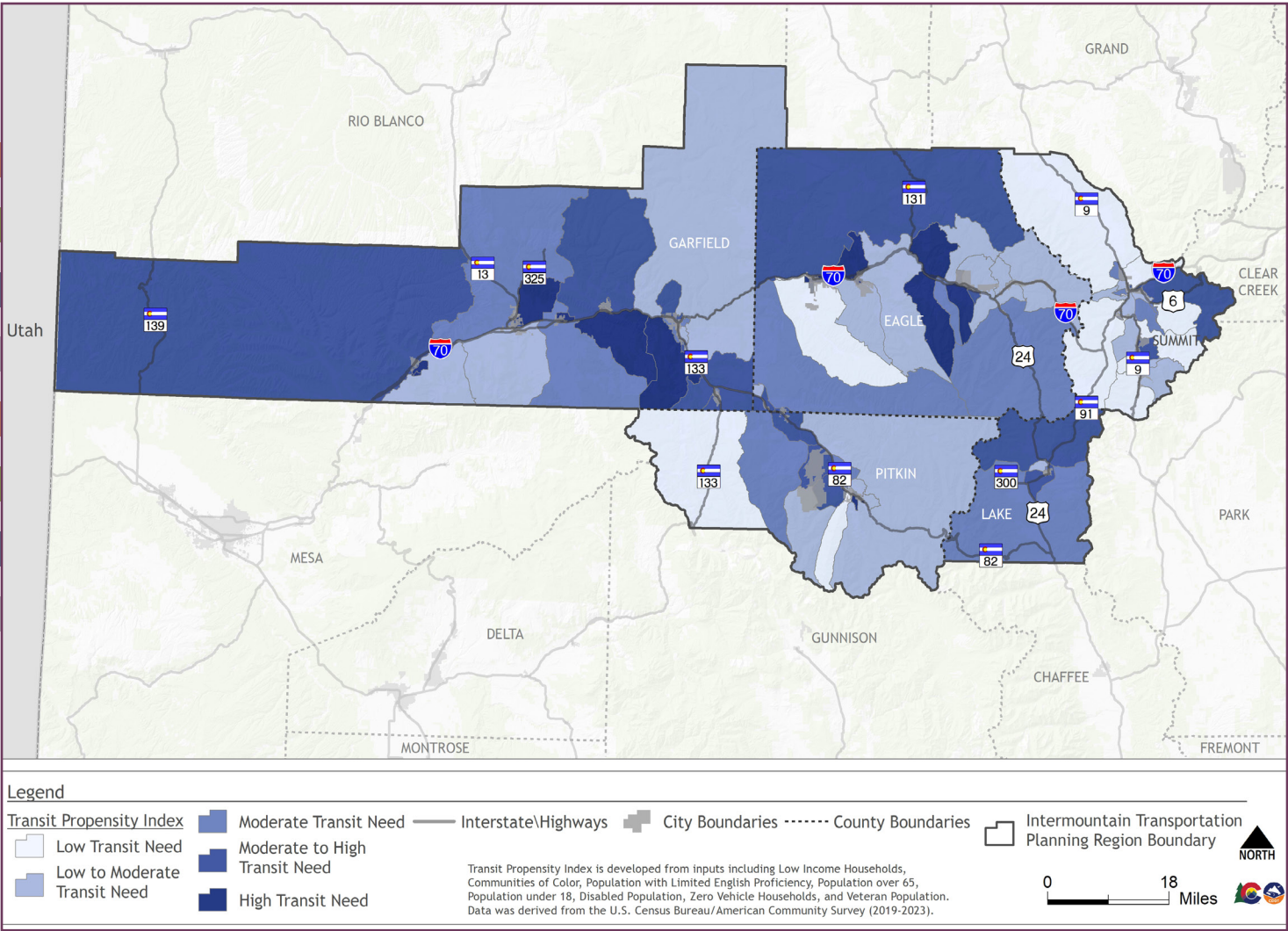
Eagle County: 6.8%

Jefferson County: 4.4%

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



# Identified Transit Need



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

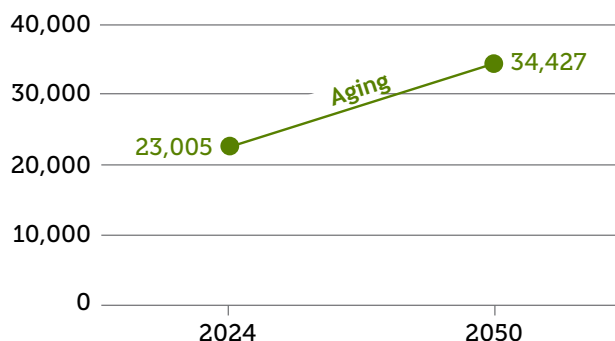


## Aging Population

Aging adults, those over 65 years old, are anticipated to have different travel needs. The aging population will likely need public transportation services as alternatives to driving, as well as roadway improvements such as better signage, striping and lighting.

The population of people 65 or older is expected to increase 50% from 2024 to 2050. 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



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 Intermountain TPR is expected to increase by 41% by 2050. As the region grows and VMT increases, congestion is anticipated to increase – particularly during peak tourist seasons (summer and winter). Weekend and holiday traffic add additional strain on local highways, and congestion can be compounded by inclement weather.

### Vehicle Miles Traveled (VMT) in the TPR in 2024 Versus Estimated VMT in 2050

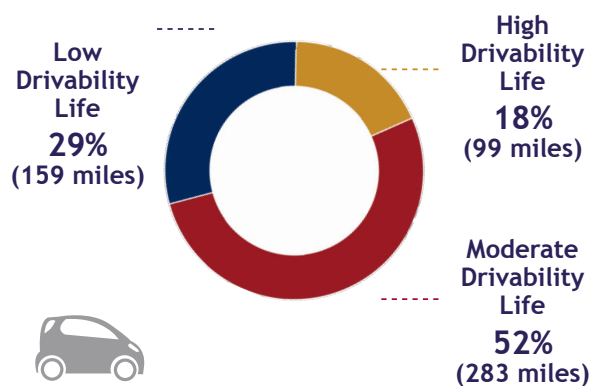


CDOT DTD, Travel Modeling Unit, 2024

## 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.
- The majority of corridor miles in the Intermountain TPR have moderate (four to 10 years) to low (less than four years) drivability life. However, the number of corridor miles recorded as having high drivability life have increased by 6% since the previous update to the RTP.
- Highways with low-drivability life are often rough on vehicles, create safety issues, and require resurfacing or reconstruction in the near term.
- Intermountain TPR road conditions are categorized in the graphic to the right based on 2023 data.

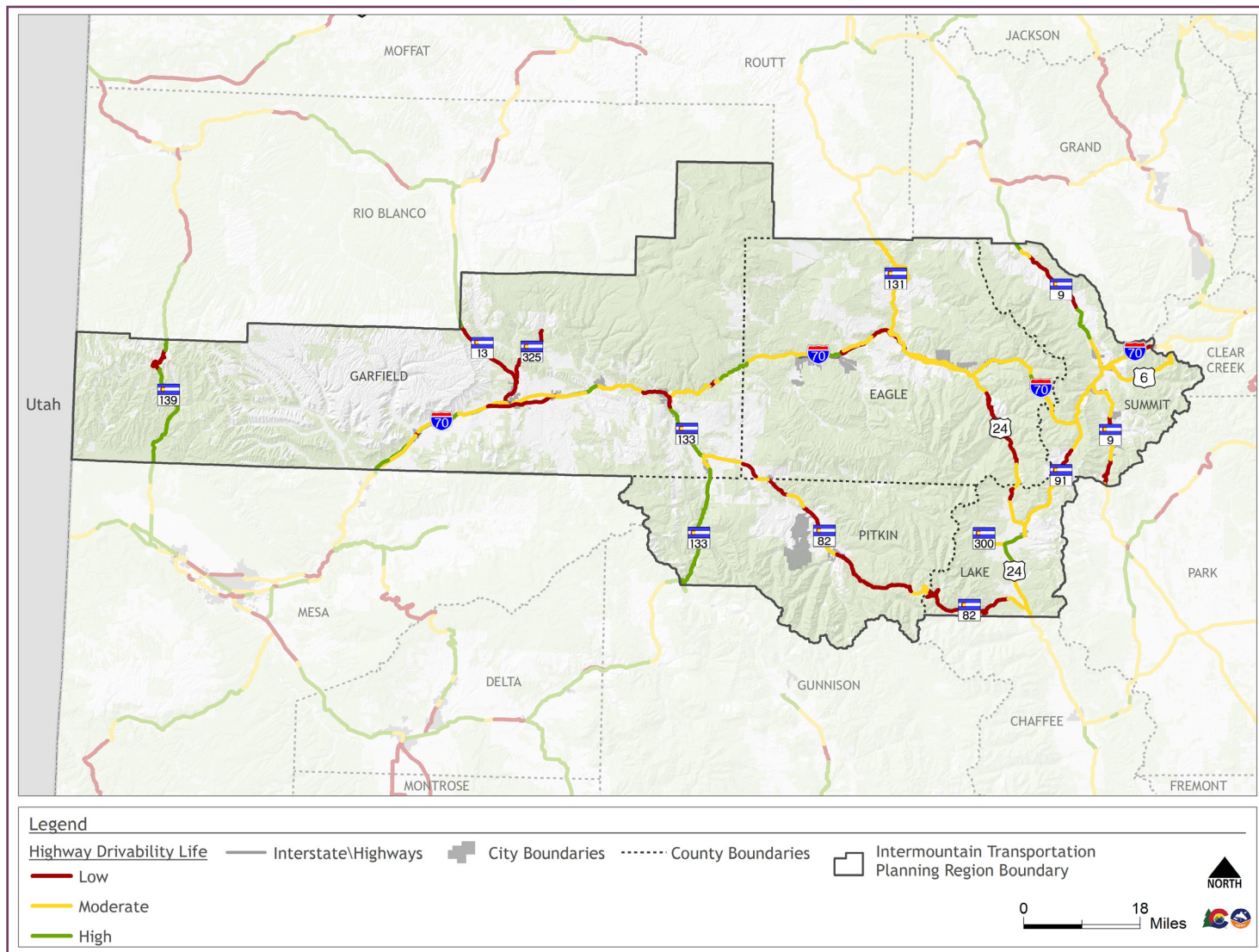
### Percentage of Highways in the Region with Various Levels of Drivability Life



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



## Drivability Life Map



## 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)

A Vulnerable Road User is any person walking, riding a bicycle, electric bicycle, kick scooter or electric scooter, or other micromobility device, using a personal mobility device (e.g. walkers or wheelchairs), as well as people working 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.

### VRU Crashes Recorded in the Intermountain TPR

9

Vulnerable  
Road Users

Source: CDOT Active Transportation Plan, 2025

### Top Three Crash Types

1

Roadway  
Departure  
234  
Crashes

2

Intersection  
145  
Crashes

3

Aggressive  
Driving  
50  
Crashes

Source: CDOT Crash Database, 2014 to 2018







## 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. Three Colorado Freight Corridors pass through the Intermountain TPR, and include US 6, CO 13 and I-70.

## Transit

The Intermountain TPR is home to 10 local and regional transit providers that operate fixed-route bus, deviated fixed-route bus, commuter bus, bus rapid transit (BRT), on-demand transit and specialized services. These providers include the Town of Avon, Town of Breckenridge, Town of Snowmass Village, Roaring Fork Transportation Authority (RFTA), City of Glenwood Springs, Summit County, Lake County, Eagle County Regional Transit Authority, Town of Vail and City of Aspen. A number of human services agencies also operate in the region providing services to their clients based on eligibility and need.

Private transportation providers in the region include taxis, resort transportation, airport shuttle service and ridesharing services such as Uber and Lyft. To maximize the effectiveness of these transit options, it is crucial to plan for first- and last-mile connectivity. This ensures that people can easily access and complete their transit journeys, particularly in areas where the beginning and end of their trips are not directly served by fixed routes.

CDOT's interregional bus service Bustang connects the Intermountain TPR with the Greater Denver Metro area and Grand Junction with six stops in the region. For the 2019-2020 winter season, CDOT initiated Snowstang service from the Denver to Loveland, and Arapahoe Basin resorts. Amtrak and Greyhound also operate in the region connecting the Intermountain TPR to the national transit network.

## Airports

The Intermountain TPR has two commercial airports, including Eagle County Regional Airport and Aspen-Pitkin County Airport. There are three general aviation airports, including: Glenwood Springs Municipal Airport in Glenwood Springs, Lake County Airport in Leadville and Garfield County Regional Airport in Rifle.





## Bicycling & Walking

Bicycling and pedestrian facilities are vital components of a sustainable and healthy community, offering numerous benefits such as: reduced traffic congestion, improved air quality and enhanced public health through increased physical activity. These modes of transport also foster stronger social connections, promote environmental sustainability, and contribute to economic growth by attracting businesses and visitors to walkable and bike-friendly areas. The 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. 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 Bicycle Activity.

### Facility Mileage

- 551 miles of highways
- 289 bikeable miles
- 185 miles of bikeable shoulders
- 104 miles of sidewalks
- 90 miles of shared-use path
- 1.8 miles of bike lanes

### High Bicycle Activity Corridors

- CO 24 is the highest-use continuous corridor
- CO 6/US 24 from Edwards to Minturn
- CO 9 from Frisco to Gold Hill Trailhead
- US 6 through Summit Cove



Main Street Communities are those officially designated or affiliated with the Colorado Department of Local Affairs Main Street program. While participation does not require a state highway to serve as the community's main street, those that do are specifically noted below.

Several communities in the Intermountain TPR are designated as Main Street Communities including:

- Leadville\*
- Minturn\*
- Redcliff
- Rifle

These corridors require careful planning and design to ensure the safety and accessibility of all users, including pedestrians, cyclists, transit riders and drivers. Investing in bicycle and pedestrian infrastructure not only enhances mobility, but also provides significant economic development benefits. Well-designed walking and cycling corridors can attract new businesses, increase property values, and stimulate local economies by encouraging foot traffic and increasing access to commercial areas. Additionally, these infrastructure investments support a healthier, more active population, which can lead to reduced healthcare costs and improved productivity. By prioritizing bicycle and pedestrian transportation, communities can create vibrant, sustainable environments that foster both economic growth and social well-being.

\* Main Street is also a state highway



## Scenic Byways

Colorado's 26 Scenic and Historic Byways are officially designated routes each having irreplaceable and distinctly characteristic intrinsic qualities, which include 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 their intrinsic qualities, specifically for community livability and visitor experience. Included in the Intermountain TPR are Dinosaur Diamond (CO 139), Top of the Rockies (CO 91 and US 24), Twin Lakes (CO 82) and West Elk Loop (CO 133).

## Economic Vitality

Primary economic generators in the Intermountain TPR include tourism and outdoor recreation, followed by health and wellness. Less populated counties, like Lake County, also rely on mining as a key economic driver. Visitors are drawn to the area for year-round outdoor recreation opportunities, like biking, hiking, skiing and for its scenic beauty.

The Intermountain Freight Corridors (CO 13, CO 82 and I-70) lack redundancy, making rerouting vehicles and moving freight goods challenging during road closures. The transportation network is crucial to tourism-based communities such as Vail and Breckenridge, supporting not only the movement of freight but also multimodal connectivity, which is essential for tourists and residents alike.

In these communities, walking and exploring on foot are key parts of the visitor experience, ensuring well-connected and accessible pedestrian pathways enhances tourism and supports local businesses. The Intermountain TPR must balance the needs of both freight and tourism, while also prioritizing safe and efficient pedestrian mobility for a thriving community.



