



Intermountain Transportation Planning Region (IMTPR) Commission Meeting

October 18, 2024

9:00am-12:00pm

Eagle County Government-Garden Level Conference Room
500 Broadway, Eagle, CO 81631

Join by [Zoom](#)

Meeting ID: 958 3719 4353

Call in: 1-719-359-4580

9:00am: Welcome/Roll Call/Quorum/Overview of the Day (Brian Pettet)

9:05am: Public Comments (Brian Pettet)

9:10am: MMOF Funding Process (Brian Pettet)

- Approve process and scoring sheet

9:40am: TPR Project Priority Ranking (Brian Pettet)

- Approve 2050 IMTPR Project Prioritization Scoring Sheet
- October 19-November 15: IMTPR primary and secondary voting representatives meet with their counties and develop project lists based off 20 Year Project List and approved scoring sheet
- November 15: IMTPR Active Transportation / Transit Virtual Meeting
- December 4: Virtual IMTPR Executive Committee and CDOT meet to prioritize projects together
- December 13: Email rankings by county to Dana.
- January 9, 2025: Draft 2050 priority list sent to IMTPR for discussion at the January 17, 2025 meeting
- January 17: TPR meeting to discuss draft 2050 priority list

10:05am: 2050 TPR Process and PD14 (Marissa Gaughan and Darius Pakbaz, CDOT)



11:30am: Partner Updates (All)

12:00pm: Closing and Next Steps (Brian Pettet)

Attachments:

IMTPR Updated 20 Year Project List (to be reviewed prior to 10/18 meeting)

Intermountain 2045 Regional Transportation Plan (to be reviewed prior to 10/18 meeting)

July meeting notes/recording

MMOF Process and Scoring Sheet

2050 IMTPR Project Prioritization Scoring Sheet

CDOT presentation for 10/18/24

Appendix B

Intermountain TPR Project List

Intermountain 2045
Regional Transportation Plan

October 2020



Intermountain TPR Project List

October 2020

Key

Yellow = project is in the Long Range Plan (LRP)


Strike through = project is complete and can be removed

Tourquis = Transit project

Red = Need to visit with CDOT engineering for more info

Planning Project ID	Corridor	State Highway	Project Name	Project Description	Region	TPR	County	Cost (\$M)
42	PIM7001A	I-70	I-70 West Vail Pass Safety Improvements - Phase 1	This project will make improvements to improve the safety and traffic operations of West Vail Pass by reducing crashes and improving freight mobility through this critical corridor. Improvements include the addition of 5 miles of auxiliary lane in the Eastbound direction, curve reconstructions, shoulder widening, median glare screen, wildlife fencing and underpasses, variable speed limit signs and other signage comprising an Active Traffic Management system, and reconstruction of an emergency truck ramp.	3	IM	Eagle, Summit	\$140.00
43	PIM7001A	I-70	I-70 Auxiliary Lane East Frisco to Silverthorne	This project adds an auxiliary lane on a stretch of the eastbound I-70 corridor with a higher than average crash rate. The lane will connect interchanges with needed safety improvements, construct truck parking, and both widen and improve critical bridges in Silverthorne.	3	IM	Summit	\$24.00
1136	PIM7001A	I-70	Avon Transit Bus Shelters	Construct nine bus shelters	3	IM	Eagle	\$0.27
1137	PIM7001A	I-70	Beaver Creek Boulevard Bus Pullouts	Construct and extend three bus pullouts on West Beaver Creek Boulevard	3	IM	Eagle	\$0.15
1138	PIM7001A	I-70	Avon Transit Bus Pullouts	Construct five new bus pullouts to support two-way operations	3	IM	Eagle	\$0.25
1139	PIM7001A	I-70	Avon Transit Regional Transportation Center Electric Charging	Install electric charging station at Avon Regional Transportation Center (24 Stations)	3	IM	Eagle	\$0.50
1140	PIM7001A	I-70	Avon Transit Fleet Electrification	Convert nine diesel buses to electric buses	3	IM	Eagle	\$7.20
1142	PIM7001A	I-70	Eagle County Lake Creek Apartments Multi-use Transit Center	Improve the existing Lake Creek Apartments stop with a new shelter, restrooms, improved bus turnaround, electric charging infrastructure and meeting/multi-functional space	3	IM	Eagle	\$7.00
1143	PIM7001A	I-70	Gypsum Park-n-Ride	Parking lot, bus lane, and transit shelter	3	IM	Eagle	\$0.70
1144	PIM7001A	I-70	Vail Transportation Center Overhead Electric Charging Infrastructure	Install overhead electric charging infrastructure on the top deck of Vail Transportation Center to allow for electric bus operations.	3	IM	Eagle	\$0.50
1145	PIM7001A	I-70	Multimodal Facility Near Dowd Junction Interchange	Develop a multimodal facility at the USFS Meadow Mountain parcel adjacent to the Dowd Junction interchange	3	IM	Eagle	\$3.00
1146	PIM7001A	I-70	Glenwood Springs Electric Buses and Charging Infrastructure - Hanging Lake Service	Purchase of three electric buses and charging infrastructure for new shuttle service to Hanging Lake	3	IM	Garfield	\$4.30
1147	PIM7001A	I-70	Vail Transit Bus Electrification	Bus upgrades	3	IM	Eagle	\$6.00
1148	PIM7001A	I-70	Vail Transit Electric Bus Charging Infrastructure		3	IM	Eagle	\$1.00

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1149	PIM7001A	I-70	Eagle County Interchange Park-n-Rides/Transit Center Improvements	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)	3	IM	Eagle	\$5.00
1150	PIM7001A	I-70	Eagle County Electrification of Bus Fleets	Replace bus fleets in Eagle County with electric buses. Provide charging stations and necessary infrastructure	3	IM	Eagle	\$30.00
1151	PIM7001A	I-70	I-70 Glenwood Canyon Critical Asset Repair	Address critical safety need by removing old deficient rail and replacing with standard railing.	3	IM	Garfield	\$50.00
1152	PIM7001A	I-70	I-70 Glenwood Canyon Critical Asset Repair Phase 2	Address critical safety need by rehabilitating the pavement with concrete and doing safety rock work	3	IM	Garfield	\$50.00
1154	PIM7001A	I-70	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 and Dowd Canyon Interchange for safety and operations.	3	IM	Eagle	\$14.00
1157	PIM7001A	I-70	I-70 and SH 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.	3	IM	Summit	\$30.00
1159	PIM7001A	I-70	I-70 West: Silverthorne Interchange	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.	3	IM	Summit	\$24.70
1160	PIM7001A	I-70	West of Eisenhower Tunnel - Speed harmonization, Dynamic lane assign, Tire checkpoint	Eco-Speed Harmonization	3	IM	Summit	
1161	PIM7001A	I-70	I-70 West Vail Pass Auxiliary Lanes	Addition of a climbing lane in the uphill (eastbound) direction and addition of a deceleration lane in the downhill (westbound) direction on the west side of Vail Pass, including enhanced chain stations, enhanced truck parking, ITS improvements, enhanced runaway truck ramps, and improvements to reduce crashes and full closures including wildlife underpasses and fencing..	3	IM	Eagle	\$400.00
1162	PIM7001A	I-70	I-70 Eagle & Summit County Truck Parking Feasibility Study	Collaborative effort to look at truck parking opportunities in Eagle and Summit County.	3	IM	Eagle, Summit	\$1.00

Planning Project ID	Corridor	State Highway	Project Name	Project Description	Region	TPR	County	Cost (\$M)
1163	PIM7001A	I-70	I-70 Truck Parking Information Management System (TPIMS) Pilot Implementation (MP 117.000 - 134.000)	Implement TPIMS pilot program across four existing public truck parking facilities along I-70 east of Glenwood Springs, including installation of parking management infrastructure, connection to CDOT's TMC, and development of parking management algorithms. The parking management system will provide parking occupancy data for public dissemination through CDOT website and privately-developed apps via existing TMC channels. The four sites included in the pilot project are CDOT's No Name Rest Area (mm 119), CDOT's Grizzly Creek Rest Area (mm 121), CDOT's Bair Ranch Rest Area (mm 128), and CDOT's Dotsero Truck Parking Facility (mm 133). This segment of I-70 has existing ITS infrastructure to support the project, including fiber backbone along I-70 with connections to the Rest Areas. The Hanging Lake TMC is also located within the project limits, providing an existing local facility to monitor implementation and operations as needed.	3	IM	Eagle, Garfield	\$1.20
1164	PIM7001A	I-70	I-70 EJMT - Trailer snow removal system	Purchase and install a snow removal system designed to safely remove snow that has built up on the top of trailers. The benefits of this system are the reduction of vertical clearance challenges, the reductions of blowing or falling snow from the tops of trailers, and the improved fuel efficiency. We are looking to place one system in each direction.	3	IM	Clear Creek, Summit	\$0.30
1165	PIM7001A	I-70	Summit County Transit and Operations Center Design and Engineering	Design of larger, upgraded facility necessary to accommodate all Summit Stage buses, support vehicles, and office space. Upgraded facility will enable Summit County to transition fleet to Battery Electric Buses.	3	IM	Summit	\$0.50
1886	PIM7001A	I-70	Cottonwood Pass - I-70 Bypass around Glenwood Canyon	Addition of Cottonwood Pass to the State Highway System with associated upgrades	3	IM	Eagle	 5.00
1887	PIM7001A	I-70	I-70 Transportation Management Organization		3	IM	Eagle	\$0.10
1888	PIM7001A	I-70	I-70 Gypsum Interchange improvements		3	IM	Eagle	\$4.40
1889	PIM7001A	I-70	I-70 Interchange Modifications to West Vail Exit (MP 173)		3	IM	Eagle	\$5.00
1890	PIM7001A	I-70	US 6 Intersection Reconstruction- SH 13, Railroad Ave, Whitewater-		3	IM	Garfield	\$2.50
1892	PIM7001A	I-70	I-70 New Interchange west of Edwards		3	IM	Eagle	\$4.00
1893	PIM7001A	I-70	I-70 New Interchange east of Eagle		3	IM	Eagle	\$4.00
1894	PIM7001A	I-70	Transit Stations and Park-N-Rides for Ride Glenwood		3	IM	Garfield	\$2.50


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1895	PIM7001A	I-70	Transit Center at Eagle County Airport		3	IM	Eagle	\$2.00
1896	PIM7001A	I-70	I-70 Interchange Modifications to Avon Exit (MP 167)		3	IM	Eagle	\$4.00
1897	PIM7001A	I-70	Transit Service between Denver and Summit County		3	IM	Summit	\$2.00
1898	PIM7001A	I-70	I-70 F Ramp, Intersection, and Overpass Improvements		3	IM	Eagle	\$2.36
1899	PIM7001A	I-70	I-70 Advanced Guideway System MP 142 to MP 260		3	IM	Eagle	\$0.10
1900	PIM7001A	I-70	Transportation Demand Management Program		3	IM	Garfield	\$2.00
1901	PIM7001A	I-70	Dual Turn Lane, Northbound SH 9 to Eastbound I-70		3	IM	Summit	\$0.80
1903	PIM7001A	I-70	Vail Intermodal Site	This project includes the design and construction of a new intermodal site in Vail. (No additional details available at this time.)	3	IM	Eagle	\$15.00
1906	PIM7001A	I-70	I-70 Grooved Pavement Program on Vail Pass		3	IM	Eagle	\$1.40
1907	PIM7001A	I-70	I-70 Incident Investigation Sites for Disabled Vehicles		3	IM	Eagle	\$5.30
1908	PIM7001A	I-70	I-70 Advanced Guideway System MP 142 to M 260		3	IM	Eagle	\$5.60
1909	PIM7001A	I-70	I-70 Highway Advisory, Radio, and Variable Message Signs in Vail Area-		3	IM	Eagle	
1910	PIM7001A	I-70	I-70 Improved Reflectorizing and Signing at Dowd, Vail Pass, Wolcott		3	IM	Eagle	
1911	PIM7001A	I-70	I-70 Advanced Technology Roadway Delineation		3	IM	Eagle	\$3.40
1912	PIM7001A	I-70	I-70 Advanced Pavement Delineation, Lighting, Glare Screens		3	IM	Eagle	\$2.10
1913	PIM7001A	I-70	I-70 Wolcott Area Curve Safety Modifications		3	IM	Eagle	\$18.00
1915	PIM7001A	I-70	I-70 Construction of Snow Slide Mitigation in west Vail Pass Area		3	IM	Eagle	\$31.60
1916	PIM7001A	I-70	I-70 Black Gore Creek Erosion Control on Vail Pass		3	IM	Eagle	\$20.00
1917	PIM7001A	I-70	Sediment Control on Straight Creek		3	IM	Summit	\$18.00
1918	PIM7001A	I-70	I-70 near Copper Mountain	Install New Truck Parking	3	IM		\$1.51
1921	PIM7001A	I-70	I-70 Climbing/Descending Lanes over Vail Pass MP 181 to MP 195		3	IM	Eagle	\$270.00