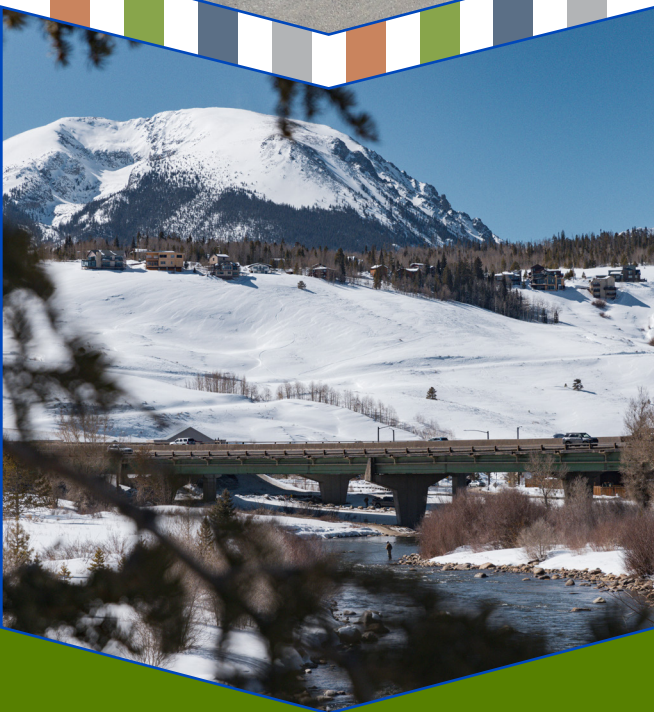


# Intermountain TPR's Transportation Focus Areas

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

## Safety For All

Well-maintained roads are essential to the quality of life for residents, employers, visitors and the movement of freight. The Intermountain TPR faces challenges such as severe winter weather, rockfall, wear and tear from cars and heavy vehicles, and low redundancy. Roadway conditions are critical on CO 9, CO 13, CO 82, CO 91 and I-70, where closures inhibit emergency vehicles, access to essential services, and the delivery of necessary goods such as medical supplies and groceries. Communities in the region depend on resilient roadways to avoid closures that impact access and connectivity. Well-maintained roads, clear signage and accessible crossings are essential for preventing accidents, protecting vulnerable road users, and ensuring a safe, reliable transportation system. Prioritizing roadway maintenance not only enhances safety but also supports economic vitality by enabling people to travel efficiently within and through the Intermountain TPR. Maintaining critical assets such as roadways, bridges, and winter maintenance operations is key to sustaining connectivity and mobility in the region.





## Freight & Rail

In transportation, the term freight is used for vehicles moving the products and valuables we use on a daily basis. Freight is invaluable for economic development and the vitality of communities in the Intermountain TPR. The primary industry that contributes to goods movement in the region is oil, gas and energy and there is a growing interest in manufacturing and agricultural production. Additionally, tourists and residents alike rely on goods such as groceries and medical supplies.

The region encompasses crucial corridors for freight movement across the state, including the I-70 corridor across the Rocky Mountains and CO 13 connecting north to Wyoming. Lack of redundancy for these major corridors impacts freight delivery during roadway closures.

These corridors accommodate a total of over 420,000 truck miles daily, or approximately 156 million miles a year. Industry and residents in the region rely on a strong transportation network for freight movement within and through the state to support economic development and provide communities with necessary goods and services. The Intermountain TPR is also served by the Union Pacific Railroad.

## Tourism

Tourism is a top economic generator for the Intermountain TPR that takes place year round. Attractions in the region include scenic byways, high demand bicycle corridors, popular winter and summer resort destinations and federal lands.

Tourism in the Intermountain TPR depends on the resiliency of roadways, particularly for communities that rely on a single corridor for connectivity, such as Snowmass Canyon and Glenwood Canyon's reliance on CO 82.

Improving walkability is also especially important for economic vitality in these tourism-based communities, where pedestrian foot traffic directly supports local businesses and attractions. As transportation continues to evolve, providing safe and efficient bicycle and pedestrian connections becomes crucial.

In communities that depend on a single corridor for access, encouraging walking and biking can help relieve congestion by reducing the number of cars on the road. Local and regional transit will also play a growing role in connecting community members and visitors to essential destinations and recreational areas. With increasing tourism and local growth in Intermountain TPR communities, transportation systems will need to adapt to support higher demand, enhance accessibility, and ensure sustainable mobility solutions that meet the region's changing needs.

The Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP) were created by the U.S. Congress to dedicate funding towards improving and maintaining access to national parks, forests, wildlife refuges, national historic sites, and many other recreation and resource extraction site types. These funds could be used to enhance access to the lands vital to the region's tourism economy.







## Land Use & Growth

As communities in the Region continue to grow and attract new residents, businesses, and visitors, coordinated land use and transportation planning becomes increasingly important. Thoughtful development patterns that support walkable, transit-connected neighborhoods can improve access to essential services while reducing reliance on a single roadway. This is especially critical in areas where geographic constraints and limited roadway redundancy make rerouting difficult during winter storms, rockfalls, or other disruptions.

Many communities rely on one corridor for access to jobs, medical services, goods, and the tourism economy. By planning mixed-use areas with housing, retail, and services located closer together, and improving first- and last-mile connections, communities can better support aging populations, enhance livability, and improve day-to-day accessibility. These strategies also contribute to long-term community resilience and sustainable growth, while ensuring transportation systems remain reliable and accessible for both economic vitality and public health.

## Interregional Transit & Multimodal Connectivity

Transit service in the Intermountain TPR is a critical mobility option for residents, employees and tourists in the region and supports quality of life, economic vitality and regional environmental goals. Given the high cost of living in the Intermountain TPR and the high demand for service level employees, providing convenient and affordable public transportation to get employees to work from distant locations is imperative.

Regional and interregional transit expands job opportunities for residents and provides access to services for those that do not own or have access to an automobile. Continued frequency and span of service improvements for services that connect the Intermountain TPR and the Greater Denver Metro area are important to the region.

Enhancing connectivity, improving service reliability, and expanding transit options will ensure that residents and visitors can efficiently reach jobs, healthcare, education, and other essential destinations to better meet the diverse needs of the communities in the Intermountain TPR.



## Travel & Infrastructure Resiliency

Resiliency refers to the ability of communities to recover from, adapt to, and thrive amid changing conditions or disruptions while maintaining sustainable growth, and dependable infrastructure systems. In the Intermountain TPR, the rugged and mountainous terrain, combined with a largely rural context, makes transportation resiliency especially critical. Long travel distances and limited alternative routes mean that when roadways are closed due to severe winter weather, rockfall, flooding, or wildlife collisions, the impacts can be significant and far-reaching.

The lack of roadway redundancy not only delays personal travel but also disrupts freight movement, limits economic activity, and can hinder the response time of emergency vehicles which poses serious risks to public health and safety. These challenges underscore the need for careful, proactive planning and ongoing investment in transportation infrastructure. Enhancing system resiliency involves maintaining key corridors in good condition, improving snow and debris management, and identifying high-risk areas for targeted improvements. It also includes expanding multimodal options where feasible, to ensure that communities are not solely dependent on a single roadway or mode.



## Roadway Conditions

Maintaining good roadway conditions is essential to ensuring that residents, visitors and goods can move safely and efficiently throughout the region. Proactive maintenance helps address infrastructure vulnerable to weather-related damage such as flooding, erosion, or snow and ice, reducing the likelihood of unexpected closures and long-term disruptions.

In addition, integrating features such as wildlife crossings into roadway design is vital for both ecological health and driver safety, particularly in regions with high rates of animal-vehicle collisions. A well-connected and dependable transportation network directly impacts the well-being of community members by reducing travel risks, improving emergency response times and supporting economic resilience. As the region continues to grow and evolve, investing in safe and connected infrastructure will be key to maintaining quality of life and ensuring long-term mobility for all.







## 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 worsen air quality, the project solutions should seek to avoid, minimize or mitigate this impact. In this case, mitigation measures could include providing public transportation options or optimizing the traffic signal to improve traffic flow and reduce vehicle emissions. Additionally, enhancing transit and other transportation infrastructure, such as expanding bus routes, increasing bicycle lanes and improving pedestrian walkways, can further alleviate congestion. The state and federal requirements pertaining to environmental consultation have been followed in the creation of this plan.



# Intermountain Vision & Goals

## Vision

The vision of the Intermountain TPR is to be a region composed of physically distinct, unique, diverse communities interconnected by multimodal transportation networks that promote preservation of the natural environment and unique character of each community through effective connections to existing and growing communities, and providing economic, cultural, environmental, and outdoor recreational benefits.

## Goals

- Address existing and future needs and inadequacies
- Better coordinate land use and multimodal transportation planning to provide adaptable scenarios for population and tourism growth
- Bring planning efforts together in order to develop a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input
- Develop a regional vision for the geographic distribution of people, goods and services and recreation
- Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the region's needs and goals
- Evaluate projects based on total cost of construction and maintenance through 2050
- Maximize system efficiency
- Preserve land and critical environmental values
- Provide reliable and safe travel options to accessible housing, medical facilities and community services
- Provide equitable funding for all modes, services and facilities
- Recognize diverse needs of transportation users



## What We've Heard

Over the past year, CDOT officials engaged with community members and local and regional stakeholders through several ongoing planning efforts including: the Statewide Transportation Plan, accompanying RTPs, the Statewide Active Transportation Plan, Strategic Transportation Safety Plan, Transit Connections Study, and the Colorado Freight Plan. As part of these efforts, engagement played a key role in gathering valuable feedback on the state of transportation across Colorado.

### Placeholder:

Key findings or themes; including ATP feedback?



# 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 completed 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**



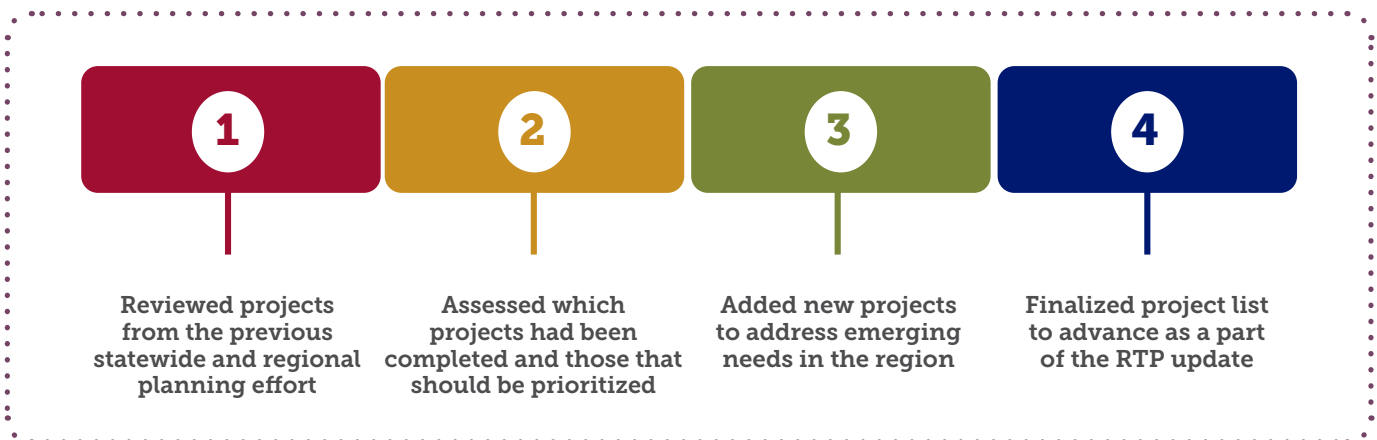
# Intermountain Transportation Projects

The TPR's transportation priority project list is characterized by a mix of transit, interchanges, auxiliary lanes and shoulder projects. The list also includes a new off-system bridge and Main Street safety projects.

TPR members and other stakeholders worked together to develop and refine the project list. TPR members reviewed the project list from the previous statewide and regional planning effort to assess which projects had been completed and identify which projects should be advanced.

New projects were also added to address emerging or growing needs since the last update. TPR members designed their own criteria to prioritize the TPR list of projects for consideration in the 10-Year Plan update.

The full project list includes the projects best suited to meet the transportation needs of the region between now and 2050.



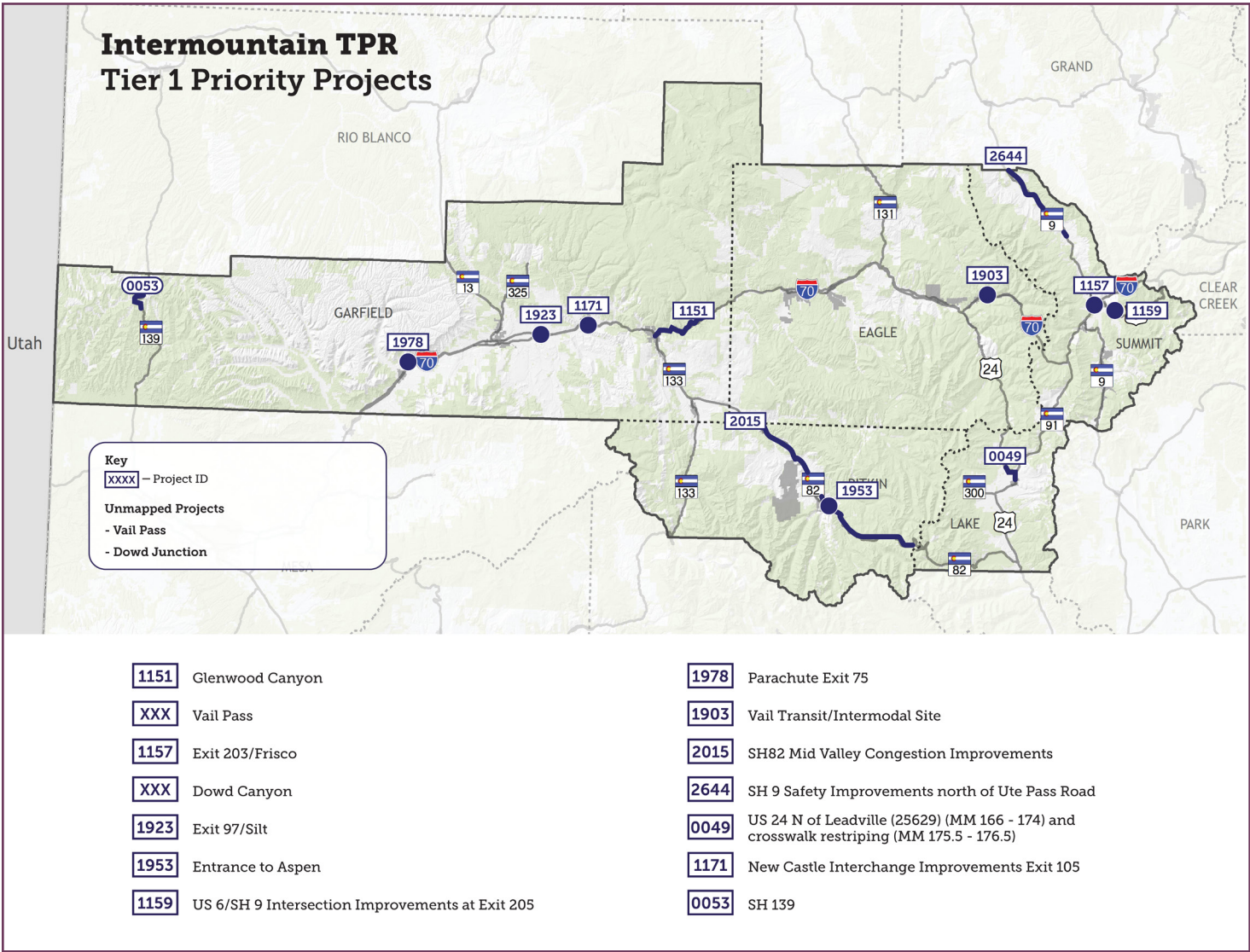
## Regional Priorities

To ensure projects align with regional and statewide priorities, the Intermountain TPR utilized region-specific prioritization criteria to guide project selection for this plan. These criteria help evaluate and prioritize investments based on key transportation needs, ensuring a connected, safe and resilient transportation system. The Intermountain prioritization criteria included:

- Asset Management
- Cost Effectiveness
- Economic Impact
- Equity
- Land Use and Growth
- Local/Community Support
- Mobility and Infrastructure Resiliency
- Quality of Life and Public Health
- Regional or Statewide Impact
- Safety for All

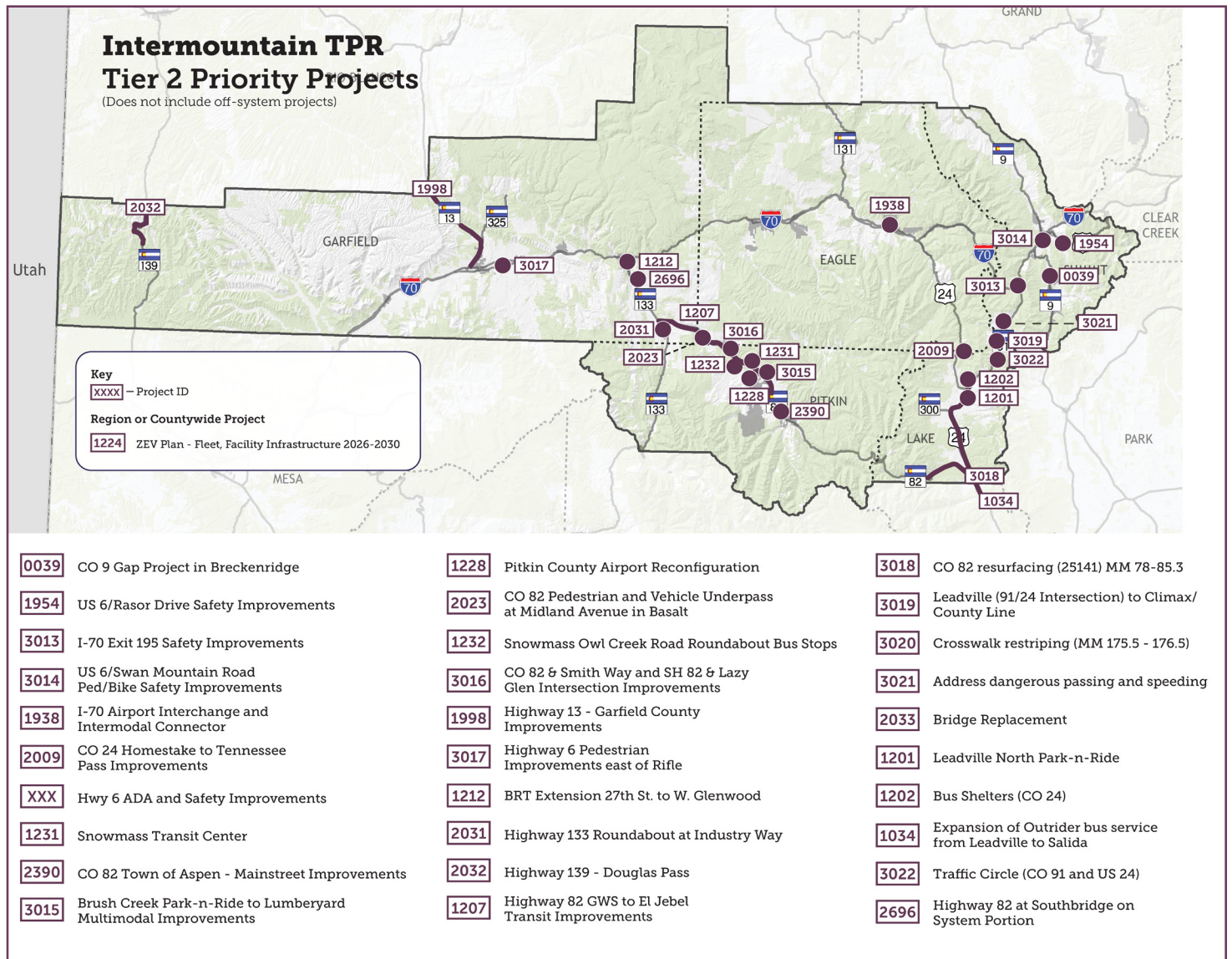
# Intermountain TPR's Top Project Priorities: Tier 1

Text to come. This section will be updated in the next round of reviews.



# Intermountain TPR's Top Project Priorities: Tier 2

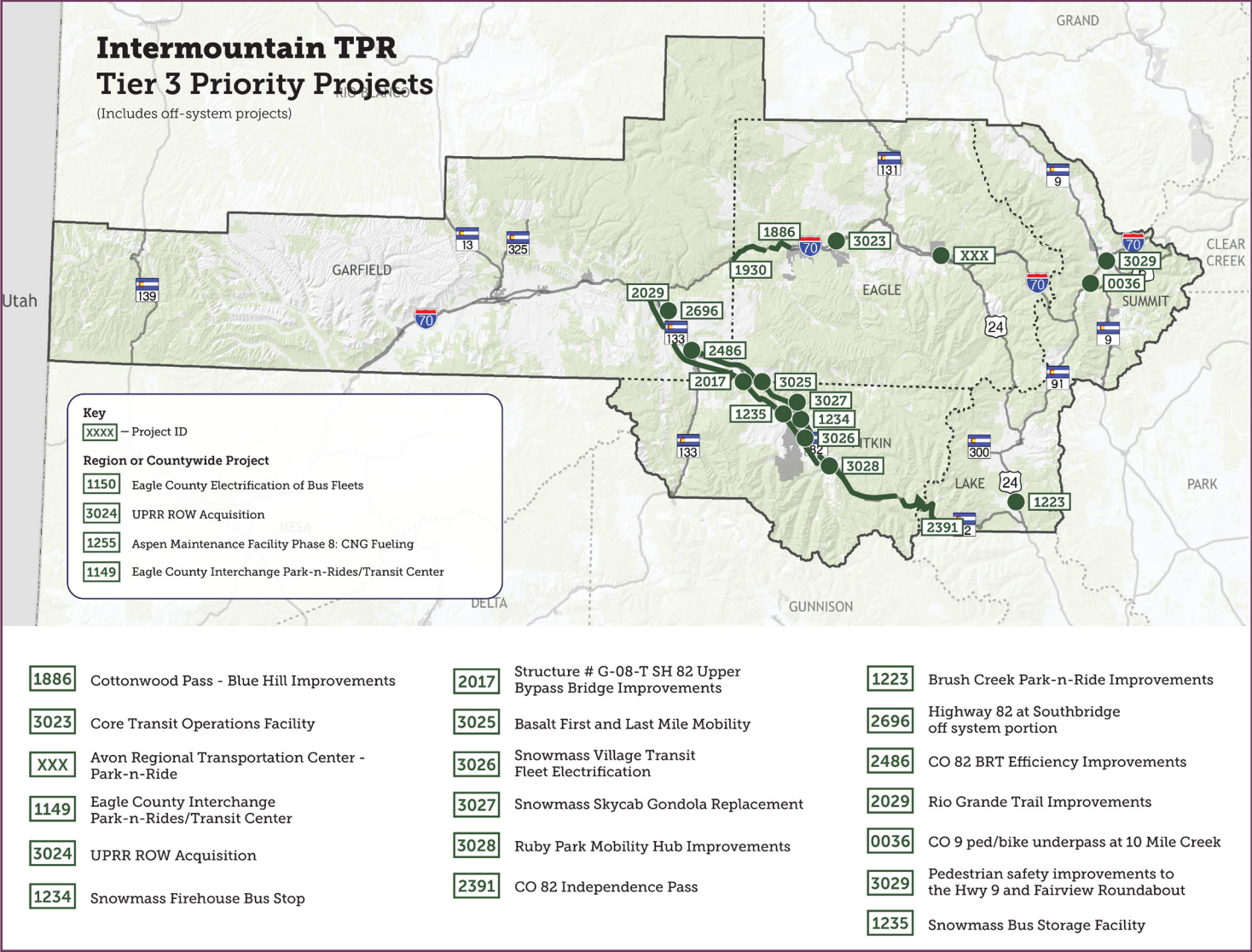
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# Intermountain TPR's Top Project Priorities: Tier 3

Text to come. This section will be updated in the next round of reviews.



# Intermountain TPR Priority Project List: Tier 1

TPR Planning Project ID	Highway	Project Name	Project Description
1151	I-70	I-70 Glenwood Canyon Critical Asset Repair	Address critical safety need by removing old deficient rail and replacing with standard railing.
	I-70	Vail Pass	
1157	I-70	I-70 and CO 9 (Exit 203) Interchange Improvements	This project improves the capacity of the interchange by improving the westbound ramp and I-70 bridge. It also improves the eastbound ramps and adjacent intersection that affect the operation of this interchange.
	I-70	Dowd Canyon	
1923	US 6	Exit 97/Silt	Reconstruct US 6 Rifle to Silt
1953	I-70	Entrance to Aspen	Cut and Cover Tunnel
1159	I-70	US 6/CO 9 Intersection Improvements @ Exit 205	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.
1978	I-70	Parachute Exit 75	Parachute E/W MP 68 to MP 86.5 (I-70 Reconstruction)
1903	I-70	Vail Transit/Intermodal Site	This project includes the design and construction of a new intermodal site in Vail. (No additional details available at this time.)
2015	CO 82	CO 82 Mid Valley Congestion Improvements	
2644	CO 9	CO 9 Safety Improvements north of Ute Pass Rd.	Rural road surface treatment
49	US 24	US 24 N of Leadville (25629) including MM 166 - 174 plus Crosswalk restriping at approx MM 175.5 - 176.5 NOTE: Should add MM 174-175.	Rural road surface treatment
1171	I-70	New Castle Interchange Improvements Exit 105	This project upgrades the current 4-way stop at the intersection of I-70 spur road/US 6 with a roundabout as recommended from a recently completed corridor study for I-70.
53	CO 139	CO 139 paving from MP 37.5 to MP 52.8 north of Douglas Pass	Rural Paving CO 139 from MP 37.5 to MP 52.8 north of Douglas Pass



## Intermountain TPR Priority Project List: Tier 2

TPR Planning Project ID	Highway	Project Name	Project Description
39	CO 9	CO 9 Gap Project in Breckenridge	
1954	US 6	US 6/Rasor Drive safety improvements	
3013	I-70	I-70 Exit 195 Safety improvements	
3014	US 6	US 6/Swan Mountain Road Ped/Bike Safety Improvements	
1938	I-70	I-70 Airport Interchange and Intermodal Connector	
2009	CO 24	CO 24 Homestake to Tennessee Pass Improvements	Rural road surface treatment
	US 6	Hwy 6 ADA and Safety Improvements	
1231	CO 82	Snowmass Transit Center	This project includes the design and construction of a new transit center in Snowmass.
2390	CO 82	CO 82 Town of Aspen - Mainstreet Improvements	Safety and intersection improvements within the Town of Aspen
3015		Brush Creek P&R to Lumberyard Multimodal Improvements	
1228	CO 82	Pitkin County Airport Reconfiguration	Improved passenger connection between Airport BRT Station and the airport, consistent with Airport Master Plan
1224	CO 82	Aspen Maintenance Facility Phase 7: Additional Indoor Bus Storage	Expansion of indoor/canopy storage space for an estimated 20 buses
2023	CO 82	CO 82 Pedestrian and Vehicle Underpass at Midland Avenue in Basalt	Vehicle and pedestrian underpass at Midland Avenue in Basalt
1232	CO 82	Snowmass Owl Creek Road Roundabout Bus Stops	Regional RFTA bus stops to be incorporated in Owl Creek Road roundabout development.
3016	CO 82	CO 82 & Smith Way and CO 82 & Lazy Glen Intersection Improvements	
1998	CO 13	CO 13 - Garfield County Improvements	
3017	US 6	CO 6 pedestrian Improvements east of Rifle	
1212	CO 82	BRT extension 27th St. to W. Glenwood	Proposed expansion of parking by 65 spaces, either surface or structured
2031	CO 133	CO 133 Roundabout at Industry Way	

## Intermountain TPR Priority Project List: Tier 2 (continued)

TPR Planning Project ID	Highway	Project Name	Project Description
2032	CO 139	CO 139 - Douglas Pass	This project will stabilize and reconstruct the roadway template on Douglas Pass in Garfield County. This is a potential \$7 million Federal FLAP project and will require a match
1207	CO 82	CO 82 GWS to El Jebel Transit Improvements	Create local bus circular system for Basalt & El Jebel
3018	CO 82	CO 82 resurfacing (25141) MM 78-85.3.	
3019		Leadville (91/24 Intersection) to Climax/County Line	
3020		Crosswalk restriping, Approx MM 175.5 - 176.5	
3021		Address dangerous passing and speeding	
2033	CO 300	Bridge replacement	CO 300 Bridge Replacement
1201	US 24	Leadville North P-n-R	New park-n-ride in Leadville
1202	US 24	Bus Shelters (CO 24)	New bus Shelters in Leadville (assumes 4 total)
1034	US 24, US 50, US 285	Expansion of Outrider bus service from Leadville to Salida	Outrider bus service between Salida and Leadville. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.
3022	US 24	Traffic Circle (CO 91 and US 24)	
2696	CO 82	CO 82 @ Southbridge on system portion	New off-system bridge over Roaring Fork River west of CO 82 near Glenwood Springs Airport

## Intermountain TPR Priority Project List: Tier 3

TPR Planning Project ID	Highway	Project Name	Project Description
1886	I-70	Cottonwood Pass - Blue Hill Improvements	Addition of Cottonwood Pass to the State Highway System with associated upgrades
3023		Core Transit Operations Facility	
		Avon Regional Transportation Center - Park-n-Ride	
1930	I-70	Eagle Valley Trail Completion	
1149	I-70	Eagle County Interchange Park-n-Rides/Transit Center	Park-n-Rides adjacent to I-70 at interchanges within Eagle County. Ultimate desire is for transit centers with structured lots (Gypsum, Eagle, Wolcott, Edwards, Avon, Minturn)
1150	I-70	Eagle County Electrification of Bus Fleets	Replace bus fleets in Eagle County with electric buses. Provide charging stations and necessary infrastructure
3024		UPRR ROW Acquisition	
1234	CO 82	Snowmass Firehouse Bus Stop	Firehouse bus stop allows for transfers to regional RFTA service.
1235	CO 82	Snowmass Bus Storage Facility	Snowmass bus storage facility
2017	CO 82	Structure # G-08-T CO 82 Upper Bypass Bridge Improvements	
3025		Basalt First and Last Mile Mobility	
3026		Snowmass Village Transit Fleet Electrification	
3027		Snowmass Skycab Gondola Replacement	
3028		Ruby Park Mobility Hub Improvements	
2391	CO 82	CO 82 Independence Pass	Safety, stabilization, and shoulder improvements
1223	CO 82	Brush Creek P&R Improvements	500 additional parking spaces for the BRT system, other improvements and amenities

## Intermountain TPR Priority Project List: Tier 3 (continued)

TPR Planning Project ID	Highway	Project Name	Project Description
1225	CO 82	Aspen Maintenance Facility Phase 8: CNG Fueling	Construction of a CNG compressor station and fueling facility, CNG-compliant building modifications
2486	CO 82	CO 82 BRT Efficiency Improvements	In general, RFTA plans to increase service, particularly during peak hours, to address increasing demand, and to provide more consistent BRT service between seasons. It is likely that demand on the I-70 corridor will increase. IF RFTA receives support from Garfield County, RFTA may increase frequency, coverage and span of service to address those needs. For planning purposes, assumes a doubling of service with an annual operational cost of \$3M per year with 6 expansion vehicles required over the next 20 years at a cost of \$1 million per vehicle.
2029	CO 133	Rio Grande Trail Improvements	
36		Ped/bike underpass of CO 9 at 10 Mile Creek	This is the final segment of a larger project that began in 2004 to widen CO 9 from Frisco to Breckenridge to four lanes. This project constructs two roundabouts, signal improvements, and new pedestrian connections, including an underpass.
3029		Ped safety improvements to the CO 9 and Fairview Roundabout	
2696	CO 82	CO 82 @ Southbridge off system portion	New off-system bridge over Roaring Fork River west of CO 82 near Glenwood Springs Airport