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1922	PIM7001A	I-70	I-70 Climbing Lane between Avon and Post Blvd (Eastbound)		3	IM	Eagle	\$3.00
1923	PIM7001A	I-70	Reconstruct US 6 Rifle to Silt		3	IM	Garfield	\$5.00
1926	PIM7001A	I-70	Vail Pass Trail along I-70 (repairs, drainage improvements)		3	IM	Eagle, Summit	\$2.30
1927	PIM7001A	I-70	Glenwood Springs to South Canyon Trail		3	IM	Garfield	\$2.00
1928	PIM7001A	I-70	Trail from Two Rivers Park to No Name		3	IM	Garfield	\$4.00
1929	PIM7001A	I-70	Town of Vail Missing Trail Links - Gore Valley Regional Trail System		3	IM	Eagle	\$1.80
1930	PIM7001A	I-70	Gypsum to Dotsero Segment - Eagle Valley Regional Trail System		3	IM	Eagle	\$1.00
1931	PIM7001A	I-70	Minturn to Red Cliff Segment - Eagle Valley Regional Trail System		3	IM	Eagle	\$1.70
1932	PIM7001A	I-70	Dowd Junction to Minturn Segment, Eagle Valley Regional Trail System		3	IM	Eagle	\$1.20
1933	PIM7001A	I-70	Eagle to Gypsum, Eagle Valley Regional Trail System		3	IM	Eagle	\$3.00
1934	PIM7001A	I-70	Buffalo Ridge Pedestrian Overpass		3	IM	Eagle	\$1.50
1935	PIM7001A	I-70	Main Vail Underpass Pedestrian Improvements		3	IM	Eagle	\$1.30
1936	PIM7001A	I-70	Cascade Pedestrian Overpass		3	IM	Eagle	\$4.00
1937	PIM7001A	I-70	Vail Frontage Roads (geometric, bike/ped improvements)		3	IM	Eagle	\$25.00
1938	PIM7001A	I-70	I-70 Airport Interchange and Intermodal Connector		3	IM	Eagle	\$60.00
1939	PIM7001A	I-70	Construct Pedestrian and Bicycle facilities over I-70 at Devereaux Road		3	IM	Garfield	\$0.86
1940	PIM7001A	I-70	I-70 Cut Slope Revegetation		3	IM	Eagle	\$0.42
1941	PIM7001A	I-70	I-70 Mobile Emissions Testing Stations		3	IM	Eagle	\$1.10
1942	PIM7001A	I-70	I-70 Remote Roadway Condition Testing System		3	IM	Eagle	
1943	PIM7001A	I-70	I-70 Remote Video Surveillance on Vail Pass		3	IM	Eagle	\$3.40
1944	PIM7001A	I-70	I-70 ITS Training Program		3	IM	Eagle	\$0.03
1945	PIM7001A	I-70	I-70 Automated Fare Collection/ITS Technologies		3	IM	Eagle	\$0.65
1946	PIM7001A	I-70	I-70 and SH 6 High Capacity Data Transmission Link		3	IM	Eagle	\$1.20

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1948	PIM7001A	I-70	I-70 Call Box System		3	IM	Eagle	\$0.21
1949	PIM7001A	I-70	Vail Noise Barriers		3	IM	Eagle	\$45.00
1950	PIM7001A	I-70	I-70 Noise Wall, MP 201 to MP 203		3	IM	Summit	
1951	PIM7001A	I-70	Copper Mountain Noise Wall		3	IM	Summit	\$2.00
1952	PIM7001A	I-70	I-70 West: Dowd Canyon	Safety and capacity improvements through Dowd Canyon	3	IM	Eagle	
1953	PIM7001A	I-70	Entrance to Aspen - Cut and Cover Tunnel		3	IM	Pitkin	\$53.10
2386	PIM7001A	I-70	I-70 Interchange Modifications, Gypsum Exit (MP 140)		3	IM	Eagle	\$2.00
2447	PIM7001A	I-70	Parachute to Glenwood Springs Regional		3	IM		
2704	PIM7001A	I-70	I-70 Advanced Guideway	Advanced Guideway System along a 144 mile corridor from Glenwood Springs to Jefferson County in the Denver Metro Area. Project identified as the preferred transit alternative in the I-70 Mountain Corridor PEIS finalized in March 2011.	1,3	DR,IM	Clear Creek, Eagle, Garfield, Jefferson, Summit	
1954	PIM7001B	US 6	US 6 Widening, Dillon Dam Road to Lake Dillon Drive		3	IM	Summit	\$4.60
2387	PIM7001B	US 6	US 6 Loveland Pass MP 218-228	Safety and Shoulder improvements	3	IM		\$40.00
1141	PIM7001C	US 6	Eagle County US 6 Bus Rapid Transit	Improving Highway 6 to include raised platforms and protected travel lanes. Installing electric buses charging infrastructure and purchasing additional electric buses	3	IM	Eagle	\$88.40
1955	PIM7001C	US 6	SH 6 Eagle River Bridge and Connecting Road to County Fairgrounds		3	IM	Eagle	\$2.80
1956	PIM7001C	US 6	SH 6 Eagle River Bridge east of Eagle (bridge repl., bike/ped improvements)		3	IM	Eagle	\$1.50
1961	PIM7001C	US 6	SH 6 Wolcott to Squaw Creek Road Improvements		3	IM	Eagle	\$3.00
1962	PIM7001C	US 6	SH 6 Avon Road to Eagle Road Improvements		3	IM	Eagle	\$10.71
1963	PIM7001C	US 6	SH 6 Lake Creek Road to Avon Road Improvements		3	IM	Eagle	\$36.50
1964	PIM7001C	US 6	SH 6 Eagle Road to Dowd Junction Improvements		3	IM	Eagle	\$11.42
1965	PIM7001C	US 6	SH 6 Squaw Creek Road To Lake Creek Road Improvements		3	IM	Eagle	\$10.80
1966	PIM7001C	US 6	SH 6 Eagle County Airport to Eagle Improvements		3	IM	Eagle	\$5.10
1967	PIM7001C	US 6	SH 6 Gypsum to Eagle County Airport Improvements		3	IM	Eagle	\$7.51
2388	PIM7001C	US 6	US 6 E Eagle to Minturn	Safety and Shoulder improvement	3	IM		\$75.00

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2480	PIM7001C	US 6	Highway 6 Frequency Increase	Improve the frequency of the Highway 6 route to a minimum of 30 minute frequency throughout the day, year round.	3	IM	Eagle, Lake	\$7.50
2545	PIM7001C	US 6	Avon Park and Ride	Design and construction of West Beaver Creek Blvd Park and Ride	3	IM	Eagle	\$1.00
2692	PIM7001C	US 6	Avon Park and Ride	Design and construction of Lake Creek and Benchmark Road Park and Ride	3	IM	Eagle	\$0.75
2693	PIM7001C	US 6	Avon Park and Ride	Design and construction of East Beaver Creek Blvd Park and Ride	3	IM	Eagle	\$0.75
1040	PIM7002	I-70	Essential bus service between Glenwood Springs and Grand Junction (Proposed Outrider Service)	Outrider bus service between Glenwood Springs and Grand Junction. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	3, 5	GJ, IM	Garfield, Mesa	\$2.20
1167	PIM7002	I-70	New Local Fixed-Route Circulator Transit Service between Parachute and Rifle	Implement new circulator bus service from Parachute to Rifle	3	IM	Garfield	\$1.10
1168	PIM7002	I-70	New Castle Autonomous Circulator Bus		3	IM	Garfield	\$0.50
1169	PIM7002	I-70	New Castle Park-n-Ride Expansion	New surface parking or structured parking on existing Park-n-Ride	3	IM	Garfield	\$1.52
1170	PIM7002	I-70	Silt, Rifle, and Parachute Park-n-Ride Improvements	New construction, improvements, and expansions to Park-n-Rides in Silt, Rifle and Parachute	3	IM	Garfield	\$2.70
1171	PIM7002	I-70	I-70 Interchange Improvements in Garfield County	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.	3	IM	Garfield	\$15.00
1172	PIM7002	I-70	I-70: Garfield County Interchange Improvements (Silt) in accordance with recent corridor study guidance	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	3	IM	Garfield	\$25.00
1173	PIM7002	I-70	I-70: Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Glenwood Springs and the Utah border	3	GJ, IM	Garfield, Mesa	\$47.00
1968	PIM7002	I-70	Upgrade I-70 Pedestrian Overpass At MP 74		3	IM	Garfield	\$0.60
1969	PIM7002	I-70	Colorado River Pedestrian Bridge at Elk Creek		3	IM	Garfield	\$1.20
1970	PIM7002	I-70	Bike Trail along US 6 in New Castle		3	IM	Garfield	\$2.50
1971	PIM7002	I-70	Regional Pedestrian and Bikeways in Parachute		3	IM	Garfield	\$2.30
1973	PIM7002	I-70	Consider additional truck parking across from existing location		3	IM		\$0.59
1974	PIM7002	I-70	I-70 in New Castle, CO	Increase Truck Parking	3	IM		\$1.48
1975	PIM7002	I-70	I-70 in Silt, CO	Increase Truck Parking	3	IM		\$1.48
1976	PIM7002	I-70	I-70 Rifle Rest Area	Increase Truck Parking	3	IM		\$0.25

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1977	PIM7002	I-70	I-70: Garfield County Interchange Improvements (New Castle)	Upgrade of current 4-way stop at the intersection of I-70 Spur/US 6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	3	IM	Garfield	\$30.00
1978	PIM7002	I-70	Parachute E/W MP 68 to MP 86.5 (I-70 Reconstruction)		3	IM	Garfield	\$48.00
1979	PIM7002	I-70	Reconstruct I-70 Interchange at MP 87 (West Rifle)		3	IM	Garfield	\$15.00
1980	PIM7002	I-70	New I-70 Interchange at MP 101.5		3	IM	Garfield	\$10.10
1981	PIM7002	I-70	New I-70 Interchange at MP 72		3	IM	Garfield	\$29.60
1982	PIM7002	I-70	Upgrade I-70 Interchange at MP 75		3	IM	Garfield	\$18.90
1983	PIM7002	I-70	Roundabouts at I-70 Interchange Ramps MP 90		3	IM	Garfield	\$1.50
1985	PIM7002	I-70	US 6 Improvements in Parachute		3	IM	Garfield	\$2.40
1986	PIM7002	I-70	I-70 Underpass at MP 74		3	IM	Garfield	\$7.30
1987	PIM7002	I-70	I-70 to US 6 Connection at MP 94		3	IM	Garfield	\$25.00
1988	PIM7002	I-70	Reconstruct I-70/US 6/SH 82 Intersection		3	IM	Garfield	\$5.00
1989	PIM7002	I-70	New I-70 Overpass at MP 104		3	IM	Garfield	\$8.70
1990	PIM7002	I-70	US 6 Improvements in New Castle		3	IM	Garfield	\$6.00
1991	PIM7002	I-70	US 6/Cooley Mesa Drive Traffic Signal		3	IM	Eagle	\$0.16
1993	PIM7002	I-70	Landscaping/Noise Barrier along I-70 in Parachute		3	IM	Garfield	\$3.50
1994	PIM7002	I-70	Glenwood West I-70 MP 110 to MP 119		3	IM	Garfield	\$28.00
1175	PIM7003	SH 9	Acquisition and Improvements of Fairplay Bus Barn	Acquisition and improvement CDOT owned property 850 Hathaway. Partnership with Park County, CDOT Region 2, Bustang Outrider.	3	IM	Park	\$2.00
1176	PIM7003	SH 9	SH 9 Park-n-Ride (at County Road 1)	Acquisition and paving CDOT owned parcel at Hwy 9 and CR1. Partnership with Park County, CDOT Region 2, Bustang Outrider.	3	IM	Park	\$3.30
1177	PIM7003	SH 9	Essential Bus Service between Fairplay and Breckenridge (Proposed Outrider Service)	Outrider bus service between Fairplay and Durango. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	2, 3	IM	Park, Summit	\$1.18
1178	PIM7003	SH 9	SH 9 (North of Hoosier Pass)	Chain up station for CMV's heading south over Hoosier Pass	2	IM	Summit	\$5.00
1995	PIM7003	SH 9	SH 9 South (improve to CDOT standards, Breckenridge to top of Hoosier Pass)		3	IM	Summit	\$24.00
2389	PIM7003	SH 9	SH 9 South Shoulder Improvements	Improve to CDOT standards, Breckenridge to top of Hoosier Pass	3	IM		\$50.00
2448	PIM7003	SH 9	Local circulation expansion of Breckenridge/Summit County	Expansion of Breckenridge/summit county	3	IM		
2451	PIM7003	SH 9	S. Park and Main intersection and Ped improvement		3	IM		\$10.00

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2452	PIM7003	SH 9	Rec Path Blue river to Hoosier		3	IM		
2477	PIM7003	SH 9	Free Ride Mobility Project (Breckenridge First-Last Mile)	Breckenridge would like to study the locations and resources needed to improve the last mile options for the Town. This would include electric bike docking stations at the Breck Transit Station and certain parking lots within Town	3	IM	Summit	\$0.15
2478	PIM7003	SH 9	Free Ride Transit Wayfinding Update	Breckenridge would like to update all maps, bus stop signs, shelter signs and transit wayfinding to improve legibility of transit service information	3	IM	Summit	\$0.50
2479	PIM7003	SH 9	Free Ride Service Expansion	In the next 10 years the Town would look to offer more services during peak hours of the day and peak days to help reduce the amount of cars driving around town. This would include late night service as well to help with the employee population. This would be a 20% increase in services.	3	IM	Summit	\$23.50
36	PIM7004	SH 9	SH 9 Iron Springs to Main Street	This is the final segment of a larger project that began in 2004 to widen SH 9 from Frisco to Breckenridge to four lanes. This project constructs two roundabouts, signal improvements, and new pedestrian connections, including an underpass.	3	IM	Summit	 \$18.00
1179	PIM7004	SH 9	Breckenridge Gondola Lots Parking/Transit Station	New transit station	3	IM	Summit	\$10.00
1180	PIM7004	SH 9	Breckenridge Charging Infrastructure in Bus Storage Facilities	Expansion of bus storage facilities to include charging stations for overnight and possible on-route charging	3	IM	Summit	\$1.50
1181	PIM7004	SH 9	Breckenridge Parking Feasibility Study for Ice Rink	Hire a consultant to review the feasibility of a multimodal parking structure at the Ice Rink	3	IM	Summit	\$0.10
1182	PIM7004	SH 9	Breckenridge Technology and Capital Improvements	Implement capital improvements and technology enhancements for end users of the system. Complete in 3 phases - Phase 1 being the purchase of capital technology costs (completed in 2017 (500K in local funds), Phase 2 - purchase additional technology for new buses, arrival signs, Transit wayfinding, branding and new displays for services, Phase 3 - additional signs and technology needed for new buses and shelters	3	IM	Summit	\$3.00
1183	PIM7004	SH 9	Breckenridge New Shuttles for Upper Warriors Mark Service	Purchase six 15 passenger vans to run the Upper Warriors Mark service in house instead of outsourcing	3	IM	Summit	\$1.00
1184	PIM7004	SH 9	Breckenridge Replacement of 15 Diesel Buses with Electric	Replace 15 diesel buses with electric - using the difference in the cost @350K a piece.	3	IM	Summit	\$5.20
1185	PIM7004	SH 9	Breckenridge Fleet Maintenance and Public Works Administration Building Expansion	Expansion of fleet maintenance personnel and facilities to support additional fleet (buses and smaller transit vehicles). Additional office space for public works personnel and expansion for the public works administration office.	3	IM	Summit	\$5.00