## Relation to the Colorado Statewide Transportation Plan

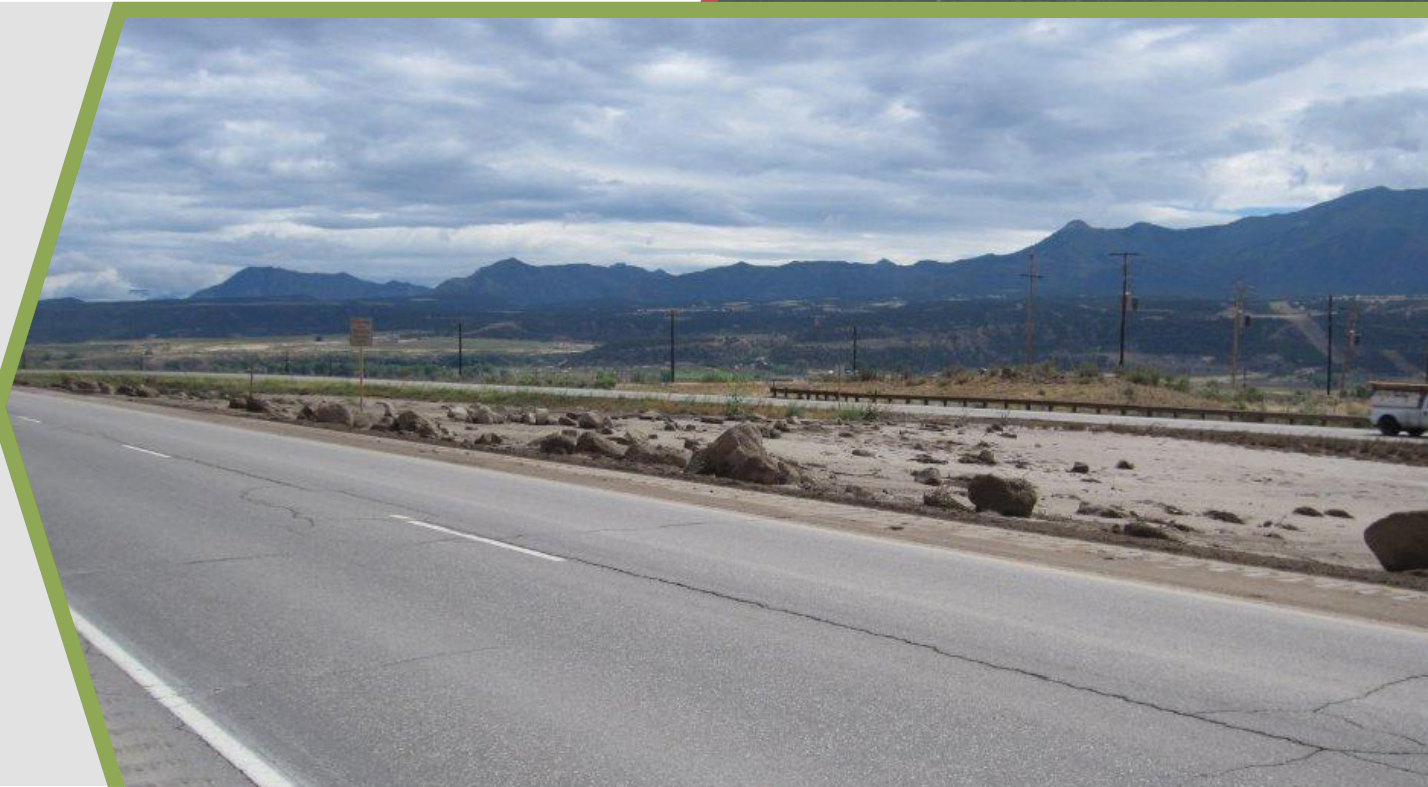
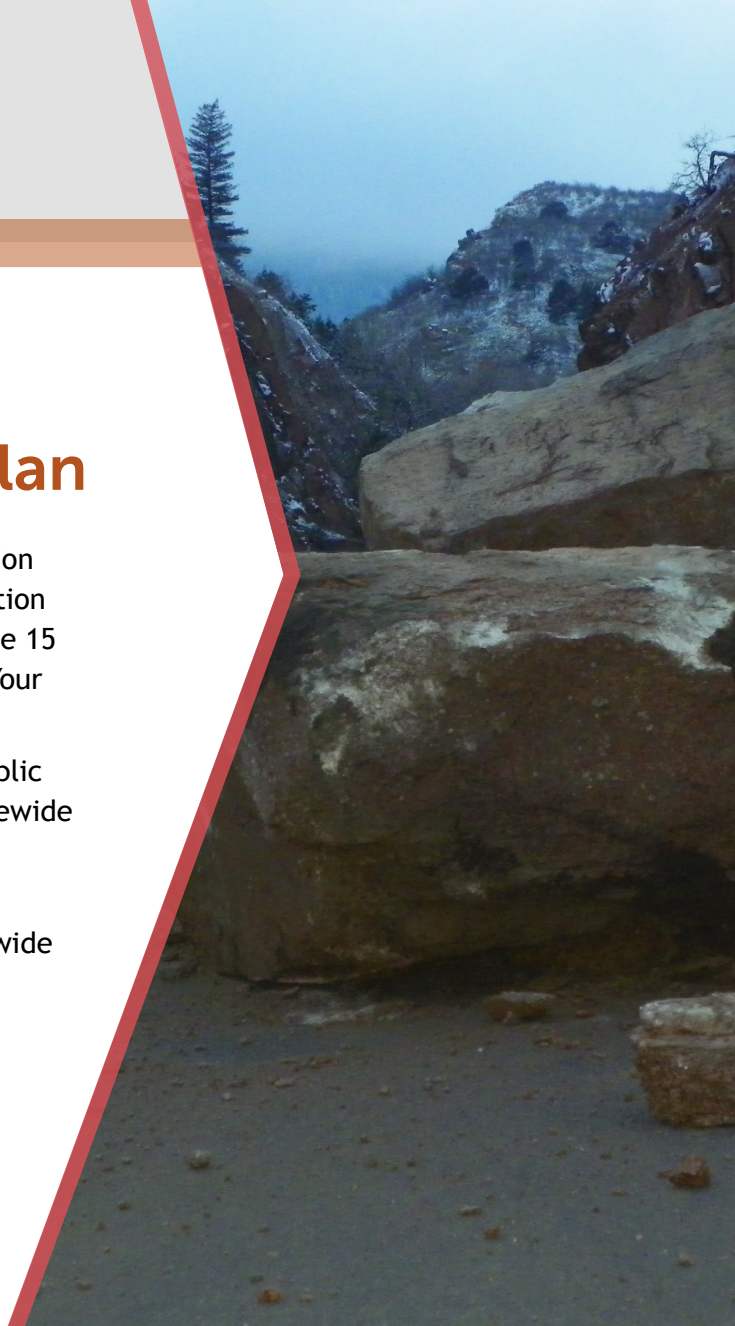
This RTP is a standalone document that identifies transportation needs and priorities for the region. The Statewide Transportation Plan (Your Transportation Plan) integrates and consolidates the 15 RTPs from around the state, and the RTPs are appendices in Your Transportation Plan.

Additionally, as a part of this planning effort, Coordinated Public Transit and Human Services Transportation Plans and the Statewide Transit Plan were developed concurrently to ensure aligned multimodal improvements in TPR project lists.

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.**





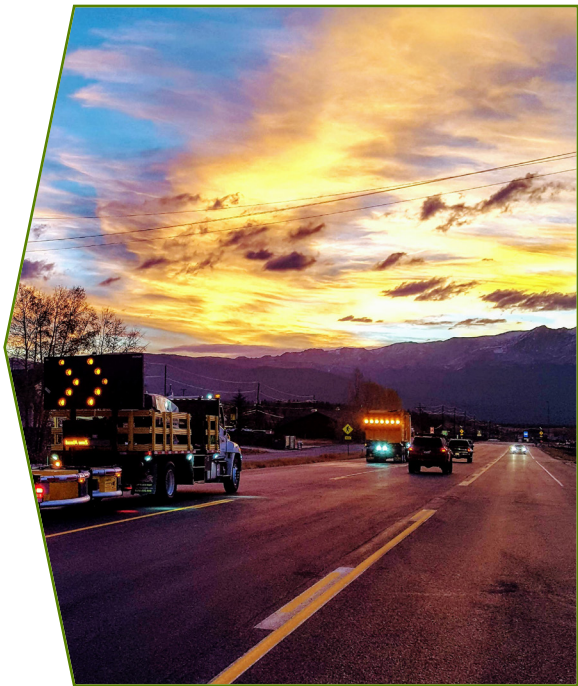
# Transportation Funding

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

- Comprehensive list of project needs in the region (Appendix X)
- TPR's priority projects (pages 22 and 23)
- 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 Intermountain TPR projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort. For the longer term, 25-year planning horizon, the Intermountain TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2035.



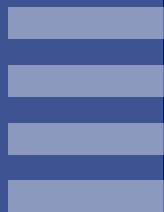
# Intermountain TPR's Implementation Strategies

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

- Advocate for local safety improvements, such as rumble strips, skid-resistant surfaces, guardrails and barriers, intersection safety improvements, signs at pedestrian/bicycle crossing/school crossings, and auxiliary lanes (passing, turn, acceleration/deceleration lanes)
- Work collaboratively with local and regional agencies to align land use policies, future development, and transportation improvements, while fostering more connected and accessible communities within the Intermountain TPR
- Review local transit/human services plans and assist with implementation
- Work with CDOT and local jurisdictions to incorporate bike lanes on existing roadways where shoulders are already wide enough to meet American Association of State Highway and Transportation Officials (AASHTO) standards and include those bike lanes on CDOT's bicycle facilities mapping
- Work with towns and cities to create awareness for biking and walking by supporting efforts associated with Bike Month in June and Pedestrian Month in October
- Investigate and incorporate grade separated bike and pedestrian access (i.e. underpasses)
- Assist in maintaining the physical integrity and condition of the existing transportation infrastructure by communicating to CDOT Region 3 about surface treatment and bridge needs for consideration when additional funds are available
- Coordinate with CDOT and identify local funding opportunities in support of projects with statewide significance that travel through the region







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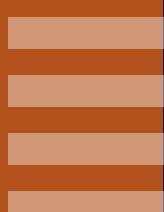


COLORADO

Department of Transportation

## To Learn More

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



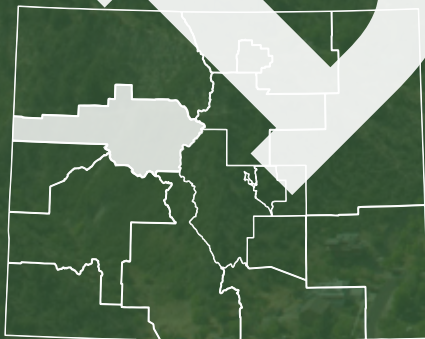


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# Intermountain Coordinated Public Transit & Human Services Transportation Plan

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April 2025



**Counties:**  
Eagle,  
Garfield,  
Lake, Pitkin,  
and Summit

Above: the location of counties in the Intermountain  
Transportation Planning Region.



Photo Credit: Glenwood Springs  
Chamber Resort Association.



Photo Credit: Glenwood Springs Chamber Resort Association

# Intermountain Coordinated Public Transit and Human Services Transportation Plan

The Intermountain (IM) Transportation Planning Region (TPR) includes Eagle, Garfield, Lake, Pitkin, and Summit Counties. The Region is made up of more than 30 incorporated towns and cities. Aspen, Breckenridge, Eagle, Frisco, Glenwood Springs, Silverthorne, and Vail are the biggest towns and cities in the Region. Public transit and human services transportation play an integral role in the Region's multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region while also providing connectivity to goods and services in nearby major activity centers. Transit also provides opportunities for those who do not live in the region to connect to major activity centers without relying solely on a vehicle to travel to their destinations, reducing greenhouse gas emissions and local congestion.

## IM Transit Vision

Provide an integrated transit network that offers access and connectivity to, from, and within the Region to enhance quality of life for all residents, businesses, employees, and visitors.

## IM Transit Goals

1. Improve connectivity and coordination between regional transit and transportation systems to better provide access to jobs, recreation, education, health and human services, and medical facilities.
2. Ensure transit is a competitive transportation choice for all users, and support and plan for increasing shifts away from the single-occupant vehicle.
3. Enhance local and regional transit service to provide congestion relief.
4. Ensure transportation/mobility options are available for transit-dependent populations.
5. Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.
6. Support transit investments that attract tourists and contribute to the economic vitality of the Region and state.

Every four to five years, the Colorado Department of Transportation (CDOT), in coordination with regional planning partners, refreshes the regional transit plans in all rural regions of the state. This 2025 plan refresh builds on the previous plan, completed in 2020, and focuses primarily on updating key components such as textual and data revisions to ensure continued alignment with evolving needs. While a larger overhaul of the Coordinated Public Transit and Human Services Plans will occur during the next full update in another four to five years, this refresh will ensure the plan remains relevant and effective in addressing the mobility needs of Coloradans.

CDOT's Division of Transit and Rail (DTR), in coordination with the IM TPR members and transit agencies, gathered input from the general public to develop this plan in compliance with CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this refreshed plan to prioritize transit investments and work towards the long-term implementation of the region's unique transit vision and goals, maintaining a framework for developing an integrated statewide transit system.



## The Future of Transit - Zero Emission Transition

**Roaring Fork Transportation Authority (RFTA)** - In December 2019, RFTA introduced eight battery-electric buses on Aspen routes, marking the start of its electrification efforts. In alignment with the region's Climate Action Plan, RFTA completed an FTA compliant Zero-Emission Fleet Transition Plan in 2024, setting a goal to fully transition to a zero-emission fleet by 2050.

**Breckenridge Free Ride** - In September 2024, Breckenridge was awarded approximately \$2.9 million to purchase seven battery-electric buses and supporting chargers, marking a significant step toward fleet electrification. Breckenridge completed an FTA compliant Zero-Emission Bus Transition Strategy in 2022.

**Town of Vail (Vail Transit)** - As of December 2024, Vail Transit added eight new battery electric buses to bring the total electric fleet size to 12 buses (in its 33 bus fleet). The town aims for a 100 percent clean energy bus fleet by 2032, as part of its broader goal to reduce greenhouse gas emissions by 50 percent by 2030 and 80 percent by 2050.

**Summit Stage** - In October 2020, Summit Stage introduced its first three electric buses, initiating a gradual transition toward electrification. Plans include adding up to four more electric buses over the next two years, contingent on funding, aiming for a total of seven electric buses in the 26-bus fleet. Summit Stage completed an FTA compliant Zero-Emission Transition Plan in 2024 and has a new maintenance facility to support battery electric bus fueling and maintenance.

**Core Transit** - In Fall 2024, Core Transit received two new Gillig electric buses. These two new buses join three other Proterra buses that have struggled with software issues, leaving the buses non-operational for nearly 90 days. These new buses will help Core Transit's ridership increase and will help advance the electrification goals set forth in the Eagle County Climate Action Plan and ECO Transit's FTA compliant Phase 1 Zero-Emission Transition Plan (now operating at Core Transit) completed in 2022.

**Town of Avon** - In September 2024, Avon received approximately \$1.7 million to purchase two battery-electric buses and an additional grant for installing a dual-port charger at the Avon Regional Transportation Facility, supporting its move toward fleet electrification.



## Regional Snapshot

Transportation - whether walking, 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.

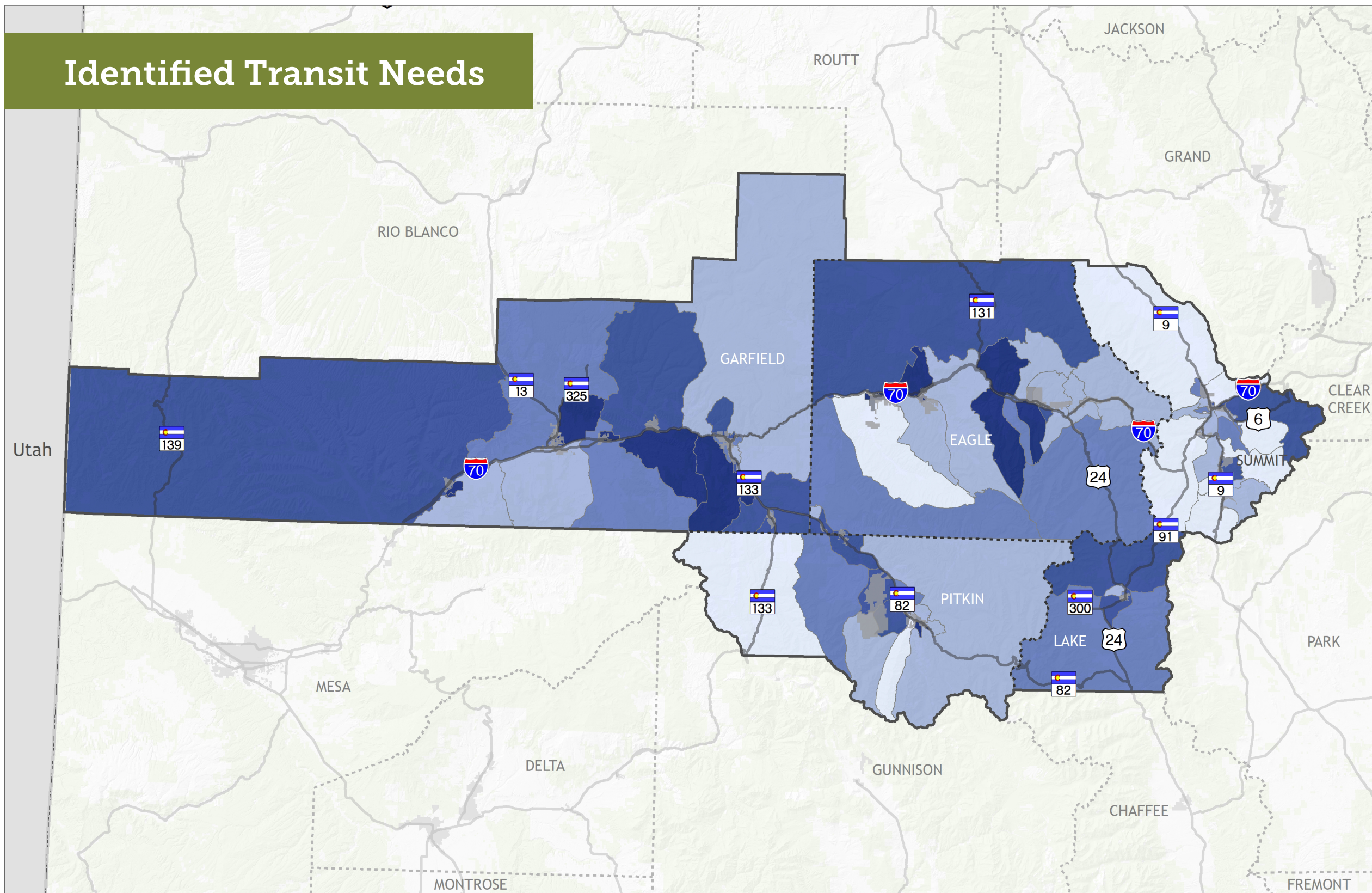
When considering the Intermountain TPRs mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities must be considered as a part of any equity-focused assessment of transit access and connectivity.

## Equality vs. Equity of Colorado's Transportation Network

Colorado's statewide transit planning efforts consider the needs of all people - 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.



# Identified Transit Needs



## Legend

### Transit Propensity Index

- Low Transit Need
- Low to Moderate Transit Need

- Moderate Transit Need
- Moderate to High Transit Need
- High Transit Need

Interstate/Highways

City Boundaries

County Boundaries

Intermountain Transportation Planning Region Boundary



0 18 Miles



Transit Propensity Index is developed from inputs including Low Income Households, Communities of Color, Population with Limited English Proficiency, Population over 65, Population under 18, Disabled Population, Zero Vehicle Households, and Veteran Population. Data was derived from the U.S. Census Bureau/American Community Survey (2019-2023).







**The 2025 Statewide Transportation Survey for Older Adults and Adults with Disabilities is currently in progress. Findings from the survey will be incorporated into the Public**

**Review draft of the plan, expected later this summer.**

## Existing Providers & Coordination Activities

All transit service provider information and associated data for the IM TPR was collected from the 2023 National Transit Database (NTD), previous plans, CDOT's Division of Transit and Rail, tailored outreach to providers, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

# Bustang and Bustang Outrider

Bustang is Colorado's statewide bus service, offering affordable and reliable transportation between major cities and regions. Bustang's mainlines serve I-70 and I-25 connecting Denver with destinations such as Colorado Springs, Fort Collins, Vail, Glenwood Springs, and Grand Junction, providing convenient options for travelers across the state. In addition, Outrider extends service to rural communities, offering regional connections and enhancing access to areas not covered by Bustang.

## West Line

Connects the IM TPR with Grand Junction and the Denver metro area via the I-70 corridor. The route is operated by Ace Express, with 15 buses running daily from Glenwood Springs to Denver and 6 buses running from Grand Junction to Denver daily (serves Rifle and Parachute).

**Intermountain stops: Parachute, Rifle, Glenwood Springs, Eagle, Avon, Vail, and Frisco**

## Snowstang to Arapahoe Basin

Connects the Denver metro area to Arapahoe Basin Ski Area via the I-70 and US-6 corridors. This seasonal service provides one bus on each weekend day and a Monday holiday shuttle from December to mid-April. Buses heading west depart in the morning, and buses heading east depart in the late afternoon. The route is operated by Ace Express.

**Intermountain stops: Arapahoe Basin Ski Area (Summit County)**



# Existing Providers & Coordination Activities (continued)

## Snowstang to Copper Mountain

Connects the Denver metro area to the Copper Mountain Ski Area via the I-70 corridor. This seasonal service provides one bus on each weekend day and a Monday holiday shuttle from December to mid-April. Buses heading west depart in the morning, and buses heading east depart in the late afternoon. The route is operated by Ace Express.

**Intermountain stops:** Copper Mountain Ski Area (Summit County)

## Snowstang to Breckenridge

Connects the Denver metro area to Breckenridge via the I-70 and CO 9 corridors. This seasonal service provides one bus on each weekend day and a Monday holiday shuttle from December to mid-April. Buses heading west depart in the morning, and buses heading east depart in the late afternoon. The route is operated by Ace Express.

**Intermountain stops:** Breckenridge Ski Resort (Town of Breckenridge)

## Snowstang to Loveland Ski Area

Connects the Denver metro area to the Loveland Ski Area via the I-70 corridor. This seasonal service provides one bus on each weekend day and a Monday holiday shuttle from December to mid-April. Buses heading west depart in the morning, and buses heading east depart in the late afternoon. The route is operated by Ace Express.

**Intermountain stops:** Loveland Ski Area (Town of Dillon)

## Denver to Avon Pegasus Route

Connects the IM TPR with the Denver metro area via the I-70 corridor. The route is operated by the Ace Express, with six round-trips Monday through Thursday and seven round-trips Friday through Sunday.

**Intermountain stops:** Frisco, Vail, Avon

## Intercity Transit

FlixBus serves the IM TPR and connects Colorado to the national transit network.

## FlixBus – Los Angeles to New York City

FlixBus operates one bus in each direction daily from Los Angeles, California to New York, New York with three stops in the IM TPR. Buses heading east depart around 2:30pm and buses heading west depart around 3:00pm.

**Intermountain stops:** Glenwood Springs, Vail, and Frisco

## Transit Service Types

- **Fixed-route:** Transit service that operates on a defined route and schedule.
- **Deviated Fixed-Route:** Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.
- **Commuter Bus:** Local fixed-route bus transportation primarily connecting outlying areas with a central city. Characterized by a motorcoach, multiple trip tickets and stops in outlying areas, limited stops in the central city, and at least five miles of closed-door service.
- **Demand Response:** Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).
- **Vanpools:** Service that is organized in advance by a group of people who travel to and from similar locations at the same time.
- **Bus Rapid Transit (BRT):** Fixed-route bus systems that operate at least 50 percent of the service on fixed guideway. These systems also have defined passenger stations, traffic signal priority or preemption, short headway bidirectional services for a substantial part of weekdays and weekend days; low-floor vehicles or level-platform boarding, and separate branding of the service.
- **Aerial Tramway:** Unpowered passenger vehicles suspended from a system of aerial cables and propelled by separate cables attached to the vehicle suspension system. Engines or motors at a central location, not onboard the vehicle, power the cable system.

## Transit Service Categories

- **Interstate Public:** Open to the general public and connections one or more regions/TPRs to regions outside the state of Colorado.\*
- **Interregional Public:** Open to the general public and connects one region/TPR of the state to another region/TPR.\*
- **Regional Transit Service:** Open to the general public and connects communities and counties within a region/TPR.
- **Local Transit:** Open to the general public and operates primarily within a city, town, or community.
- **Human Services Transportation:** Service provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, and veterans.
- **Private For-Profit Transportation:** Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

\* Interstate and interregional include intercity bus service as defined by the Federal Transit Administration (FTA) in reference to the FTA's classification for Section 5311(f) Intercity Bus Funding eligibility



# Interregional, Regional & Local Transit Providers

The IM TPR has a range of interregional, regional, and local public transit providers that provide fixed-route bus, on-demand, and gondola services.

Note: Ridership, budget, revenue miles, and revenue hours include all service types. In the case of Summit County, these metrics include all Summit Stage services provided outside the IM TPR, as well as the Park County Commuter.

Provider	Service Area	Types of Service	Span of Service	Fares	2023 Annual Ridership	2023 Ops & Admin Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
Basalt Connect	Basalt, Willits, and communities within the service area*	Demand Response	Mon-Fri, 7am to 10am and 3pm to 10pm Saturday, 7am to 10pm	Free	N/A**	N/A	N/A	N/A
City of Aspen	Aspen	Fixed Route	Daily, Seasonal, 6:20am to 12:20am	Free	(Included in RFTA data)	(Included in RFTA data)	(Included in RFTA data)	(Included in RFTA data)
City of Glenwood Springs (Ride Glenwood)	Glenwood Springs	Fixed Route	Daily, 6:53am to 7:26pm	Free	250,279	\$1,489,452	112,866	9,118
Clear Creek County Transit	Georgetown, Silver Plume, Dumont, Evergreen, and Idaho Springs  Multi-Region: IM and DRCOG	Fixed Route	Mon-Sat, 7:22am to 7:28pm	Free	9,757	\$313,466	97,330	3,999
Eagle Valley Transportation Authority (Core Transit formerly Eagle County Eco Transit)	Dostero, Gypsum, Eagle, Edwards, Avon, Vail, Beaver Creek	Commuter Bus, Fixed Route	Daily, 5am to 11pm	Free to \$3	1,381,335	\$12,276,775	1,534,297	81,942
Keystone Ski Resort Shuttle***	Keystone	Fixed Route, Demand Response	Daily, Seasonal, 6am to 8pm	Free	N/A	N/A	N/A	N/A

\* <https://www.basalt.net/642/Basalt-Connect>  
\*\* Service started after 2023  
\*\*\* Privately operated by Vail Resorts, but open to the general public. No data reported to NTD

Provider	Service Area	Types of Service	Span of Service	Fares	2023 Annual Ridership	2023 Ops & Admin Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
Lake County (operated by Summit Stage)	Leadville, Climax, East Village (Copper Mountain Resort), Frisco  Multi-County: Summit, Park, and Lake Counties  Multi-Region: CFR and IM	Commuter Bus	Daily Seasonal, 5:20am to 10:30pm	Free	(Included in Summit Stage data)	(Included in Summit Stage data)	(Included in Summit Stage data)	(Included in Summit Stage data)
Parachute Area Transit System (PATS)	Parachute, Rifle, Battlement Mesa	Fixed Route	Daily, 5:30am to 9:45pm	\$1 to \$4	N/A*	N/A	N/A	N/A
Roaring Fork Transportation Authority (RFTA)	Aspen, Woody Creek, Basalt, El Jebel, Glenwood Springs, Carbondale, New Castle, Snowmass Village, Rifle  Multi-County: Eagle, Garfield and Pitkin Counties	Fixed Route, BRT	Daily, 4am to 9:15pm (route depending)	Free to \$8	4,567,155	\$52,435,249	4,721,726	250,852
Summit County (Summit Stage)	Multi-County: Summit, Park and Lake Counties  Multi-Region: CFR and IM	Commuter Bus, Demand Response, Fixed Route	Daily Seasonal, 5:20am to 1:10am (route depending)	Free	1,417,020	\$13,860,729	1,059,497	59,761
Town of Avon	Avon, Beaver Creek	Fixed Route, Gondola**	Daily Seasonal, 6:30am to 10pm	Free	492,736	\$1,602,448 + approx. \$150K allocated to Riverfront Express gondola***	175,942	12,663
Town of Breckenridge (Free Ride)	Breckenridge	Fixed Route	Daily, 6am to 11:15pm	Free	847,534	\$6,586,291	487,624	45,702
Town of Leadville (Lake County)	Leadville, Ski Cooper	Fixed Route	Mon-Fri, Seasonal 7am to 6pm	Free	N/A	N/A	N/A	N/A

\* Service started after 2023  
\*\* Not publicly funded or report to NTD. No data available  
\*\*\* Based on 2023 Town of Avon Budget <https://www.avon.org/DocumentCenter/View/24799/2025-Budget-Book---final-1>

Source: 2023 National Transit Database and Tailored Provider Surveys



## Regional Transportation Authorities in the Intermountain TPR

Colorado law allows for the creation of Regional Transportation Authorities (RTAs) through specific enabling legislation. The Regional Transportation Authority Act (C.R.S. 43-4-601 et seq.) provides the legal framework for the creation and operation of RTAs, allowing counties and municipalities within a defined region to collaborate in the planning, funding, and operation of regional transportation systems. RTAs can levy taxes, issue bonds, and collect fares to fund transportation projects.

**Core Transit (Eagle Valley Transportation Authority [EVTA]) - formerly ECO Transit (Eagle County)**

ECO Transit, formerly operated by Eagle County, transitioned to Core Transit under the newly formed Eagle Valley Transportation Authority (EVTA) to create a more unified and efficient regional transportation system. This move was driven by the goal of improving service coordination, expanding fare-free options, and consolidating operations across municipalities. As of August 4, 2024, Core Transit officially absorbed ECO Transit's functions, including its fleet, bus stops, and routes. The rebranding was accompanied by a significant boost in ridership following the introduction of fare-free service in May 2024.

The logistics of the transition were complex and involved the seamless transfer of over 50 buses, operational contracts, and 86 employees from the county to the EVTA. Most staff maintained similar roles. In addition, to address prior maintenance issues, Core Transit partnered with Transdev in December 2024 to boost fleet reliability, aiming to have 75 percent of buses operational by month's end. The integration was widely viewed as a success, with Core Transit later earning recognition as Transit Agency of the Year for its rapid improvements and expanded service offerings.