Planning Project ID	Corridor	State Highway	Project Name	Project Description	Region	TPR	County	Cost (\$M)
1186	PIM7004	SH 9	Tiger Dredge Parking Structure	Mixed-use parking structure at Tiger Dredge lot	3	IM	Summit	\$32.00
1187	PIM7004	SH 9	Breckenridge Bus Storage Facility	Merge with ski area will require a new bus storage facility	3	IM	Summit	\$5.50
1188	PIM7004	SH 9	Breckenridge McCain Parking/Transit Station	Multimodal parking structure/transit station at McCain property with in route charging for electric buses	3	IM	Summit	\$15.00
1189	PIM7004	SH 9	Breckenridge Ice Rink Lot Parking/Transit Station	Multimodal parking structure/transit station at Ice Arena with in route charging for electric buses	3	IM	Summit	\$21.00
1190	PIM7004	SH 9	Breckenridge Bus Shelters	Construct bus shelters at all feasible stop locations	3	IM	Summit	\$0.17
1191	PIM7004	SH 9	Frisco Transit Center Phase 2	Design and construction of Phase 2 of the Frisco Transit Center. Supports Summit County Stage's service to Leadville, Fairplay, Breckenridge, and Keystone as well as Bustang to Denver and Grand Junction.	3	IM	Summit	\$10.00
1192	PIM7004	SH 9	New Summit County Transit Operations Center	New operations facility construction including bus bays	3	IM	Summit	\$17.30
1193	PIM7004	SH 9	Terminal charging at Summit County Transit Operations Facility	Electrical and charging infrastructure for 30 electric buses	3	IM	Summit	\$12.00
1194	PIM7004	SH 9	New SH 9 South Bus Pullouts	Specific plans will be identified in the CDOT Hwy 9 South Access Control Plan, 2018. Shoulder paving, signage and shelter construction in the Blue River area	3	IM	Summit	\$1.50
1195	PIM7004	SH 9	Terminal Charging at Frisco Transportation Center		3	IM	Summit	\$12.00
1196	PIM7004	SH 9	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	3	IM	Summit	\$13.82
1902	PIM7004	I-70	Town of Breckenridge Intermodal Center and Park-N-Ride, Phase II		3	IM	Summit	\$10.00
1997	PIM7005	SH 9	SH 9 - North Corridor from Silverthorne to Kremmling (Improve to CDOT standards)		3	IM	Summit	\$40.00
2644	PIM7005	SH 9	SH 9 south of Green Mountain Reservoir	Rural road surface treatment	3	IM	Summit	\$7.65
2647	PIM7005	SH 9	SH 9 Green Mountain Reservoir (Phase 1)	Rural road surface treatment	3	IM	Summit	\$7.18
2650	PIM7005	SH 9	SH 9 Green Mountain Reservoir (Phase 2)	Rural road surface treatment	3	IM	Summit	\$5.75
37	PIM7006	SH-13	SH-13 GarCo-Rio Blanco Hill (Milepost 11.3 to 16.2)	This project reconstructs SH-13 to meet current design standards including wider shoulders, drainage improvements, and a wildlife underpass.	3	IM	Garfield	\$26.00
1198	PIM7006	SH 13	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	3	IM	Garfield	\$60.00
1199	PIM7006	SH 13	SH 13: Rifle North Phase II	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	3	IM	Garfield	\$25.00

Planning Project ID	Corridor	State Highway	Project Name	Project Description	Region	TPR	County	Cost (\$M)
1200	PIM7006	SH 13, US 40	ITS: Statewide Strategic Fiber Network; fiber on US 40 and SH 13		3	IM	Garfield	
1998	PIM7006	SH 13	Rio Blanco Divide SH 13 Improvements MP 4 to MP 22.7		3	IM	Garfield	\$60.00
1999	PIM7006	SH 13	Extend Park Avenue south to New Intersection at SH 13		3	IM	Garfield	\$0.90
2000	PIM7006	SH 13	Reconstruct SH 13, SH 6 through Rifle		3	IM	Garfield	\$6.50
2002	PIM7006	SH 13	Connect SH 13 Bypass at 11th in Rifle		3	IM	Garfield	\$1.30
1201	PIM7007	US 24	Leadville North Park-n-Ride	New park-n-ride in Leadville	3	IM	Lake	\$0.25
1202	PIM7007	US 24	Leadville Bus Shelters	New bus shelters in Leadville (assumes 4 total)	3	IM	Lake	\$0.10
1203	PIM7007	US 24	US 24 Safety Improvements between Minturn and Leadville	This project provides safety and mobility improvements along the corridor, including intersections, shoulders, and other necessary improvements.	3	IM	Eagle	\$9.60
2005	PIM7007	US 24	SH 24 Dowd Junction to Minturn Improvements		3	IM	Eagle	\$3.10
2008	PIM7007	US 24	SH 24 Minturn to White River National Forest Improvements		3	IM	Eagle	\$0.60
2009	PIM7007	US 24	Acquisition of Tennessee Pass Rail Corridor or Trail and Rail		3	IM	Eagle	\$15.00
50	PIM7008	US 24	US 24 from MP 179.5 to MP 184.8 south of Leadville	Rural road surface treatment	3	IM	Lake	\$5.80
1205	PIM7009	SH 82	Aspen Buttermilk Pedestrian Underpass	Pedestrian underpass for transit stops at Buttermilk	3	IM	Pitkin	\$7.00
1206	PIM7009	SH 82	Basalt River Park Bus Station Improvements	Replacement bus shelter and associated Improvements on Two Rivers Road	3	IM	Eagle	\$0.25
1207	PIM7009	SH 82	Basalt & El Jebel Bus Circulator	Create local bus circular system for Basalt & El Jebel	3	IM	Eagle	\$1.10
1208	PIM7009	SH 82	Glenwood Springs 27th Street and VelociRFTA BRT Pedestrian Crossing	Grade-separated ped crossing at 27th Street/SH82/VelociRFTA BRT station	3	IM	Garfield	\$12.00
1209	PIM7009	SH 82	Glenwood Springs 23rd Street Pedestrian Crossing	Pedestrian crossing at 23rd Street in Glenwood Springs	3	IM	Garfield	\$8.00
1210	PIM7009	SH 82	RFTA Glenwood Maintenance Facility - Phase 3 and 7	Design and construction of new facility to house bus storage, bus fueling lane, new operations center and equipment storage as part of multi-phase RFTA Glenwood Springs campus for maintenance, operations, and a Regional Transit Center. Will also serve Bustang to Grand Junction and Denver and the US Forest Service (USFS) Shuttle. In addition to other Federal funding, this project was awarded around \$24.5M from FTA in August and September 2020.	3	IM	Garfield	\$40.00
1211	PIM7009	SH 82	RFTA Fleet Expansion (CNG) to Support New Service	Expansion buses for five priority service expansions	3	IM	Eagle, Garfield, Pitkin	\$11.30

Planning Project ID	Corridor	State Highway	Project Name	Project Description	Region	TPR	County	Cost (\$M)
1212	PIM7009	SH 82	RFTA 27th Street BRT Station Parking Expansion	Proposed expansion of parking by 65 spaces, either surface or structured	3	IM	Garfield	\$4.45
1213	PIM7009	SH 82	Willits Town Center Parking Expansion	Proposed 50 underground spaces at Willits Town Center	3	IM	Eagle	\$2.00
1214	PIM7009	SH 82	Carbondale BRT Station Parking Expansion	Proposed 85 surface parking spaces	3	IM	Garfield	\$3.55
1215	PIM7009	SH 82	Grand Avenue BRT Station Improvements	Upgrade northbound and southbound bus stops on the 900 block of Grand Avenue to BRT standards	3	IM	Garfield	\$0.87
1216	PIM7009	SH 82	New Transit Station in Glenwood Springs	New, more extensive transit station in Glenwood Springs, to the west of downtown	3	IM	Garfield	\$3.67
1217	PIM7009	SH 82	RFTA Aspen Maintenance Facility Improvement - Phase 9	Replacement of existing underground fuel tanks with new, double-walled tanks and monitoring systems, in order to reduce the risk of leak or spill.	3	IM	Pitkin	\$3.12
1218	PIM7009	SH 82	Aspen Maintenance Facility Phase 6: Parts Room and Storage	Renovation and expansion of parts and storage areas	3	IM	Pitkin	\$2.31
1219	PIM7009	SH 82	Improvements to Mid Valley Highway 82 Bus Stations	Renovation and improvement of five high-priority regional bus stops	3	IM	Eagle, Garfield, Pitkin	\$1.60
1220	PIM7009	SH 82	Aspen Junction (Basalt) Park-n-Ride Expansion	Renovate, improve and expand the bus stop and Park-n-Ride at Aspen Junction	3	IM	Eagle	\$1.86
1221	PIM7009	SH 82	RFTA Replacement of Employee Housing and Offices	Consolidation of four current housing and office facilities into a new, master-planning development on existing RFTA property (Phase 1)	3	IM	Garfield	\$19.95
1222	PIM7009	SH 82	RFTA Expansion of Employee Housing and Office Space	Continuation of master-planned office space and housing build out	3	IM	Garfield	\$11.72
1223	PIM7009	SH 82	BRT Enhancements to Brush Creek Intercept Lot/Park-n-Ride	500 additional parking spaces for the BRT system, other improvements and amenities	3	IM	Pitkin	\$8.49
1224	PIM7009	SH 82	Aspen Maintenance Facility Phase 7: Additional Indoor Bus Storage	Expansion of indoor/canopy storage space for an estimated 20 buses	3	IM	Pitkin	\$5.37
1225	PIM7009	SH 82	Aspen Maintenance Facility Phase 8: CNG Fueling	Construction of a CNG compressor station and fueling facility, CNG-compliant building modifications	3	IM	Pitkin	\$7.95
1226	PIM7009	SH 82	RFTA Optimized BRT: Short Term Alternative	Replace current buses with electric	3	IM	Garfield, Pitkin	\$26.78
1227	PIM7009	SH 82	New Vehicles to Provide Service Connection to ECO Transit	Purchase of vehicles to implement 18 hour/day operating plan for connection between ECO Transit and RFTA (capital elements only)	3	IM	Garfield, Pitkin	\$2.33
1228	PIM7009	SH 82	Aspen Airport/BRT Connection	Improved passenger connection between Airport BRT Station and the airport, consistent with Airport Master Plan	3	IM	Pitkin	\$38.60
1229	PIM7009	SH 82	RFTA UVMS BRT: Medium Term Alternative	Build preferred alignment, dedicated lanes, station improvements	3	IM	Pitkin	\$164.00
1230	PIM7009	SH 82	RFTA UVMS BRT Long Term Alternative: Retrofit Buses to Autonomous Control	Retrofit Buses to Autonomous Control	3	IM	Pitkin	\$9.60
1231	PIM7009	SH 82	Snowmass Transit Center	This project includes the design and construction of a new transit center in Snowmass.	3	IM	Pitkin	\$11.00