**Roaring Fork Transportation Authority (RFTA)**

The Roaring Fork Transportation Authority (RFTA) serves as the Regional Transportation Authority for Colorado's Roaring Fork Valley, encompassing communities such as Aspen, Snowmass Village, Basalt, Carbondale, Glenwood Springs, New Castle, and portions of Eagle, Pitkin, and Garfield counties. Originally established in 1983 as the Roaring Fork Transit Agency, it formally became RFTA in 2000 through the formation of Colorado's first rural transportation authority. This transition allowed multiple jurisdictions to collaborate under one agency to deliver cohesive and efficient regional transit services. RFTA is now the second-largest transit provider in Colorado and the largest rural transit provider in the United States.

RFTA provides a wide range of services, including commuter bus routes extending from Aspen to Glenwood Springs and Rifle, the VelociRFTA Bus Rapid Transit (BRT) system—the first rural BRT in the U.S.—and coordinated local services like ski shuttles and seasonal routes. It also operates paratransit services and oversees the 41-mile Rio Grande Trail, a multi-use path stretching from Glenwood Springs to Aspen. These services aim to reduce vehicle traffic, support regional mobility, and enhance access to transit for both residents and visitors throughout the Roaring Fork Valley.

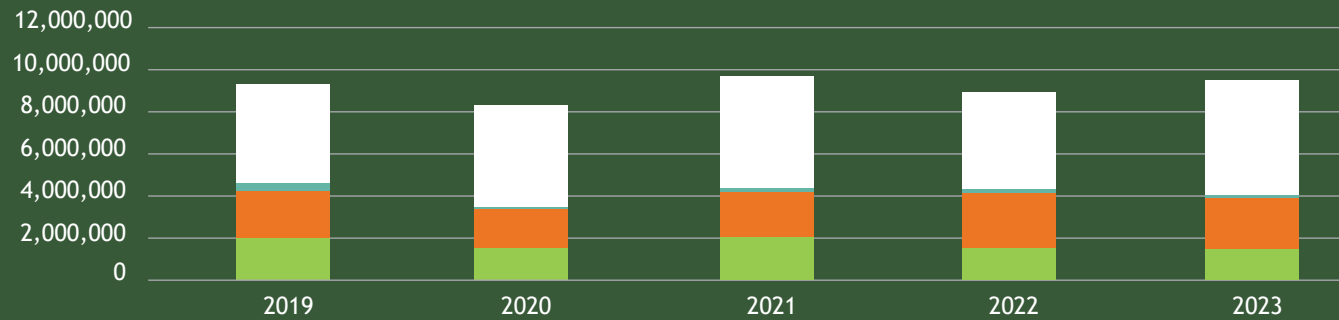




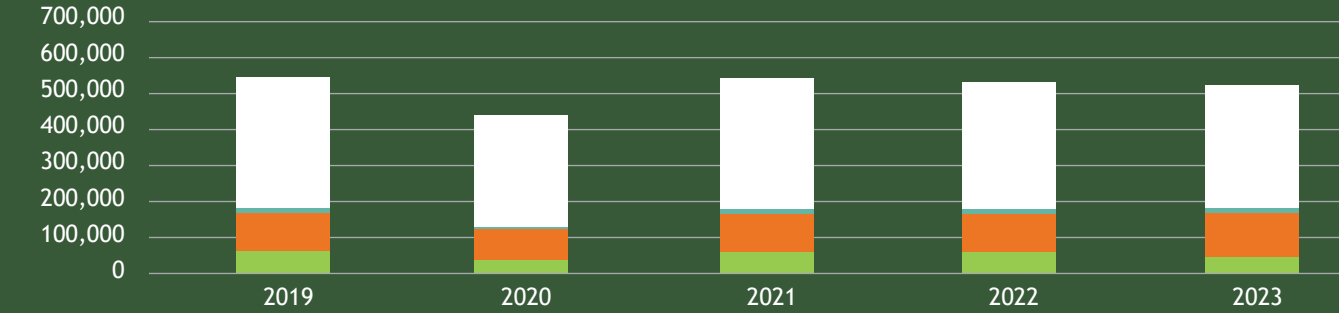
# 5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the IM show that ridership dipped significantly between 2019 and 2020 due to COVID-19. Notably, even as operating hours and ridership declined during this time, revenue mile stayed high, indicating a continued need for longer-distanced trips even during the pandemic. However, as residents, workers and visitors began to resume normal life in late 2021 and 2022, numbers began to climb again in the IM. The introduction of several new providers, as noted in the Interregional, Regional and Local Transit Providers table, will cater to a growing demand for transit in this region that attracts a significant number of annual visitors.

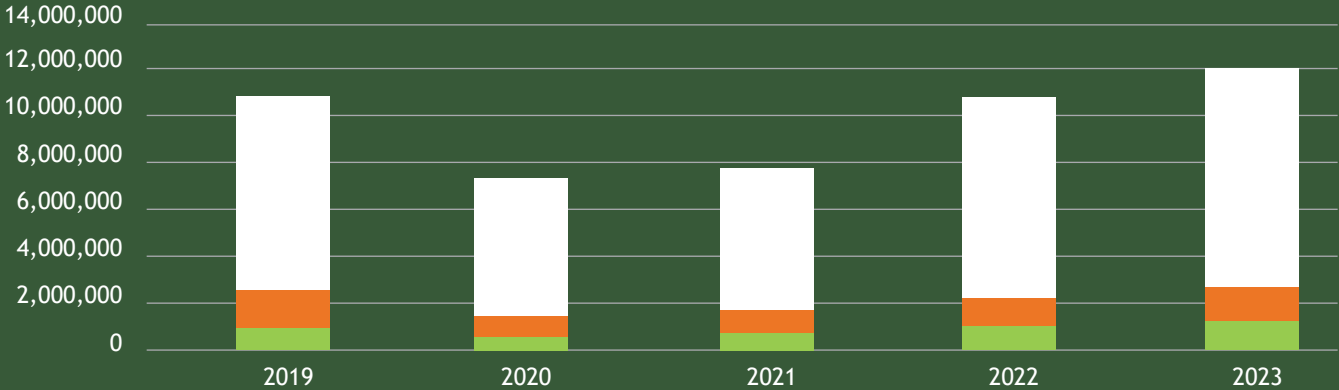
## Total TPR Vehicle Revenue Miles



## Total TPR Vehicle Revenue Hours



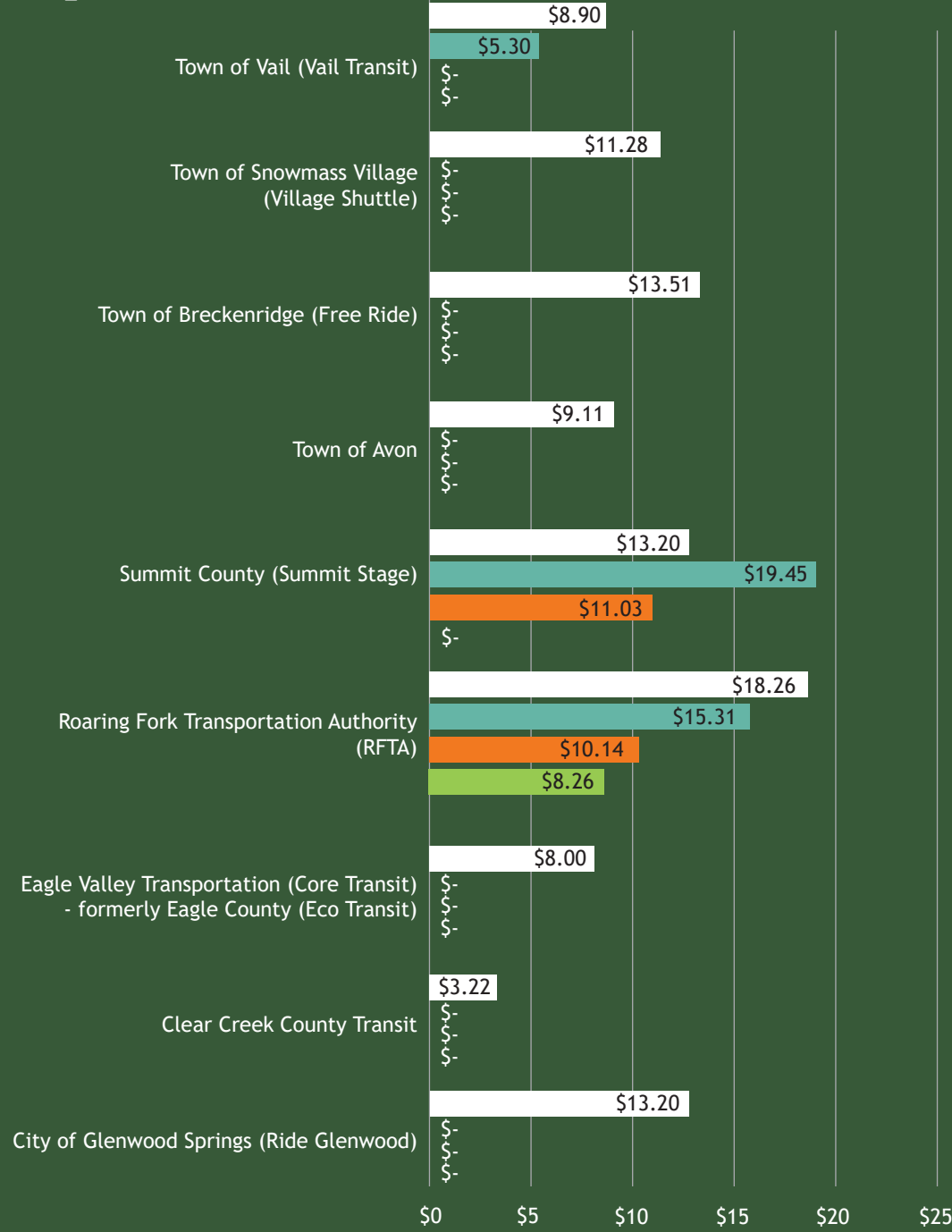
## Total TPR Unlinked Passenger Trips



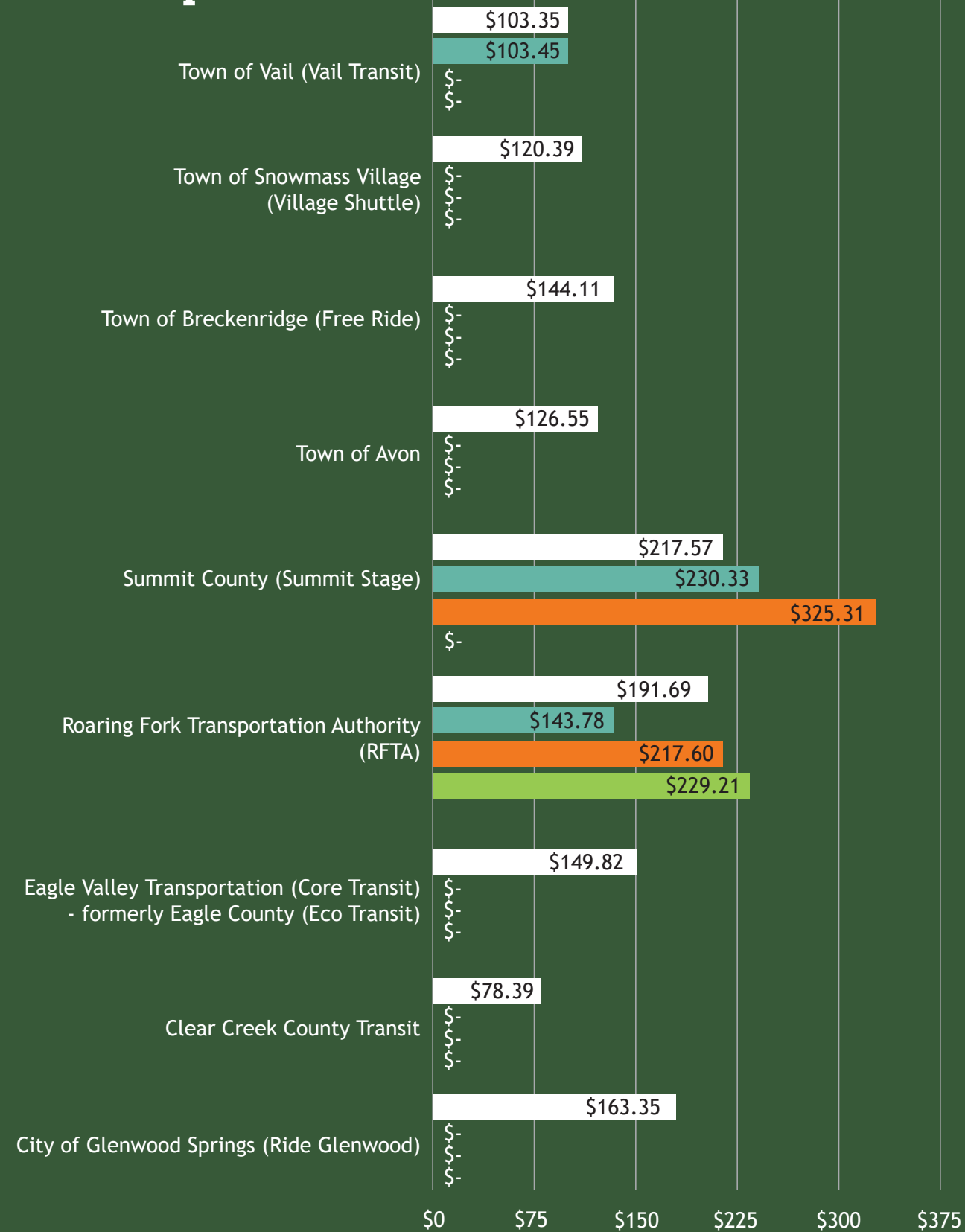
# Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency's service operations. IM cost per trip, cost per revenue hour, and cost per revenue mile are highlighted to identify performance across agencies.

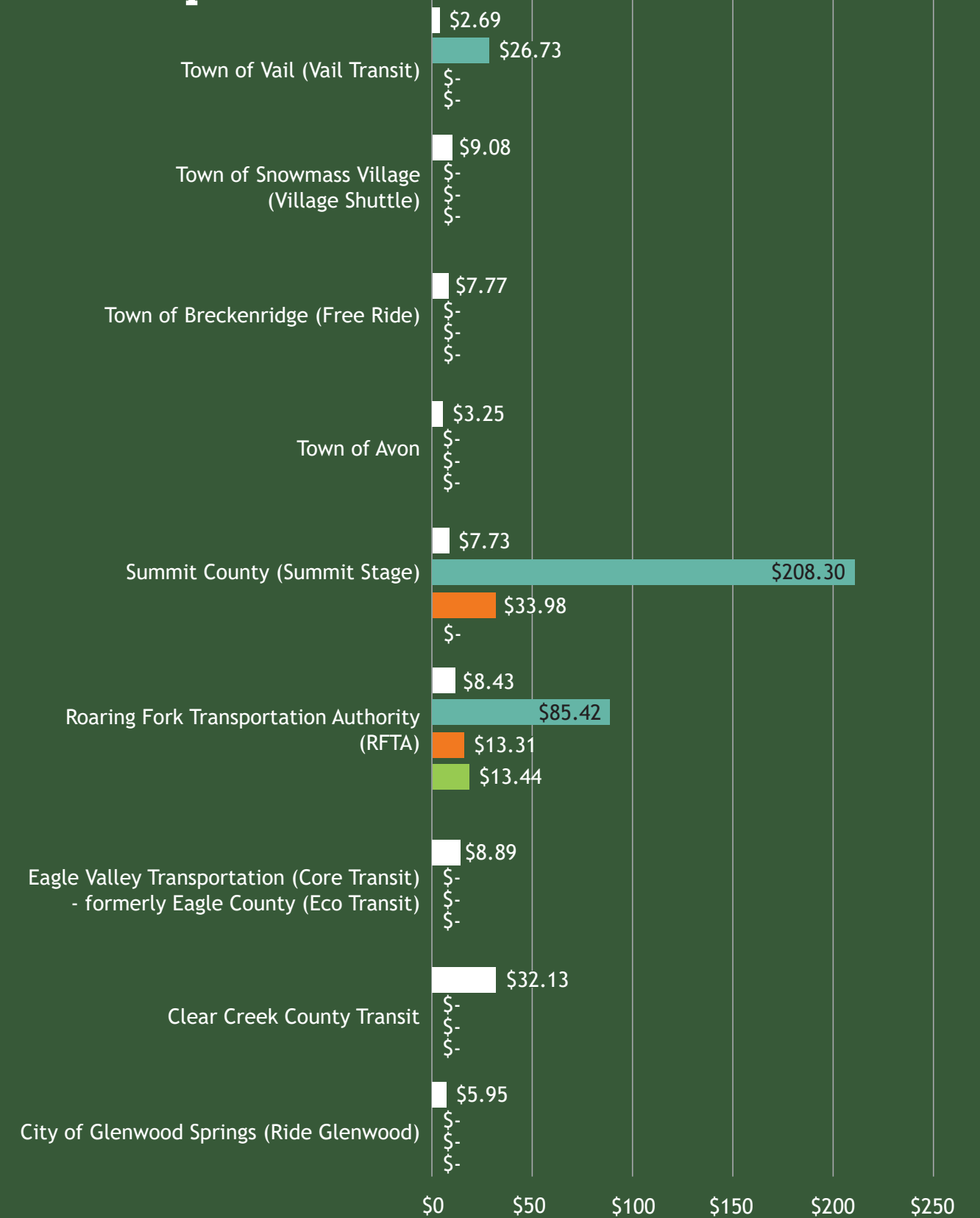
## Cost per Mile



### Cost per Hour

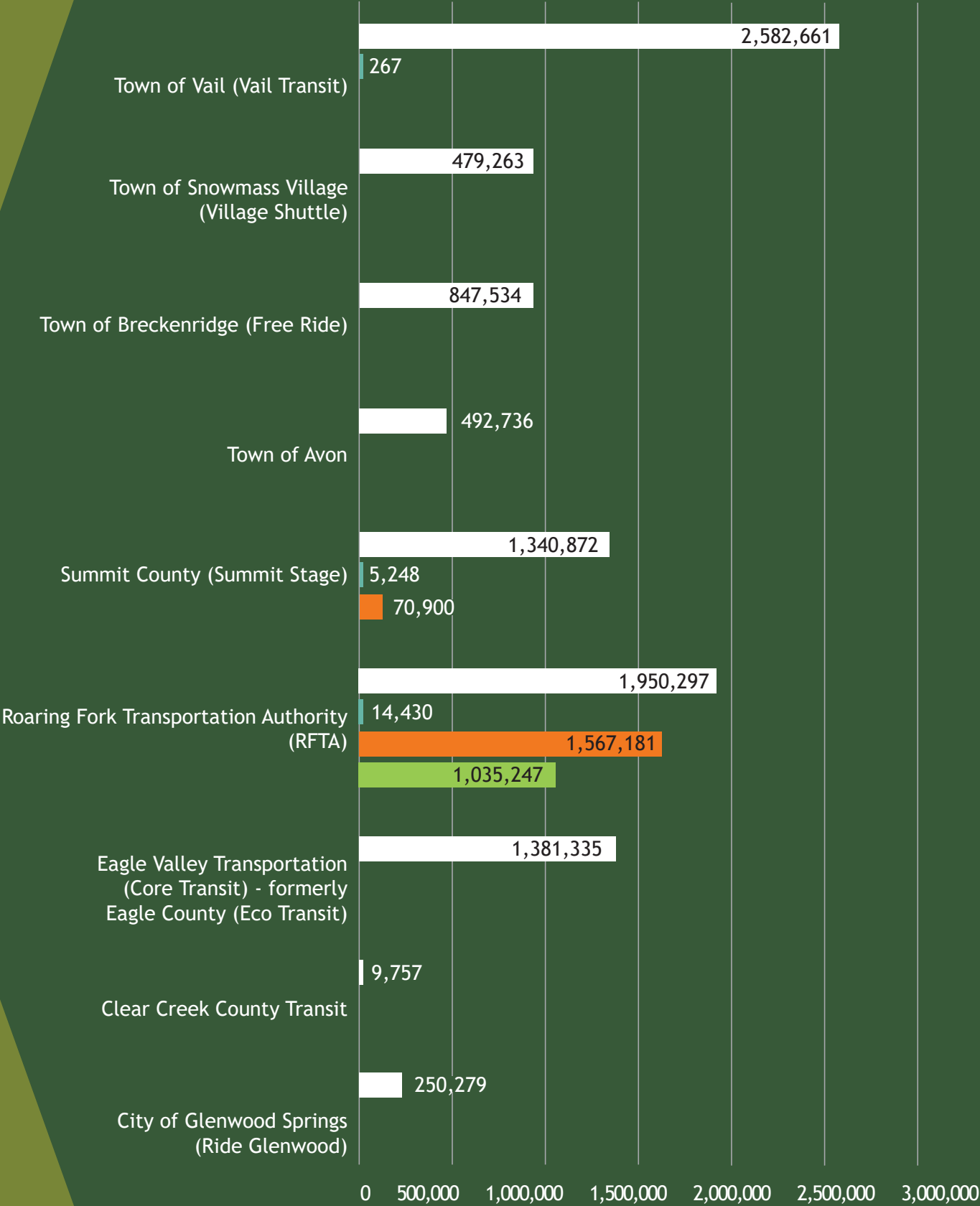


### Cost per Ride

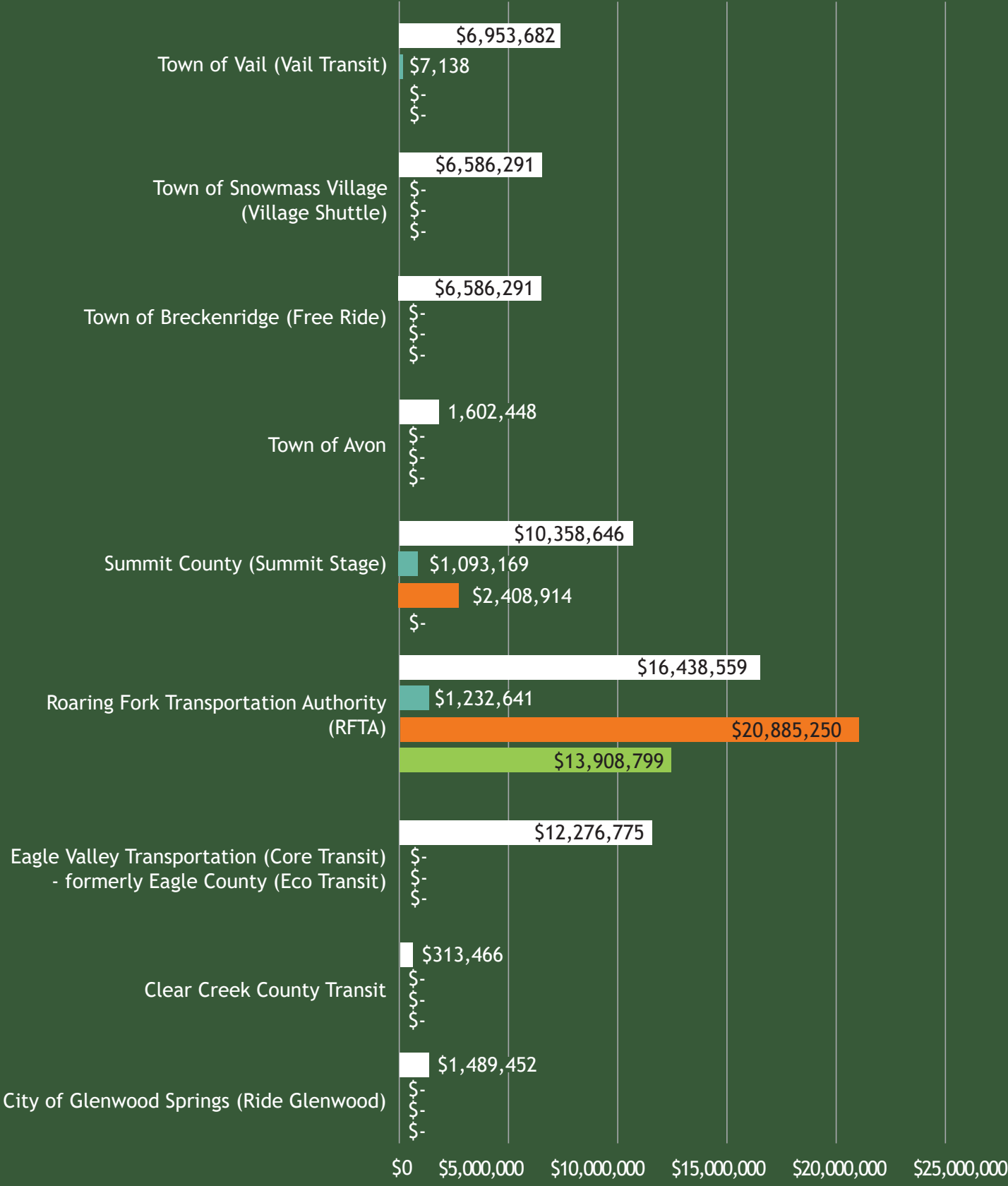




Annual Ridership



Annual Operating Costs



# Human Services Providers

Several human services agencies in the IM TPR offer transportation services, although transportation is just one of the many services they provide. The table below outlines the human services agencies in the region that offer transportation, along with the populations they serve. This list includes providers from the 2020 IM Coordinated Public Transit & Human Services Plan that were still operational in 2025, as well as additional providers identified through online research. Since this list was compiled using available online information, it may not include all providers in the Intermountain TPR, especially those without websites.

Provider	Service Area (Within IM)	Additional TPRs	Types of Service	Days of Service	Passenger Eligibility
Alpine Area Agency on Aging	Eagle, Pitkin, and Summit Counties	NW, DRCOG, GVMPO  Laramie, WY	Demand Response Provider, Contract with other Providers, Vouchers or Reimbursement	M-F	Older adults (60+)
Eagle County Public Health, Healthy Aging Program	Eagle County		Demand Response Provider	M-F	Older adults (60+)
Garfield County Department of Human Services (Garfield County Traveler)	Garfield County		Demand Response Provider, Contract with other Providers	Upon Request	People with disabilities, older adults (60+), low-income populations, veterans, Medicaid recipients, adult/child protection
Golden Gate Manor Inc.	Eagle, Garfield, Lake, Pitkin, and Summit Counties	CFR, GV, NW, SLV, SC, SE, SW, Eastern	Demand Response (Medical)	M-F	Medicaid-eligible older adults and people with disabilities
Grand Seniors at Mountain Family Center	Summit Cuntly	NW, DRCOG	Demand Response Provider	Mon-Thurs, 8am to 4pm	Older adults and people with disabilities
Lake County Senior Center	Lake County		Demand Response Provider, Contract with other Providers, Vouchers or Reimbursement, Bus Passes or Tickets	Daily	People with disabilities, older adults (60+), low-income populations, veterans, Medicaid recipients, vulnerable adults, children, and families
MedRide	Grand, Jackson, Moffat, Rio Blanco, and Routt Counties	CFR, Eastern, GV, Grand Valley MPO, DRCOG, PPACG, PACOG, NFRMPO, NW SLV, SC, SE, UFR	Demand Response, Specialized Services	Upon request	
Mountain Mobility	Summit County		Demand Response	Upon request	

Provider	Service Area (Within IM)	Additional TPRs	Types of Service	Days of Service	Passenger Eligibility
Mountain Valley Development Services	Multi-county: Pitkin, Garfield, Eagle, Lake (medical appointments outside these counties)		Fixed Route Bus, Specialized Services	Daily	People with intellectual and developmental disabilities
Northwest Colorado Center for Independence	Multi-county, Interregional: Grand, Moffat, Rio Blanco, Routt, Summit	NW	Specialized Services; Demand Response	Upon request	Older adults (65+), people with disabilities, veterans
Pitkin County Senior Services	Pitkin County		Demand Response Provider, Contract with other Providers	Upon request	Older adults
Summit County Community and Senior Center	Summit County		Demand Response Provider	Upon request	People with disabilities, older adults (60+), low-income populations, veterans
Sunshine Rides	Grand, Moffat, Rio Blanco, and Routt Counties	CFR, Eastern, GV, Grand Valley MPO, PPACG, DRCOG, NW, SLV, SE, SW	Demand Response	Daily	Open to all passengers requiring transportation services

Source: 2020 IM Coordinated Public Transit & Human Services Plan, Desktop Review



Photo Credit: Colorado.com



## Other Human Services Providers

Some human services providers do not offer direct transportation services but may fund transportation programs, offer transportation-related services, or coordinate with transportation providers in the region. The list below includes providers from the 2020 IM Coordinated Public Transit & Human Services Plan that were still active in 2023, along with additional providers identified through online research. Since this list was compiled through available online resources, it may not include all providers in the Intermountain TPR, especially those without websites.

Provider	Service Area (Within IM)	Additional TPRs	Types of Service	Days of Service	Passenger Eligibility
A Little Help	Garfield, Eagle, and Pitkin Counties	UFR	Demand Response	Upon Request	Older adults (60+)
Axel Medical Transportation	Pitkin County	CFR, SLV, SC, SE, SW	Demand Response (Medical)	Mon-Fri, 7:30am to 5pm	Medicaid beneficiaries in need of non-emergency medical transportation
DASH Program	Eagle and Pitkin Counties		Demand Response. Coordination with Other Providers	Upon Request	N/A
Maguy Medical Transport LLC	Summit County	CFR, GV, SLV, SC, SE	Demand Response (Medical)	Upon Request	Health First Colorado (Colorado's Medicaid Program) members and individuals needing non-emergency medical transportation
Ride CMC	Glenwood Springs		Demand Response	Mon-Thurs, 7am to 6pm	Students, staff, and faculty of CMC

Source: 2020 IM Coordinated Public Transit & Human Services Plan, Desktop Review

## Private Transportation Providers

Twenty-two private for-profit companies in the IM TPR provide transportation services, including Alpine Express, Colorado Mountain Express, Copper Mountain Resort Shuttle, Eagle Vail Express, Epic Mountain Express, Fresh Tracks Transportation, Hey Rides, High Mountain Taxi, Hy-Mountain Transportation Inc, Jake's Mountain Shuttle, Lyft, Mountain Shuttle/Peak One Express, Powderhound Transport, Ride Taxi, Rocky Rides, Snowmass Village Shuttle, Sober Buddy Shuttle LLC, Storm Mountain Express, Summit Express, Uber, and Valley Taxi.

## State of Good Repair

CDOT's DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2023. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, about a quarter of CDOT tracked transit vehicles in the IM are beyond their state of good repair.

Provider	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
Basalt Connect	N/A	N/A	N/A	N/A
City of Aspen	N/A	N/A	N/A	N/A
City of Glenwood Springs (Ride Glenwood)	3	0	0.00%	\$0
Clear Creek County Transit	3	0	0.00%	\$0
Eagle Valley Transportation Authority (Core Transit)	45	13	28.89%	\$13,371,251
Lake County (operated by Summit Stage)	4	2	50.00%	\$211,251
Parachute Area Transit System (PATS)	N/A	N/A	N/A	N/A
Roaring Fork Transportation Authority (RFTA)	131	31	23.66%	\$29,265,948
Summit County (Summit Stage)	33	17	51.52%	\$18,700,000
Town of Avon	14	6	42.86%	\$5,671,251
Town of Breckenridge (Free Ride)	18	6	33.33%	\$4,742,502
Town of Leadville (Lake County)	N/A	N/A	N/A	N/A
Town of Snowmass Village (Village Shuttle)	29	0	0.00%	\$0
Town of Vail (Vail Transit)	34	1	2.94%	\$68,000
Total	314	76	24%	\$72,030,203

Source: 2023 Transit Asset Management Plan

## Regional Coordination Activities

Coordination of transportation services, funding sources, information, vehicles and equipment is paramount when looking for ways to minimize service duplication, create more efficient and productive systems, and provide trips to as many people as possible. A variety of existing coordination activities are occurring between transit providers and human services agencies in the IM TPR. The 2025 Statewide Transit Plan Provider Survey gathered information from providers in the IM about coordination to better understand current activities and identify barriers.