Planning Project ID	Corridor	State Highway	Project Name	Project Description	Region	TPR	County	Cost (\$M)
1232	PIM7009	SH 82	Snowmass Owl Creek Road Roundabout Bus Stops	Regional RFTA bus stops to be incorporated in Owl Creek Road roundabout development.	3	IM	Pitkin	\$1.00
1233	PIM7009	SH 82	Snowmass Bus Stop Reconstruction at Meadow Ranch and Snowmass Chapel	Meadow Ranch stop is planned to be built in 2018. The Snowmass Chapel stop allows for transfers to regional RFTA system is in the planning process.	3	IM	Pitkin	\$0.25
1234	PIM7009	SH 82	Snowmass Firehouse Bus Stop	Firehouse bus stop allows for transfers to regional RFTA service.	3	IM	Pitkin	\$1.20
1235	PIM7009	SH 82	Snowmass Bus Storage Facility	Snowmass bus storage facility	3	IM	Pitkin	\$2.00
1236	PIM7009	SH 82	SH 82 Multimodal Safety Improvements	Mobility improvements in Glenwood Springs, completion of entrance to Aspen, expansion of transit, bicycle and pedestrian mobility, and improved wildlife mitigation.	3	IM	Garfield, Pitkin	\$100.00
1237	PIM7009	SH 82	RFTA-Aspen Maintenance Facility Renovation	Existing, RFTA maintenance facility renovation	3	IM	Pitkin	\$1.00
2013	PIM7009	SH 82	SH 82 Pedestrian Overpass		3	IM	Pitkin	\$1.20
2014	PIM7009	SH 82	SH 82/Willits Lane Traffic Signal		3	IM	Eagle	\$0.28
2015	PIM7009	SH 82	SH 82 Improvements per Access Control Plan		3	IM	Eagle	\$2.10
2016	PIM7009	SH 82	Intersection Reconstruction SH 82/SH 133		3	IM	Garfield	\$11.40
2017	PIM7009	SH 82	Structure # G-08-T SH 82 Upper Bypass Bridge Replacement		3	IM	Pitkin	\$8.00
2018	PIM7009	SH 82	Reconstruct Red Canyon Road/SH 82 Intersection		3	IM	Garfield	\$2.20
2019	PIM7009	SH 82	Reconstruct SH 82/CMC/Cattle Creek Road Intersections		3	IM	Garfield	\$5.30
2020	PIM7009	SH 82	Bike/Ped Improvements to SH 82 through Glenwood Springs		3	IM	Garfield	\$1.70
2021	PIM7009	SH 82	Relocation of SH 82 EIS - Traffic Model		3	IM	Garfield	\$2.00
2023	PIM7009	SH 82	Midland Avenue Underpass	Vehicle and pedestrian underpass at Midland Avenue in Basalt	3	IM	Pitkin	\$20.00
2449	PIM7009	SH 82	Expand service to Aspen airport area		3	IM		
2450	PIM7009	SH 82	Ride Glenwood On-Demand Service	Expansion of Ride Glenwood to include several electric on-demand vehicles and required routing/dispatching technology.	3	IM	Garfield	\$7.95
2453	PIM7009	SH 82	El Jebell Road intersection		3	IM		\$4.00

Planning Project ID	Corridor	State Highway	Project Name	Project Description	Region	TPR	County	Cost (\$M)
2486	PIM7009	SH 82	Service Expansion	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.	3	IM	Eagle, Garfield, Pitkin	\$36.00
2488	PIM7009	SH 82	Town of Snowmass Village Senior Services	Begin Senior transit service to cover people outside of the fixed route service area.	3	IM	Pitkin	\$1.24
2390	PIM7010	SH 82	SH 82 Town of Aspen	Safety and intersection improvements within the Town of Aspen	3	IM	Pitkin	
2391	PIM7010	SH 82	SH 82 Independence Pass	Safety, stabilization, and shoulder improvements	3	IM	Pitkin	
2024	PIM7011	SH 91	SH 91, Copper Mountain to Summit of Fremont Pass		3	IM	Summit	\$28.00
2025	PIM7011	SH 91	SH 91 improvements in Lake County		3	IM	Lake	
2026	PIM7012	SH 131	SH 131 Shoulder Widening, Wolcott to Routt County Line		3	IM	Eagle	\$11.59
2027	PIM7012	SH 131	SH 131/State Bridge Acceleration/Deceleration lanes		3	IM	Eagle	\$0.59
2028	PIM7012	SH 131	SH 131 Realignment from Wolcott north across Eagle River		3	IM	Eagle	\$8.50
1240	PIM7013	SH 133	High congestion Narrow road	Queue Warning	3	IM	Pitkin	
2029	PIM7013	SH 133	Rio Grande Trail (paved trail through Roaring Fork Valley)		3	IM	Pitkin	\$4.80
2030	PIM7013	SH 133	SH 133: Expand RFTA Commuter Service between Carbondale and Hotchkiss	SH 133: Expand RFTA Commuter Service between Carbondale and Hotchkiss. Additional operating cost of \$20,000/year.	3	IM		\$0.20
2031	PIM7013	SH 133	Reconstruction of SH 133 in Carbondale		3	IM	Garfield	\$24.10
2392	PIM7013	SH 133	SH 133 Pitkin County	Safety and Shoulder improvements	3	IM		
54	PIM7014	SH 139	SH 139 from MP 15 to MP 19 near Dinosaur Diamond	Rural road surface treatment	3	IM	Garfield	\$2.20
2032	PIM7014	SH 139	SH 139 Douglas Pass stabilization and reconstruction	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	3	IM		
53	PIM7014 PNW7012	SH 139	SH 139 from MP 37.5 to MP 52.8 north of Douglas Pass	Rural road surface treatment	3	NW, IM	Rio Blanco, Garfield	\$8.0
49	PIM7015	SH 300	SH 300 from MP 0 to MP 3.3 west of Leadville	Rural road surface treatment	3	IM	Lake	\$2.50
2033	PIM7015	SH 300	SH 300 Bridge Replacement		3	IM	Lake	
2393	PIM7015	SH 300	SH 300 Safety	Safety and Shoulder improvements (MP 0-3.3)	3	IM		

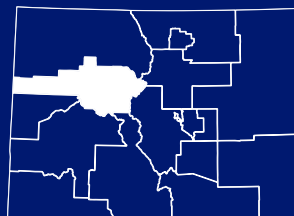
Planning Project ID	Corridor	State Highway	Project Name	Project Description	Region	TPR	County	Cost (\$M)
2034	PIM7016	SH 325	Reconstruct SH 325 Rifle Gap Road (safety & geometric improvements)		3	IM	Garfield	\$2.00
2394	PIM7016	SH 325	SH 325 Safety	Safety and Shoulder Improvements (MP 0-12)	3	IM		
2696		SH 82	Glenwood Springs South Bridge	New off-system bridge over Roaring Fork River west of SH 82 near Glenwood Springs Airport	3	IM	Garfield	\$60.00
1001	Multiple PCF7002, PCF7003, PIM7004	SH 9, US 24	New Inter-regional Transit Service between Summit County and Colorado Springs	Inter-regional Transit Service From Summit County to Fairplay to Hartsel to Colorado Springs, 5 days per week, 4 trips per day	2, 3	CF, IM, PP	El Paso, Park, Summit, Teller	\$0.70
1002	Multiple PCF7002, PIM7003	SH 9	SH 9: Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Fairplay and Breckenridge	2, 3	CF, IM	Park, Summit	\$19.00
1033	Multiple PIM7001, PNW7005, PNW7010	SH 131, US 40, I-70	Essential Bus Service between Craig and Vail (Proposed Outrider Service)	Outrider bus service between Craig and Vail. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	3	IM, NW	Eagle, Moffat, Routt	\$2.66
1904	Multiple PIM7001A, PIM7002	I-70	I-70 Wrong Way Ramp Detection		3	IM		\$1.50
1905	Multiple PIM7001A, PIM7002	I-70	Rolling/Phased Road Closures during Storms	Develop Implementation plan using VMS and other tools.	3	IM		\$0.00
2446	Multiple PIM7001A, PIM7002	I-70	Increase Bustang frequency Summit, Eagle and Garfield counties	Consistent frequency throughout day to connect transit agencies	3	IM		
1032	Multiple PIM7001A, PNW7001, PNW7005	SH 9, US 40, I-70	New Essential Bus Service between Craig and Frisco (Proposed Bustang Outrider Service)	This project includes the purchase of two vehicles and operating costs to provide Outrider bus service between Craig and Frisco with one roundtrip per day, every day of the year.	3	IM, NW	Grand, Moffat, Routt, Summit	\$3.06
2125	Multiple PIM7002, PNW7002	SH 13, I-70	New Essential Bus Service between Craig and Grand Junction (Proposed Outrider Service)	This project includes the purchase of two vehicles and operating costs to provide essential bus service between Craig and Grand Junction with one roundtrip per day, every day of the year.	3	GJ, IM, NW	Garfield, Mesa, Moffat, Rio Blanco	\$3.16
2004	Multiple PIM7006, PIM7010, PIM7014, PIM7016	SH 13, SH 82, SH 139, SH 325	Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	3	IM	Garfield, Pitkin	\$0.20
1034	Multiple PIM7008, PSL7005, PSL7008, PSL7025	US 24, US 50, US 285	Essential Bus Service between Salida and Leadville (Proposed Outrider Service)	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.	3, 5	IM, SL	Chaffee, Lake	\$1.75

Intermountain 2045 Regional Transportation Plan

Adopted October 2020

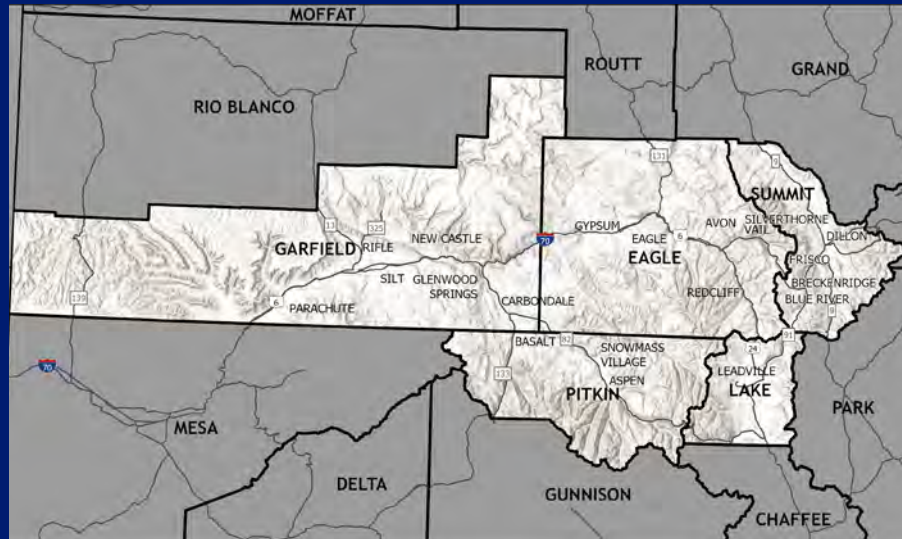


Intermountain



Counties:
Eagle, Garfield, Lake,
Pitkin, Summit

Maroon Bells
Photo Credit: Dave Hattan



This Regional Transportation Plan (RTP) is the long-range transportation document that guides the continuing development of a multimodal transportation system for the Intermountain Transportation Planning Region (TPR). The Plan recognizes current needs and identifies solutions to address changing conditions. The Plan communicates the Intermountain TPR's transportation needs and priorities to the Colorado Department of Transportation (CDOT) and Colorado's Transportation Commission. This Plan reflects the TPR members' input, data and background information, and public sentiment. It extends out 25 years to 2045 but has a particular focus on the first 10 years, allowing decision-makers to consider transportation investments in Intermountain Colorado 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 I-70, SH 13, SH 82, and US 24 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.

Dear Neighbor,


As Chair of the Intermountain Transportation Planning Region (TPR), representing Eagle, Garfield, Lake, Pitkin, and Summit Counties, it is my responsibility to ensure that our area's transportation needs and priorities are recognized, that information on our planning efforts is made easily accessible to the public, and that the process is clearly communicated to the public and key transportation decision-makers. The Regional Transportation Plan (RTP) planning group, made up of representatives from all jurisdictions within the region, recognizes current needs and priorities, while formulating 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.

This document reflects TPR member input, various types of available data and information, and public sentiment expressed. Much of the discussion during preparation of this Plan surrounded the priorities of the region: 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.

This RTP will help inform decisions the Colorado Department of Transportation makes about the state's transportation system and is intended to be a living, useful document that is referred to when transportation decisions are being made. It will be revisited periodically to ensure that we are on the right path toward accomplishing the vision and goals set forth in this plan.

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


Bentley Henderson
Intermountain TPR Chair

Intermountain TPR Members

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

Members include:

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



Photo Credit: CDOT

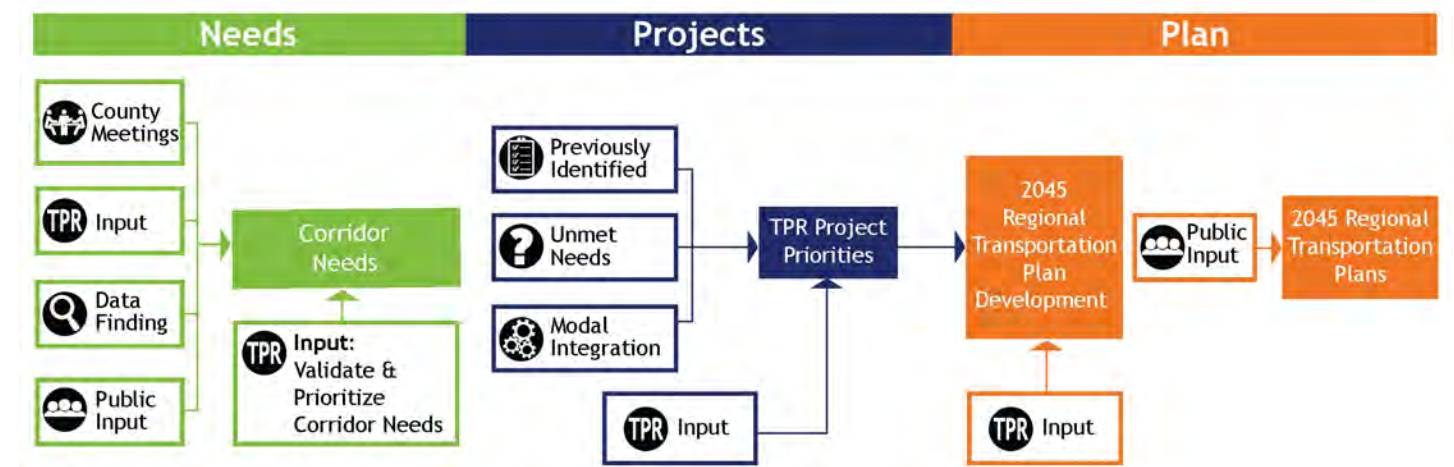
STATE & FEDERAL REQUIREMENTS

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

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

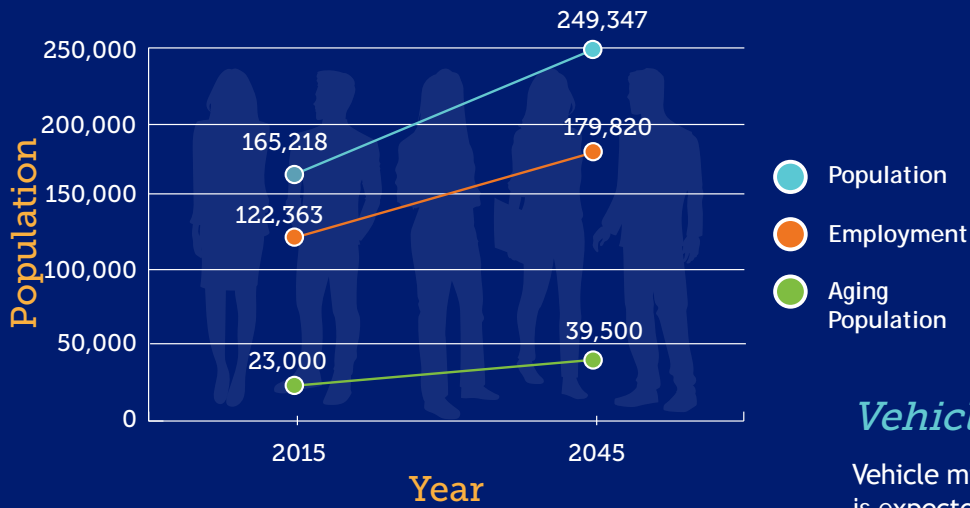
Plan Development Process

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



Intermountain TPR Data Driven Regional Transportation Story

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



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

Population & Employment

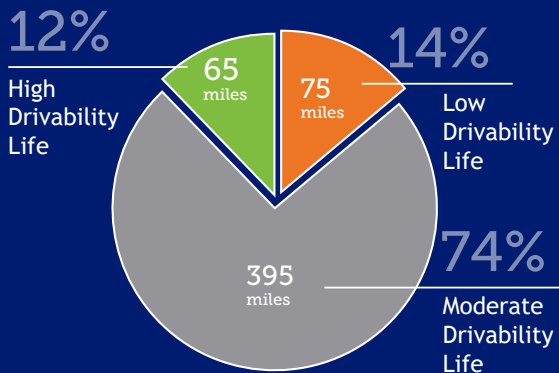
The Intermountain TPR population is expected to grow significantly, by 51 percent, by 2045. The number of jobs is expected to grow by 47 percent.

Vehicle Travel & Congestion

Vehicle miles traveled in the Intermountain TPR is expected to increase by 83 percent by 2045. 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.



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



Source: CDOT Asset Management Database, 2019.

Aging Population

Aging adults have unique travel needs; they often need public transportation services as alternatives to driving as well as roadway improvements such as better signing, striping, and lighting. The population of persons 65 or older is expected to increase 72 percent from 2015 to 2045, a larger increase than the overall population at 51 percent.

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 (4-10 years) to high (>10 years) drivability life. However, a few corridors have segments of low (< 4 years) drivability life.
- Drivability life is lowest on SH 13 north of Rifle, SH 82 north of Carbondale, US 24 surrounding Kokomo and SH 9 south of Breckenridge and north of Silverthorne.
- Highways with low drivability life are often rough on vehicles, create safety issues, and require resurfacing or reconstruction in the near term.
- Addressing the backlog of moderate drivability life roads avoids drivability life becoming low and causing safety issues

Safety

The Intermountain TPR must consider extreme weather, mountainous terrain, freight movement, tourists, and commuters when making safety improvements. Safety for roadway users including residents, tourists, and freight vehicles could be enhanced with Intelligent Transportation Systems (ITS) to notify drivers of weather, incidents, and roadway closures. The addition of shoulders, improvements to pavement conditions, and fencing or tunnels for wildlife are tools for safer traveling conditions in the Region.

Colorado Freight Corridors

Colorado Freight Corridors are highway routes in Colorado that are critical for interRegional and interstate commercial vehicles to transport goods. These corridors have been identified as the most critical routes to facilitating the movement of goods into, out of, and within Colorado. Three Colorado Freight Corridors pass through the TPR: I-70, US 6, and SH 13.

Transit

The Intermountain TPR is home to 10 local and/or Regional transit providers - 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 - that operate fixed-route bus, deviated fixed-route bus, commuter bus, bus rapid transit (BRT), on-demand transit and specialized services. 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 ridehailing services such as Uber and Lyft.

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

Top 3 Crash Types



Source: CDOT Crash Database, 2014-2018.

Airports

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

Bicycling & Walking

A High Demand Bicycle Corridor is a designation used by CDOT to plan and prioritize bicycle investment and maintenance around the state. The following corridors are designated as High Demand Bicycle Corridors in the Intermountain TPR: I-70 from Glenwood Springs to Eisenhower Tunnel, SH 9 North of I-70 to Kremmling, US 24 from Dowd Junction to Leadville, SH 82 from Glenwood Springs to Aspen, SH 82 from Aspen to Twin Lakes, and SH 133 from Hotchkiss to SH 82 at Carbondale.

State highways serve as a “Main Street” through the following municipalities: Keystone (I-70/US 6); Edwards (US 6); Silverthorne (SH 9); Minturn (US 24); and Aspen, Glenwood Springs, and Spring Lakes (SH 82).

Scenic Byways

Scenic byways are designated routes that have unique features that do not exist elsewhere in the United States; these byways often promote tourism and economic development adjacent to the corridors. Scenic byways in the Region include US 24 (Top of the Rockies), SH 91 (Top of the Rockies), SH 133 (West Elk Loop), SH 139 (Dinosaur Diamond), and SH 82 (Twin Lakes).



Photo Credit: CDOT

Economic Vitality

Primary economic generators in the Intermountain TPR include tourism and outdoor recreation, followed by health and wellness. Visitors are drawn to the area for year round outdoor recreation opportunities and for its scenic beauty. The TPR also encompasses primary routes for freight movement, such as the I-70, SH 82, and SH 13 corridors. These corridors 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 and the movement of freight. The Intermountain TPR must balance the needs of both freight and tourism.

Intermountain TPR's Transportation Focus Areas

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

Road Conditions



Photo Credit: CDOT

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 I-70, SH 9, SH 13, SH 82, and SH 91 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. When roads are well maintained in the TPR, drivers are safer, the wear and tear on cars, trucks, and heavy vehicles is minimized, goods and services can be provided to the Region, and transit services can reliably be accessed and provided. Roadway conditions impact the economic vitality and ability for people to travel in and through the Intermountain TPR. Maintaining assets such as roadways, bridges, and winter maintenance operations are critical to the Region.

Freight and 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 SH 13 connecting north to Wyoming. Lack of redundancy for these major corridors impacts freight delivery during roadway closures. The Intermountain TPR has three Colorado Freight Corridors: I-70, US 6 and SH 13. 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.



Photo Credit: CDOT



Photo Credit: CDOT

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 SH 82. The Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP) were created by the US 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 Regions tourism economy. More information regarding Federal Lands Access can be found in Appendix C.

Resiliency

Resiliency is the ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges and maintain quality of life, healthy growth, and durable systems. The mountainous terrain in the TPR restricts roadway redundancy and the ability to reroute vehicles in the wake of severe winter weather, rockfall, and wildlife collisions. Lack of redundancy impacts freight movement and inhibits emergency vehicles during roadway closures impacting public health. Communities that rely on a single corridor to support the tourism economy and access necessary goods and medical services depend on resilient and reliable roadways. As extreme weather events increase in occurrence in Colorado, CDOT must evaluate options to reduce risk and implement resilient design solutions to keep roadways accessible and reliable for economic vitality and public health.



Photo Credit: CDOT



Photo Credit: CDOT

InterRegional Transit

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 an automobile. Continued frequency and span of service improvements for services that connect the Intermountain TPR and the Greater Denver Area and important to the Region.

Environmental Mitigation

Transportation, like all human activities, affects the environment. The rules governing the statewide and Regional planning process require CDOT to consider environmental impacts potentially caused by transportation projects. These planning regulations require plans and projects to be coordinated with other local, state, and federal agencies to identify and discuss how to maintain projects and/or 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 optimizing the traffic signal to improve traffic flow and reduce vehicle emissions. The state and federal requirements pertaining to environmental consultation have been followed in the creation of this Plan.



Photo Credit: CDOT

Vision & Goals

Vision:

The vision of the Intermountain TPR is to be a Region composed of physically distinct, unique, diverse communities interconnected by a multimodal transportation network that promotes preservation of the unique character of each community through open-space buffering, while providing economic, cultural, environmental, and outdoor recreational benefits.

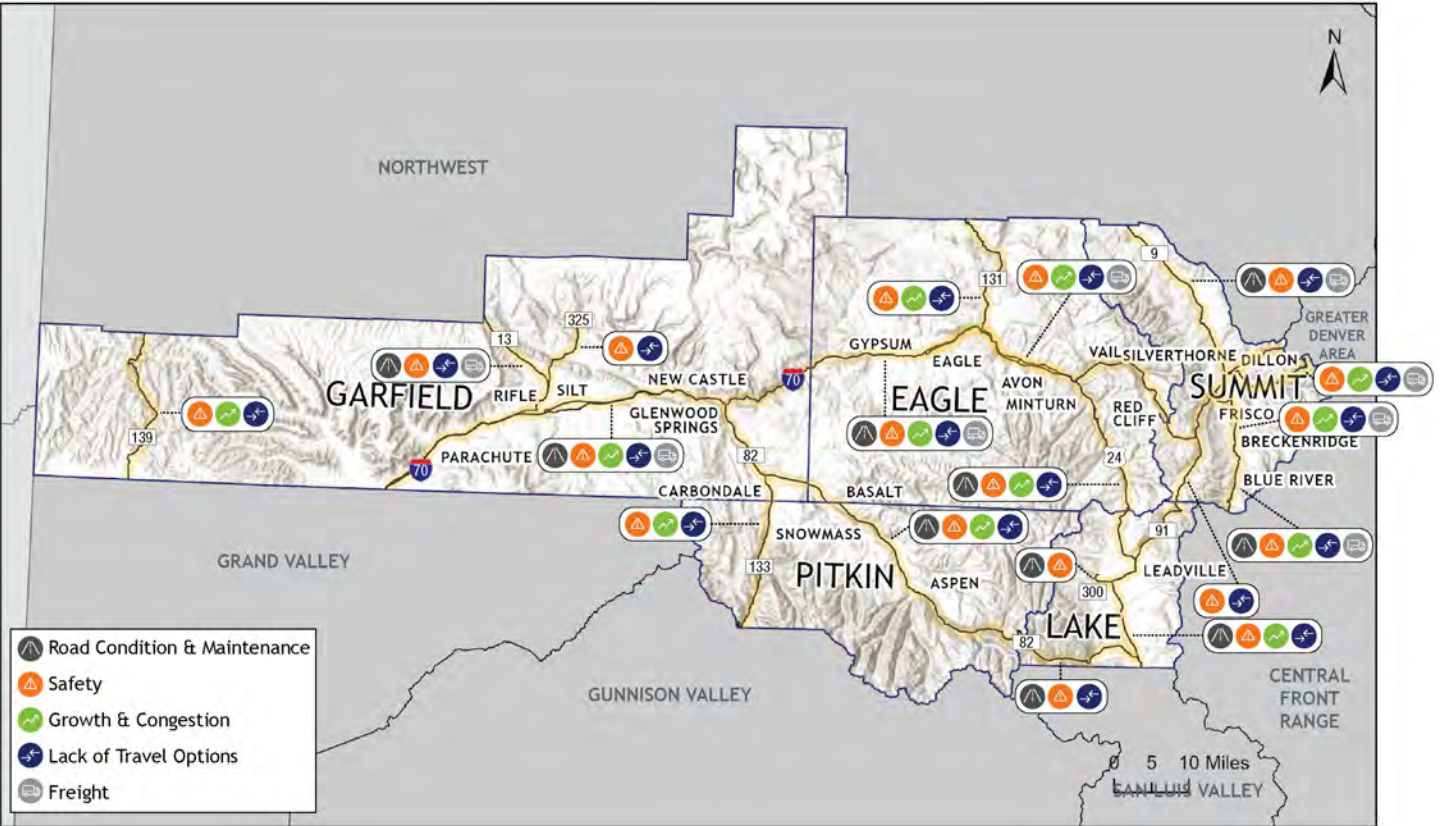


Photo Credit: CDOT

Goals:

- 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 perspective or vision for the geographic distribution of people, goods and services, and recreation
- Better coordinate land use and multimodal transportation planning
- Address existing and future needs/inadequacies
- Integrate multimodal options into all planning and funding decisions
- Phase in useful increments
- Evaluate projects based on total cost of construction and maintenance through the year 2045
- Provide maximum flexibility for use of funds
- Tap into all potential funding sources
- Provide for efficient energy use
- Preserve land and critical environmental values
- Reflect direct and indirect environmental impacts (e.g. air quality, noise, etc.)
- Maximize system efficiency and minimize needless trips
- Provide travel options to attainable/accessible housing, medical, and overall community services
- Recognize the uniqueness of individual communities
- Provide equity of funding for services
- Recognize diverse needs of transportation users
- Support/preserve existing transportation patterns that enhance economic development
- Consider social costs of transportation services
- Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the Region’s needs and goals

Corridor Needs Map



Source: 2019 Your Transportation Plan MetroQuest Online Survey, County Meetings, Transportation Planning Region Meetings, Stakeholder Meetings, Telephone Town Hall

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

What We’ve Heard:

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

- County Meetings: Eagle, Garfield, Lake, Pitkin, Summit
- Community Events: Eagle City Market pop-up
- Stakeholder Meetings: 5
- MetroQuest Online Survey: Over 300 responses
- Telephone Town Halls: Regionwide

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

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

Online Map Comments by Category

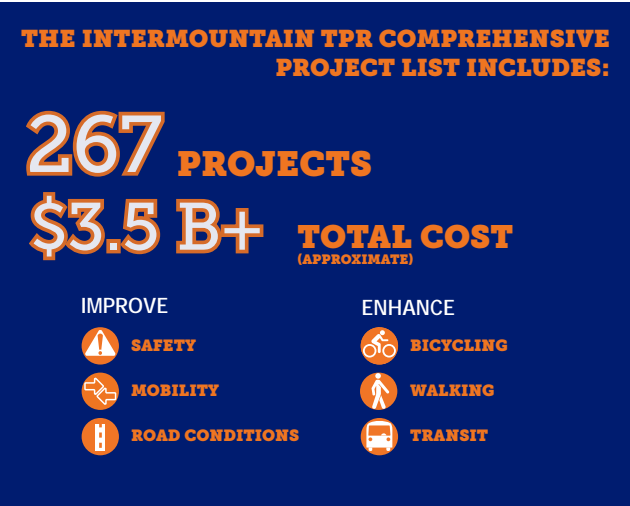
Survey respondents were asked to communicate personal transportation challenges on an interactive map. The pie chart shows the breakdown of comments by key categories in the Intermountain TPR.