### PLACEHOLDER GRAPHIC

Meetings are currently underway with agencies to update both quantitative and qualitative data related to coordination activities in the region. This updated data will be included in the Public Review Draft, which is expected to be released in the summer of 2025.

## Local/Regional Coordinating Councils

### PLACEHOLDER GRAPHIC

Coordination with agencies is currently underway to update information on local/regional coordinating councils. This updated data will be included in the Public Review Draft, which is expected to be released in the summer of 2025.

## Mobility Management

Placeholder text

## Coordinating Services/Schedules

Placeholder text

## Other Partnerships

Placeholder text

## Financial Snapshot

Transit funding is complex and Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from the FTA. Based on 2019-2023 budget data, nearly half of the IM's operating revenues come from local sources; in addition, nearly 60 percent of capital funding also comes from local sources. This may be due, in part, to the prevalence of resort-related taxes and fees collected in the TPR, as well as taxes collected for the sole purpose of funding transit (in the case of RFTA and Core Transit, both Regional Transportation Authorities [RTAs]). Federal sources make up another quarter of available funding for both capital and operating revenues.

Operating Revenue Sources



47.2% - Local  
23.2% - Federal  
21.8% - Other  
0.6% - State

Capital Revenue Sources



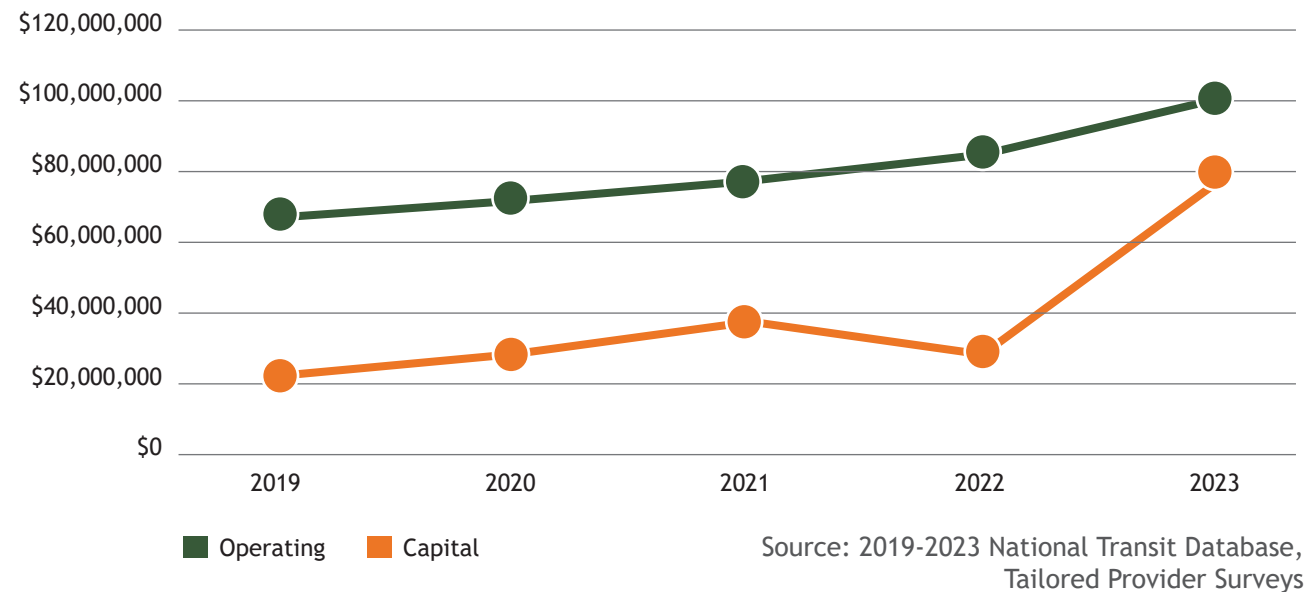
59.7% - Local  
29.8% - Federal  
10.5% - State

Source: 2023 National Transit Database, Tailored Provider Surveys



## Historic Revenue Data

The chart below shows five-year IM operating and capital funding trends. Operating funds have grown by approximately 50 percent over the five-year period to nearly \$100 million annually. Capital grew sharply between 2022 and 2023 (280 percent), in part fueled by \$28 million in federal grants and \$37 million in new local funding.



## Additional 10-Year Capital & Operating Needs

Additional capital and operating projects were identified by IM TPR participants, transportation providers, CDOT staff, and other key transit stakeholders throughout the Region. Project needs identified do not include any anticipated fleet replacement funds needed to maintain all assets in a state of good repair. See page XX for the full list of additional project needs.

- Capital Project Needs: TBD
- Operational Project Needs: TBD
- Total Identified Need: TBD

## Regional Transit Revenue Trends Annual Operating/Capital Projections

### PLACEHOLDER GRAPHIC

Financial data is currently being reviewed to determine the most effective approach for updating this information, as this plan is a refresh rather than a full update.

## Funding Programs and Opportunities

Federal funding is the primary source of revenue for transit and human services providers in Colorado, supporting both operating and capital projects. CDOT serves as the designated recipient for rural transit funds, allocating Grants for Rural Areas (5311) funding based on a Colorado-specific rural funding methodology. Additionally, CDOT distributes Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers across the state.

Historically, funding for both operating and capital transit needs has been limited. In the previous planning cycle, strategic funds from sources like SB-267 and others were allocated for transit capital projects over four years. Recently, the Clean Transit Enterprise was established through HB 21-260, creating a Retail Delivery Fee to provide competitive funding for zero-emission transit planning, facilities, charging infrastructure, and bus replacement projects. Furthermore, SB 24-230 introduces an “Oil & Gas Production Fee” to fund future transit and rail projects, with implementation expected in January 2026. This bill allocates fees from oil and gas companies to fund a Formula Local Transit Operations Grant Program (70 percent), Competitive Local Transit Grant Program (10 percent), and a Rail Funding Program (20 percent).

Due to limited state funding, many transit agencies in Colorado rely heavily on local funding, especially for operational costs. Alternative funding sources to support local and regional transit services include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorships/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees
- CDOT’s Office of Innovative Mobility Enterprise Funding

## Federal Transit Administration Funding Programs

- Accelerating Innovative Mobility - 5310
- Access and Mobility Partnerships - 5310
- Bus and Bus Facilities Discretionary Program -5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses & Bus Facilities - 5339(a)
- Grants for Rural Areas - 5311
- Human Resources & Training - 5314
- Integrated Mobility Innovation - 5310
- Low or No Emission Vehicle Program - 5339(c)
- Mobility for All Pilot Program Grants - 5310
- Mobility on Demand (MOD) Sandbox Demonstration Program - 5312
- Pilot Program for Transit-Oriented Development Planning 20005(b)
- Planning Grants - 5304
- Public Transportation Innovation - 5312
- Rural Transportation Assistance Program - 5311(b)(3)
- State of Good Repair Grants - 5337
- Technical Assistance & Standards Development - 5314(a)



# Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the TPR’s transit vision and goals and to support the implementation of identified transit projects in the Region.

- Advocate for stable funding to maintain the operation of existing transit services.
- Advocate for full funding of TPR-identified transit capital and operating projects
- Maintain all assets in a state of good repair.
- Maximize existing and seek new funding sources to expand local, regional, and interregional services to support the needs of residents, employees, and visitors.
- Advance the transition of fleets to electric/alternative fuels and facilitate implementation of supporting infrastructure.
- Invest in transit facility infrastructure improvements to increase the attractiveness of transit (e.g., park-n-rides, bus stops, signage).
- Capitalize on new and emerging technologies to maximize service efficiency.
- Integrate bicycle and pedestrian improvements in all projects to improve access to transit.
- Coordinate with CDOT and regional partners to enhance and expand transit centers/mobility hubs in the Region.
- Partner and collaborate with CDOT and local agencies to increase coordinating council participation and expand overall coordination, marketing, and outreach between transit providers and human services agencies.

# Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, IM TPR members prioritized their operating and capital projects for the Region. If projects were added after the TPR prioritization process, those projects are identified as “unranked.” It is important to note that while projects are ranked, priorities may change based on available funding, grant opportunities, agency needs, etc.

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits

**Priority projects are currently under review. An updated draft list of projects will be included in the Public Review Draft.**







## IMTPR - CDOT Program East I-70 2025 Construction Projects



- I-70 Straight Creek Culvert Repair MM 205-213.7
- Includes extensive culvert repairs to metal storm drains under I-70
- Pending successful bid, construction between in 2025 Summer-Fall & 2026 Spring-Fall
- I-70 West Vail Pass Improvements MM 180-190
- 2025 construction between Spring 2025 - late Fall 2025 will include progress on the MM 185.5 Eastbound bridge replacement, EB 3rd lane construction and reconstruction of the MM 188 curve.
- Major construction will be completed in 2026 with landscaping extending into 2027.
- CO 82 Resurfacing MM 78-85.3 - 2025 construction between Spring 2025 - Fall 2025







## IMTPR - CDOT Program East Notable Design Projects

### Notable Design Projects

- I-70 Exit 203 Interchange Reconstruction - Goal to improve safety and mobility at the 203 Interchange and nearby Hwy 9 and Dillon Road intersection. Design underway. Construction planned 2026 - 2028.
- US 6 & 9 Corridor Mobility Project - study completed in late 2024.
- I-70 East Vail Pass Wildlife Crossing - design underway and applying for grants.
- I-70 Gypsum to Eagle paving - design underway. Construction planned in 2026.
- I-70 E. Vail Chain Station Safety Improvements - design will start in mid-2025. No construction funds identified yet.
- I-70 Main Vail Wildlife Fence Project - design underway. Construction planned in 2027.
- CO 82 & CO 24 Roundabout - design underway. Construction planned for 2026 however the RR coordination may delay the project.



# Vail Pass Summer 2025 Construction Updates

## May 2025

- Construction Start = Late April / Early May
- Major Activities
  - **Reset Temp Barrier for Traffic Switch**
  - EB Drainage Crossings - MM 189.0 to 190.0
  - **EB Bridge Girder Set - MM 185.0**
  - WB Joint Utility Trench
- Traffic Impacts
  - Daily Single Lane Closures - MM 184.5 to 190.0
    - Eastbound & Westbound Directions
  - Transition to Head-to-Head Configuration - MM 187.0 to 189.0





# Vail Pass Summer 2025 Construction Updates

## June - August 2025

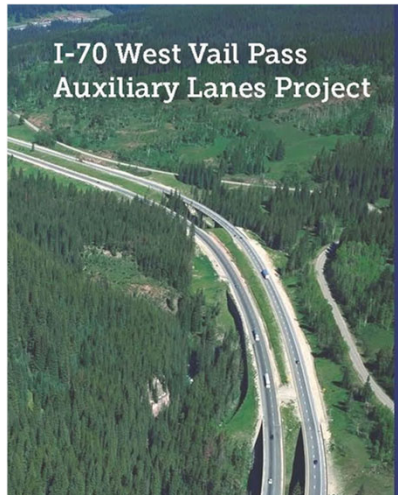
- Major Activities
  - **Rockfall and Avalanche Mitigation (Passive Avalanche Fence)**
  - EB Roadway Reconstruction - MM 187 to 189
  - EB Bridge Construction - MM 185.0
  - WB Joint Utility Trench
- Traffic Impacts
  - **Head-to-Head Configuration - MM 187.0 to 189.0**
  - Daily Single Lane Closures - MM 184.5 to 190.0
    - Eastbound & Westbound Directions
  - **20 Min Traffic Holds**




## Vail Pass Summer 2025 Construction Updates

### Passive Avalanche Fence Installation

- From early to mid-June, rock-scaling activities will require rolling closures and 20-minute traffic holds Monday through Thursday from 9:30 a.m. to 2:30 p.m. each day.
- From mid-June to early September, intermittent traffic holds will occur one or two days a week while helicopters lift avalanche mitigation materials into place.
- Traffic holds are both EB/WB and Rec Path



I-70 West Vail Pass  
Auxiliary Lanes Project

 **COLORADO**  
Department of Transportation

**Project Hotline:**  
970-688-8233

**Email:**  
[cdot\\_wvailpassauxlanes@state.co.us](mailto:cdot_wvailpassauxlanes@state.co.us)

**Road Impacts Info:**  
[COtrip.org](http://COtrip.org)

**Text Alerts:**  
During summer 2025 text **vailpass** to  
**21000** for text alerts with information  
on traffic holds.





# Vail Pass Summer 2025 Construction Updates

## September - November 2025

- Major Activities
  - Transition to Winter Configuration - MM 187 to 189
  - **EB Bridge Traffic Switch - MM 185.0**
  - Demo Old EB Bridge - MM 185.0
- Traffic Impacts
  - Daily Single Lane Closures - MM 184.5 to 190.0
    - Eastbound & Westbound Directions
  - **Transition from Head-to-Head Configuration - MM 187.0 to 189.0**



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# Multimodal Transportation & Mitigation Options (MMOF) Updates





# MMOF - State Budget Reductions

- The State of Colorado is facing a significant budget shortfall in the upcoming fiscal year. The Legislature's Joint Budget Committee (JBC), working to close a nearly \$1.2 B budget shortfall, has recommended budget cuts impacting every state agency.
- MMOF impacts proposed in the Long Bill (state budget) and SB25-264 includes:
  - The return ("sweep") of **\$71.4 M** from the current Local MMOF fund balance
- Preliminary estimated impact to Intermountain TPR includes:
  - **\$2.3M** Net Reduction of previous Local MMOF allocations
- As of February, Intermountain TPR has awarded \$10.3M out of its current \$11.2M FY20-28 allocations
  - Call for Projects currently underway to award ~\$959K funds



# Intermountain Funding Status - MMOF

	Current Amounts		Preliminary Estimates
Fiscal Years	FY2020-2028	FY2029	FY2020-2029
Total Allocations	\$11,210,421	\$849,546	\$9.75M
Amount Awarded	\$10,251,304	\$0	\$10,251,304
Remaining	\$959,117	\$849,546	(\$500,000)

- \$959k of current FY20-28 allocations remain unprogrammed; however..
- Reconciled state budget reductions will reduce Current Allocations by \$2.3M
- Current awards exceed the new FY20-28 & FY29 estimates by ~\$500k
- The TPR must reduce existing awards by estimated \$500k to constrain to new FY20-29 allocations





## Options - Projects Awarded in February 2025

Sponsor	Project Name	Previous Awards	February 2025 Awards	Total Awards	Status
Town of Avon	US 6 Multimodal Safety and Mobility	\$1,000,000	\$2,000,000	\$3,000,000	Advertising week of 4/21
Town of Parachute	1st Street/US 6 Multimodal Improvements Design Phase 3b - final design	N/A	\$425,000	\$425,000	IGA pending

- Based on estimated allocations, CDOT recommends a reduction of \$500,000 from current awards



# Next Steps

- TPR decisions:
  - Close the current application cycle
  - Amend Award(s) to remove **\$500K**
- Passage and enactment of the Long Bill and SB25-264
  - expected late May, early June
- Finalization of Local MMOF Allocations by TPR
- Subsequent TPR decisions:
  - Amend awards to constrain to finalized Fiscal Year allocations
- CDOT to provide TPR guidance & recommendations on constraining awards to new allocations





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# Questions

- For MMOF inquiries, please contact:  
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