Source: Your Transportation Plan MetroQuest Online Survey (2019)

Intermountain Transportation Projects

The TPR’s transportation project list is characterized by a mix of transit, interchange, auxiliary lane, and shoulder projects. The list also includes a new bridge and Main Street safety projects. The project list was developed by first aligning previously identified projects with the known corridor needs and then adding new projects to address unmet needs. The full project list includes the projects best suited to meet the transportation needs of the Region between now and 2045.



Regional Priorities

The Colorado Transportation Commission’s guiding principles of Safety, Mobility, Economic Vitality, Asset Management, Strategic Nature, and Regional Priorities are the basis for project selection in Colorado. The Intermountain TPR has a unique set of Regional priorities for its transportation plan based on the unique challenges and constraints facing the transportation system. The priorities of the Intermountain TPR are:

Safety

Safety in the Intermountain TPR must consider how weather, wildlife, and people relate to roadways. Lower speeds, roundabouts, and complete streets designs improve safety conditions for vulnerable road users and Main Street communities. Intelligent Transportation Systems (ITS) can provide warnings about wildlife and weather conditions.

Mobility

Mobility for the Intermountain TPR considers available travel options as well as how the operation of facilities can reduce congestion. In addition to providing safe and efficient means of travel for people walking, on bicycles, and using transit, mobility in the Region encompasses keeping travel options operable during winter weather and other events that could lead to roadway closures.

Economic Vitality

Roadway redundancy in the Intermountain TPR is low, meaning there is little to no opportunity to reroute vehicles during roadway closures. Roadways, particularly I-70, must be reliable for residents, visitors, freight movement and transit services. With few rerouting options, the resiliency of roadways during winter weather or natural events such as rockfall is crucial to the economic vitality and freight movement in the Intermountain TPR.

Asset Management

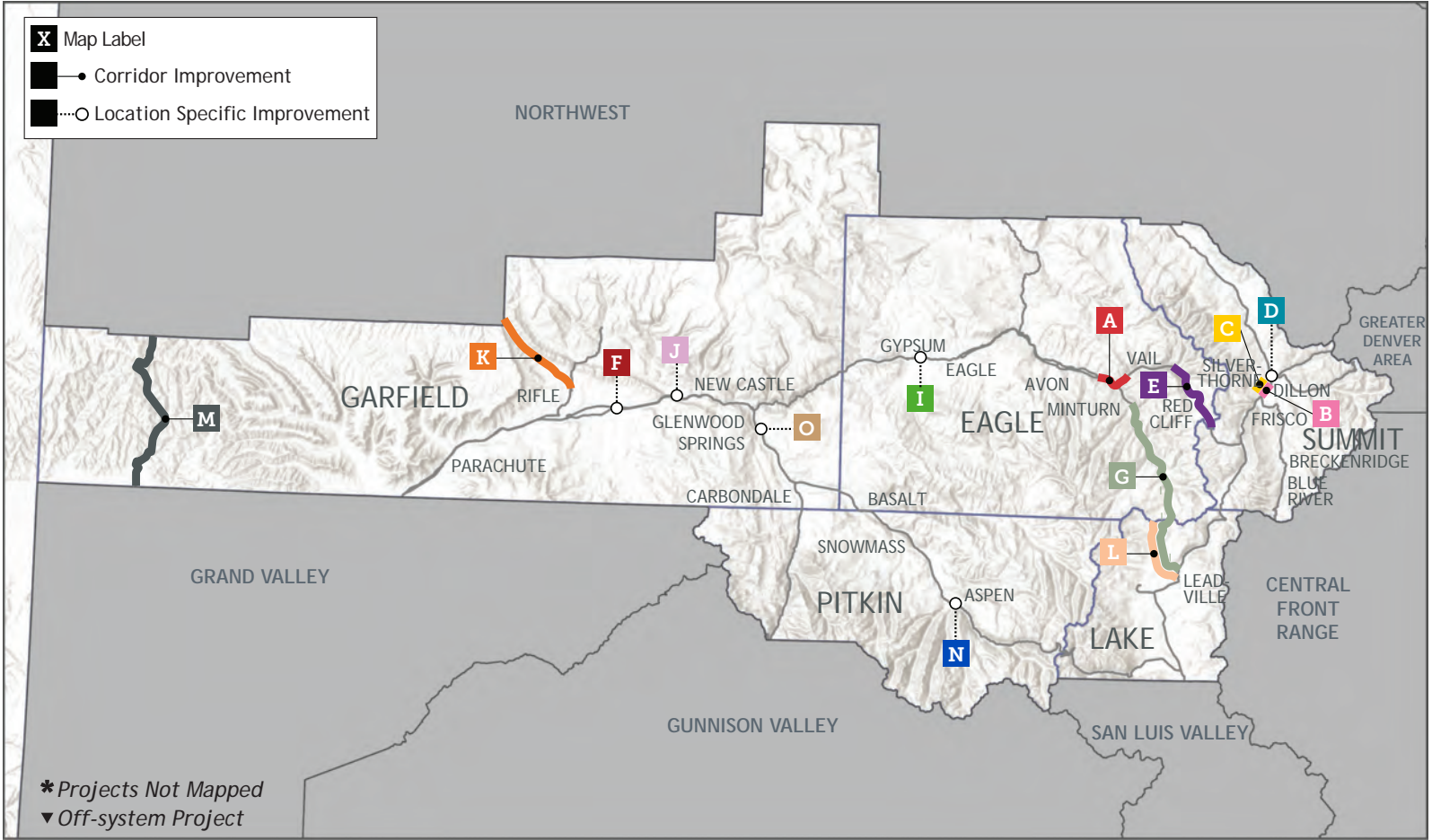
Asset management includes maintaining working conditions for roadways and transit services. Placing maintenance facilities strategically and considering human assets are pivotal to maximize resources. The cost of maintaining facilities should be included when considering construction.

Strategic Nature

Utilizing technology to improve safety and address transportation concerns is a prominent strategy in the Intermountain TPR. Intentional uses of land and it’s link to transportation is also key. Mass transit along I-70, such as rail, is a topic of interest to TPR members and residents.

Intermountain TPR's Top Project Priorities

Each of the five counties in the Intermountain TPR and CDOT identified their highest priority highway projects and highest priority multimodal projects. The priority highway projects are shown in the map below, and both the priority highway and multimodal projects are listed in the table on page 13 by project ID and do not represent a ranked order. The highway list includes several I-70 interchange improvements, safety and operational improvements along key segments of I-70, SH 82, US 24, and SH 13, and reconstruction of SH 139. The multimodal list includes several new and enhanced Park-n-Rides, transit centers, and bus shelters as well as pedestrian underpasses and a Regional trail. The priority projects for the Intermountain TPR are estimated to cost over \$860 million. The full project list can be found in Appendix B.



- A

I-70 West: Dowd Canyon safety and capacity improvements
- B

I-70 Frisco interchange improvements to expand capacity and improve operations
- C

I-70 eastbound auxiliary lane from Frisco to Silverthorne
- D

I-70 Silverthorne interchange reconstruction including diverging diamond interchange, ramp and drainage improvements
- E

I-70 Vail Pass auxiliary lanes including an eastbound climbing lane, westbound deceleration lane, truck parking, chain up, and runaway truck ramp improvements
- F

I-70 Silt interchange improvements including roundabouts
- G

US 24 Minturn to Leadville safety and mobility improvements including intersections and shoulders
- H

Cottonwood Pass upgrades to serve as I-70 Bypass around Glenwood Canyon
- I

I-70 Eagle Airport interchange and intermodal connector
- J

I-70 New Castle interchange improvements including roundabouts
- K

SH 13 improvements in Rio Blanco County
- L

US 24 shoulder improvements from Leadville to Granite
- M

SH 139 Douglas Pass stabilization and reconstruction
- N

SH 82 Main Street safety and intersection improvements within the Town of Aspen
- O

New off-system bridge over Roaring Fork River west of SH 82 near Glenwood Springs Airport

Intermountain TPR Priority Project List

Map Label	Planning Project ID	Highway(s)	Project Name	Cost (\$M)	Primary Project Type	Additional Project Benefits	SWP Goal Areas
A	1952	I-70	I-70 West: Dowd Canyon safety and capacity improvements	\$TBD			
B	1157	I-70	I-70 Frisco interchange improvements to expand capacity and improve operations	\$30.00			
C	0043	I-70	I-70 eastbound auxiliary lane from Frisco to Silverthorne	\$24.00			
D	1159	I-70	I-70 Silverthorne interchange reconstruction including diverging diamond interchange, ramp and drainage improvements	\$24.70			
E	1161	I-70	I-70 Vail Pass auxiliary lanes including an eastbound climbing lane, westbound deceleration lane, truck parking, chain up, and runaway truck ramp improvements	\$400.00			
F	1172	I-70	I-70 Silt interchange improvements including roundabouts	\$54.00		-	
G	1203	US 24	US 24 Minturn to Leadville safety and mobility improvements including intersections and shoulders	\$9.60			
H	1886	N/A	Cottonwood Pass upgrades to serve as I-70 Bypass around Glenwood Canyon	\$15.00			
I	1938	I-70	I-70 Eagle Airport interchange and intermodal connector	\$60.00			
J	1977	I-70	I-70 New Castle interchange improvements including roundabouts	\$30.00		-	
K	1998	SH 13	SH 13 improvements in Garfield County	\$60.00			
L	2015	SH 82	SH 82 access improvements in Aspen	\$2.10		-	
M	2032	SH 139	SH 139 Douglas Pass stabilization and reconstruction	TBD			
N	2390	SH 82	SH 82 Main Street safety and intersection improvements within the Town of Aspen	TBD			
O	2696	SH 82	New off-system bridge over Roaring Fork River west of SH 82 near Glenwood Springs Airport	\$60.00			

Priority Multimodal Projects							
	1142	I-70	Eagle County Lake Creek Apartments multi-use transit center	\$7.00			
	1149	I-70	Eagle County interchange Park-n-Ride/transit center improvements in Gypsum, Eagle, Wolcott, Edwards, Avon, and Minturn	\$5.00			
	1170	I-70	Silt, Rifle, and Parachute Park-n-Ride improvements	\$2.70			
	1201	US 24	New Leadville Park-n-Ride	\$0.25			
	1202	US 24	New bus shelters in Leadville	\$0.10			
	1205	SH 82	SH 82 pedestrian underpass for transit stops at Buttermilk	\$7.00			
	1208	SH 82	SH 82 pedestrian grade separated crossing at 27th Street near VelociRFTA BRT station	\$12.00			
	1223	SH 82	BRT enhancements to Brush Creek intercept lot/Park-n-Ride	\$8.49			
	1231	SH 82	Snowmass Transit Center including transit service consolidation, roadway relocation, pedestrian access improvements	\$11.00			
	1902	I-70	Town of Breckenridge intermodal center and Park-n-Ride	\$1.00			
	1903	I-70	Vail intermodal site	\$15.00			
	1930	I-70	Eagle Valley Regional Trail System: Gypsum to Dotsero	\$1.00			
	2023	SH 82	SH 82 Pedestrian underpass at Midland Avenue in Basalt	\$20.00			

KEY

PROJECT TYPES:

- Safety
- Bicycle
- Operations
- Capacity
- Asset Management
- Transit
- Pedestrian

PROJECT BENEFITS:

- Economic Vitality
- Public Health
- Tourism
- Mobility Options
- Pedestrian
- Freight
- Bike
- Resilience
- Quality of Life

YOUR TRANSPORTATION PLAN GOAL AREAS:

- Safety
- Mobility
- Asset Management

Relation to the Colorado Statewide Transportation Plan

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



Photo Credit: CDOT

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

Transportation Funding

- There are three sets of projects that pertain to the Intermountain TPR:
- Comprehensive list of project needs in the Region (Appendix B)
 - TPR’s priority projects (pages 12-13)
 - Intermountain projects included in the [10-Year Strategic Project Pipeline](#)

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

Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a 10-Year Strategic Project Pipeline. The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended. It also puts Colorado in a good position, with ready projects, in the event of a future economic stimulus package. The 10-year pipeline includes projects in years 1 through 4 that are anticipated to be funded, and projects for years 5 through 10 that are currently unfunded. The aspirational funding for years 5 through 10 would enable an estimated \$169 million for projects in the Intermountain TPR. This funding level is based on what could reasonably be delivered in that timeframe, recognizing the needs statewide and in other TPRs. The Intermountain projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort among CDOT Region 3 and the TPRs within the CDOT Region.

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

Intermountain TPR’s Implementation Strategies

The following discussion contains information about actions that the TPR will take to implement its RTP. Implementation actions are meant to be near-term, practicable measures related to the 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 with CDOT and local jurisdictions to incorporate bike lanes on existing roadways where shoulders are already wide enough to meet 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 staff about surface treatment and bridge needs for consideration when additional funds are available.
- Review local coordinated transit/human services plan to see what measures the TPR could assist with implementing services plan to see what measures the TPR could assist with implementing.
- Coordinate with CDOT and identify local funding opportunities in support of projects with statewide significance that travel through the Region.



TO LEARN MORE:

YourTransportationPlan.com



Notes:

July Intermountain Transportation Planning Region (IMTPR) Commission Meeting [Recording](#)

West Vail Pass Interchange Project Letter of Support Discussion

- Motion made by Greg Hall (Town of Vail) to vote on submitting this letter of support, second by Tom Gosiorowski (Town of Eagle). Motion passed, 15-8 with 6 abstaining or not in attendance.
- Dana will send the letter to Governor Polis and CDOT Director Lew.

2050 RTP development presentation and discussion

- 2050 RTP presentation (attached)
- Daris Pakbaz with CDOT will send a follow up questionnaire from slide 42 for the IMTPR.
- The first public engagement meeting for the 2025 RTP will be during the October 18th IMTPR meeting in Eagle. We will need to invite bike/ped folks.

MMOF Funding

- MMOF Funding Presentation (attached)
- The group needs more details on when this process needs to be developed as well as a timeline. Dana and Brian will work on this and present a draft plan to the group by the October 18th meeting.

Strategic Planning Part 2 Notes (attached)

Partner Updates

- EVTA/ECO Transit will be CORE Transit starting August 4th.
- The Free Fare program has been implemented from Eagle to Vail and to Minturn
- Summit County has hired a consultant to do a micro transit/RTA study



YOUR

TRANSPORTATION

PRIORITIES



POWERED
BY YOU

Intermountain TPR

Meeting #1

July 19th, 2024 - Glenwood Springs, Colorado



Meeting Purpose

- Establish a set of guided conversations that will help you (as a TPR) develop your final 2050 Regional Transportation Plan (RTP).
- Identify items that uniquely affect the Intermountain Region and make a plan on how to address those items in the future.
- Set the stage for updating the next 10-year plan.
- Our intention is to host ~4 meetings that align with previously scheduled meetings.



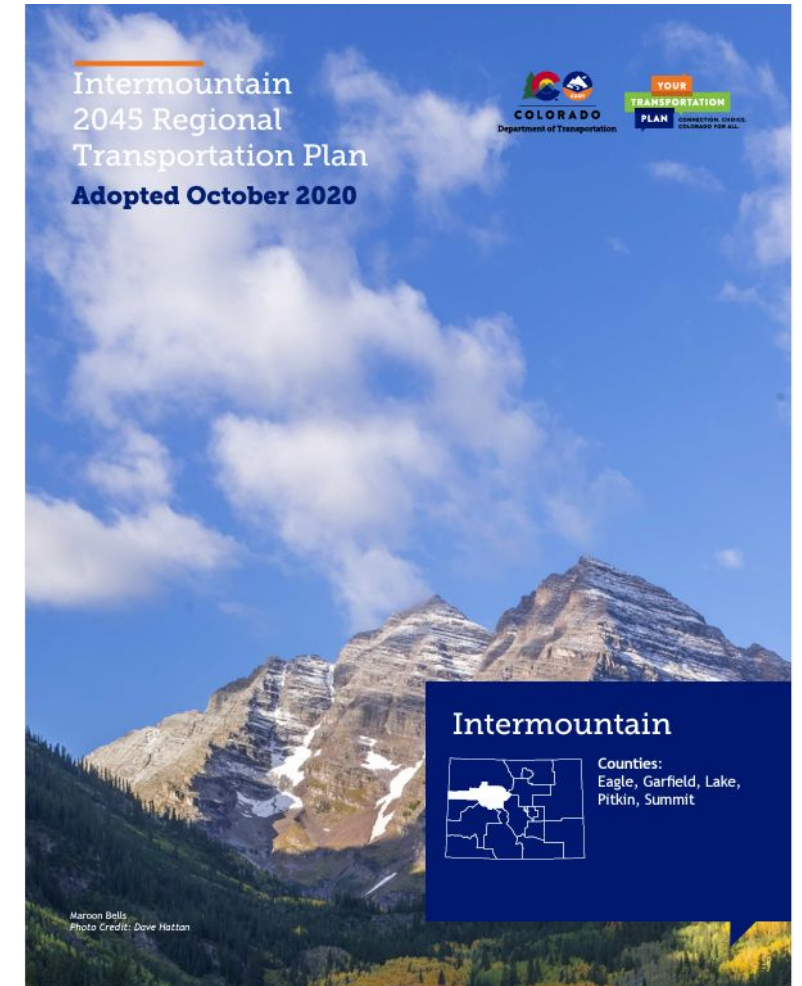
What We Need From You Today

- Your input on:
 - Changes in growth and/or trends that influence transportation since the 2045 RTP?
 - Have your goals and priorities shifted at all compared to what is in the 2045 RTP?
 - A review of baseline data for the 2050 RTP
 - What focus areas would you like to see in your 2050 RTP?



Draft Rural RTP Development Schedule

- **TPR Chair Meeting (Summer 2024)**
- **Meeting # 1 (Summer 2024)**
 - Discuss TPR mission & vision
 - Changes/progress made since 2045 RTP Adoption
 - Discuss focus areas
- **Virtual Town Hall with TC Commissioner (Fall 2024)**
- **Central Federal Lands Workshop (Summer / Fall 2024)**
- **Meeting # 2 (Fall 2024)**
 - Finalize focus areas; discuss performance measures
 - Discuss/ update corridor & travel shed profiles
 - Discuss priorities, how we may fund them, and how we measure success.





Draft Rural RTP Development Schedule (cont'd)

- **Transit / Active Transportation Workshop (Fall 2024)**
 - Goal is to facilitate a broader meeting to allow for more focused discussions on transit & active transportation priorities / needs.
- **Meeting # 3 (Winter 2024-25)**
 - Summarize & discussion of public input
 - Discuss project priorities
- **Virtual Town Hall with TC Commissioner (Spring/Winter 2025)**
- **Meeting # 4 (Spring 2025)**
 - Review draft RTPs
- **TPR Chair Meeting (Spring 2025)**



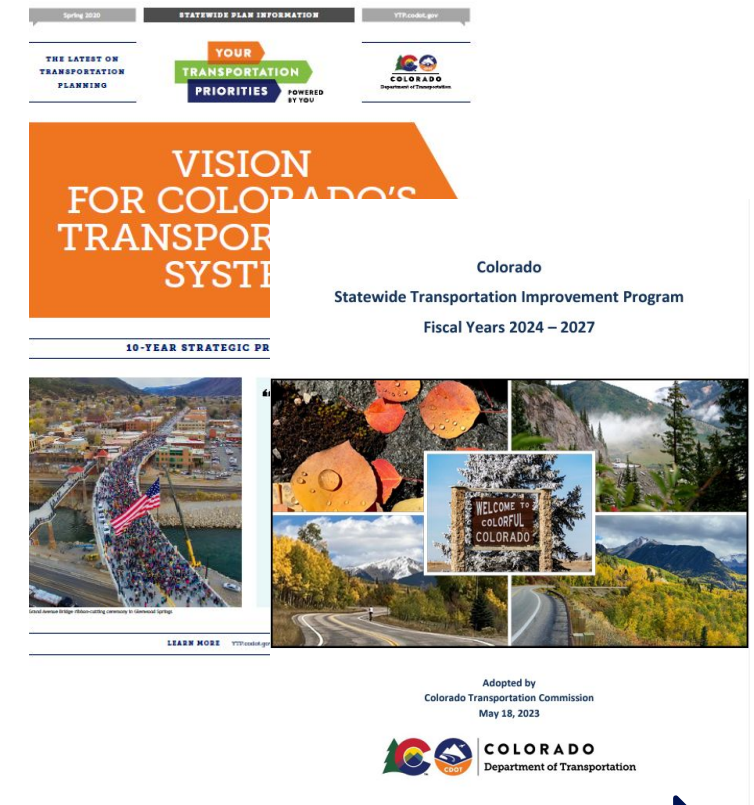
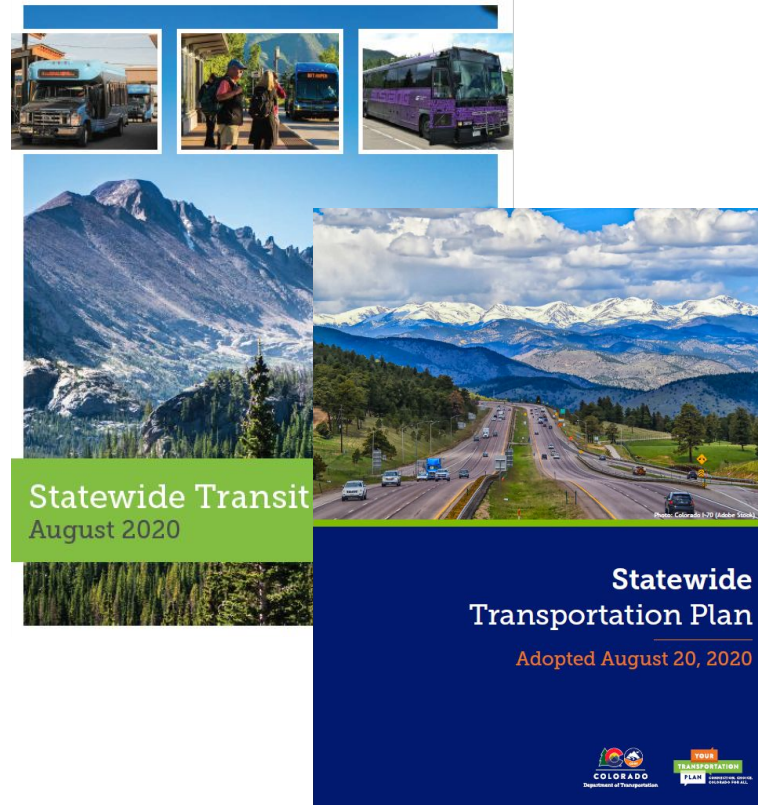
Agenda

- Setting the Stage: Statewide and Regional Transportation Planning Overview
- Project Accomplishments
- Demographic Overview
- Transportation Data Trends
- Vision and Goals
- Focus Areas
- Public Involvement
- Next Steps

SETTING THE STAGE: STATEWIDE & REGIONAL TRANSPORTATION PLANNING OVERVIEW



Background: From Statewide Vision to Achievable Reality



Regional Plans

Statewide Transportation &
Transit Plans

10-Year Plan

4-Year STIP

Data Integration • Corridor Visions • Fact Sheets • Funding • Performance Reporting

State Planning Factors

- Safety
- Fix-it first
- Modal connectivity
- Environment
- Land use considerations, corridor preservation, and military needs
- GHG emission reduction
- Mobility and multimodal choice
- Multimodal management plans
- Freight
- Transit

CRS 43-1-1103(5)

Federal Planning Factors

- Safety
- Preservation
- Modal connectivity
- Environment & planned growth
- Economic vitality
- Accessibility & mobility
- Resiliency & reliability
- Travel & tourism
- Security
- Efficiency

23 CFR §450.206(a)



Draft Planning Cycle Goals

Guiding Principles for Plan Development & Implementation



Advancing
Transportation
Safety

No matter your journey or travel method, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely through a collaborative and shared vision for transportation safety in Colorado.



High-Performing
Roadways

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions and redesign it for the future.



Sustainably Increase
Transportation
Choice

Provide alternatives to single occupancy vehicle travel that increase mode choice and reduce air pollution from transportation for all members of the traveling public.



Make Traveling Safer

- Rise in traffic-related fatalities and serious injuries since 2010.
- Overall goal of vision zero.
- Provide safer options for Vulnerable Roads Users (VRUs).



Fix our roads and maintain our current system

- 3.3% percent of interstates in poor condition - Ranked 47th out of the 50 states.
- Public perception - complaints and news stories
- Continue work and programs from the previous 10-Year Plan on poor interstates and rural road investments



Expand Transit Service to Coloradans

- Crucial initiative to help with Greenhouse Gas (GHG) reduction goals
- Strategic growth
- Reduces congestion
- Provide options to everyone and all communities.



Reduce GHG emissions from the Transportation Sector

- Top sector for GHG emissions - 28 to 30% of all GHG emissions.
- GHG Planning Standard - required reduction of 1.5 Million Metric Tons (mmt) and 1.2 mmt of emissions in new transportation plans.
- Overall goal of reaching net zero emissions by 2050.
- Providing more options for the traveling public to reduce single occupancy vehicle travel



Plan Integration

Successful integration = Successful planning.

Without integrated planning, planning activities can become fragmented, resulting in confusion about priorities and use of resources. Some key planning areas that will be integrated within the scope of the Statewide Plan include:

- Greenhouse Gas Mitigation
- Transit & Rail
- Safety
- Active Transportation
- Freight
- Asset Management

These are just a few of the key planning areas for integration.

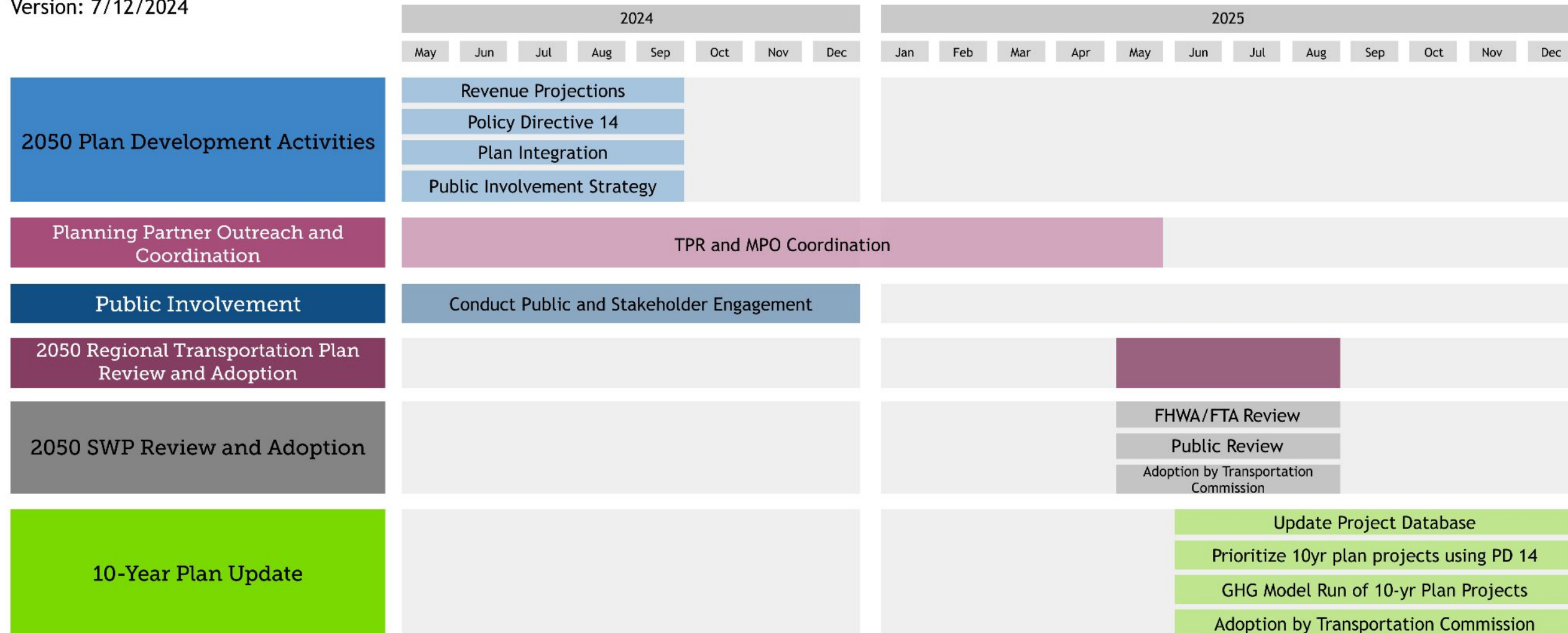
There are over 25 modal plans, functional plans, and topical areas that we will work to integrate throughout the planning process.



2050 Statewide and Regional Plan Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 7/12/2024





PROJECT ACCOMPLISHMENTS

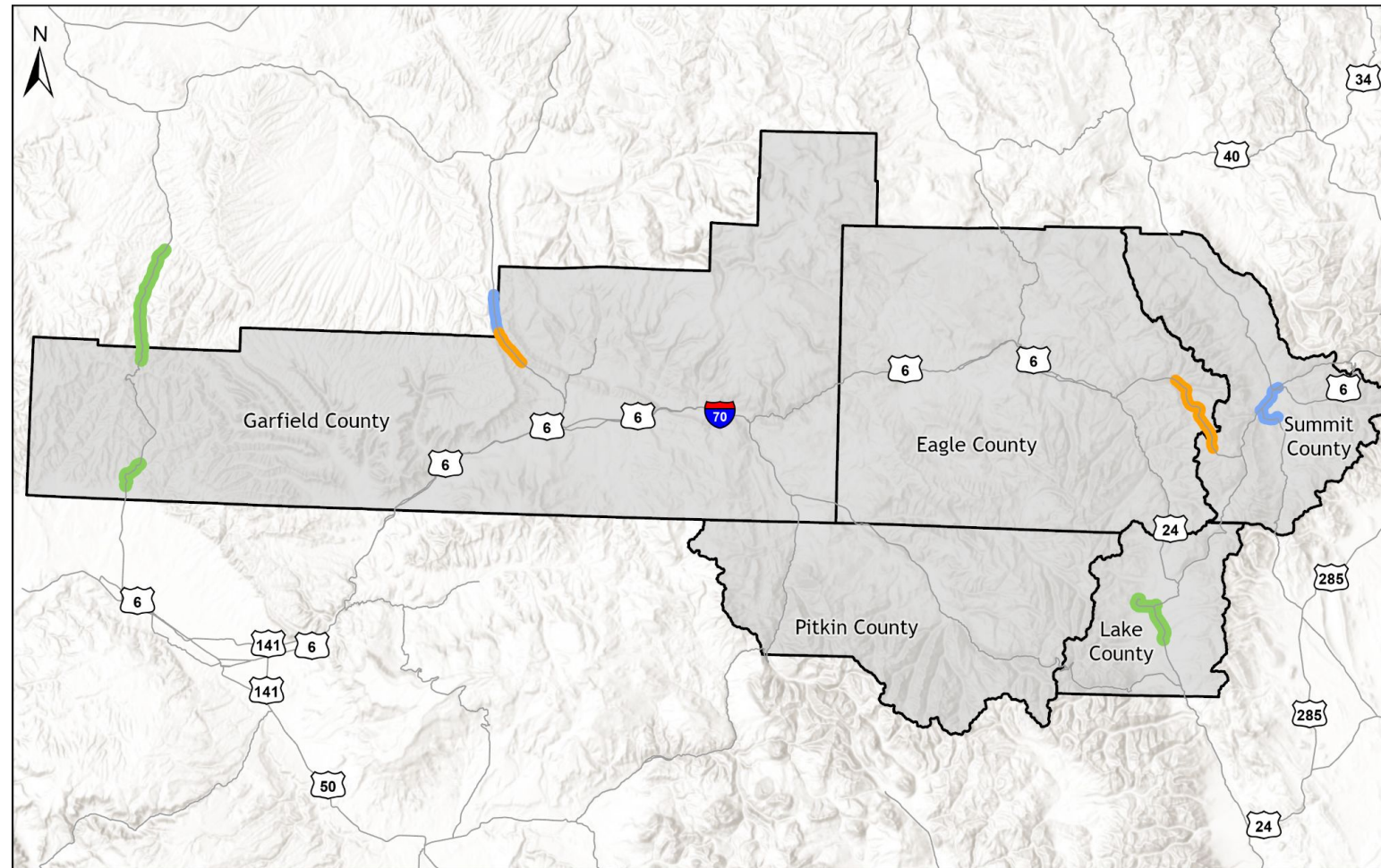


10yr Plan Under Construction and Completed Intermountain Projects- Highways

10 Year Plan ID	Counties	Corridor	Project Description	Project Type	Status
43	Summit	I-70	I-70 Auxiliary Lane Frisco East to Silverthorne	Highway	Completed
0042 1161	Eagle, Summit	I-70	I-70 West: Vail Pass Safety Improvements - Phase 1	Highway	Construction
36	Summit	CO 9	CO 9 between Iron Springs and Main Street (Frisco)	Highway	Completed
37	Garfield	CO 13	CO 13 Garfield County Rio Blanco Hill	Highway	Construction
2781	Eagle	I-70	Advancing Transportation Safety (West Vail Pass Auxiliary Lanes)	Highway	Construction
1171	Garfield County	I-70	I-70 Interchange Improvements in Garfield County	Highway	Construction

10yr Plan Under Construction and Completed Intermountain Projects

Intermountain Completed and Under Construction Projects



- Completed Rural Paving Projects
- Under Construction Highway Projects
- Completed Highway Projects

Intermountain Transportation Planning Region



10yr Plan Completed Intermountain Projects- Rural Paving Projects

10 Year Plan ID	Counties	Corridor	Project Description	Project Type	Status
0053 0054	Garfield	CO 139	CO 139 Douglas Pass North	Rural Paving	Completed
0049 0050	Lake	CO 300	CO 300 Leadville West + US24 Leadville South	Rural Paving	Completed



10yr Plan Completed Intermountain Projects- Transit Related Projects

10 Year Plan ID	Counties	Corridor	Project Description	Project Type	Status
1191	Summit	CO 9	Frisco Transit Center - Phase 2	Transit	Completed
1217	Pitkin	CO 82	RFTA Aspen Maintenance Facility Improvement - Phase 9	Transit	Completed
1210	Garfield	CO 82	RFTA Glenwood Maintenance Facility - Phases 3 and 7	Transit	Construction



Region 3 Planning Intermountain TPR - Top 6 Planned FY27+ Projects

Planning Project ID	Project Name
1161 Shelved	I-70 West Vail Pass Auxiliary Lanes
1151 in design	I-70 Glenwood Canyon Critical Asset Repair
1157 in design	I-70 and CO 9 (Exit 203) Interchange Improvements
1952	I-70 West: Dowd Canyon Safety Canyon Safety and Capacity Improvements
1203	US 24 Safety Improvements between Minturn and Leadville
1171 in design	I-70 Interchange Improvements in Garfield County

Planning Project ID	CDOT Safety Priorities Project Name
in design	CO 139 Douglas Pass Grant
in design	SH 13 Rifle North

DEMOGRAPHIC OVERVIEW



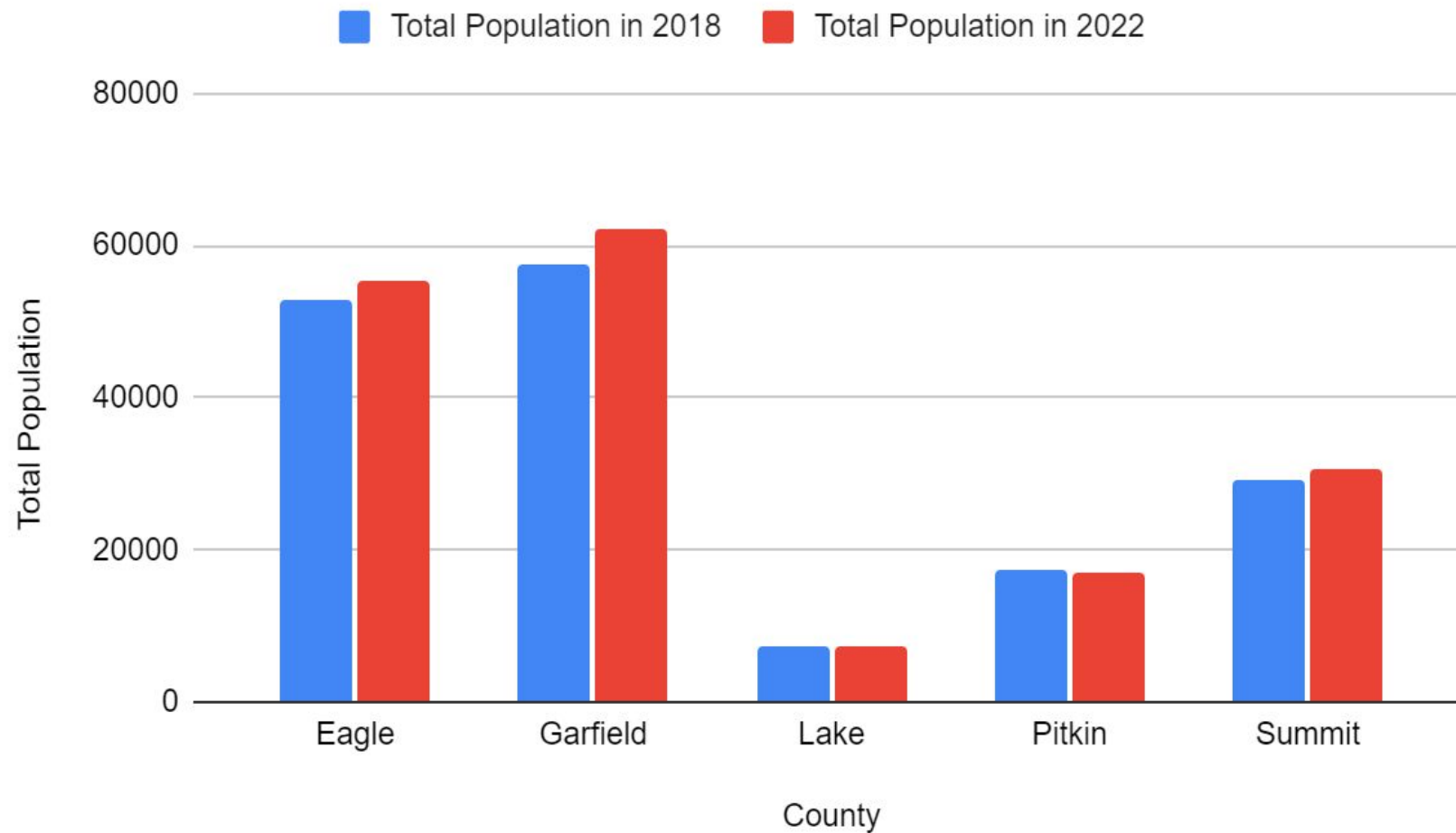
Population Changes from 2018 to 2022

County	Total Population in 2018	Total Population in 2022	Percent Change
Eagle	52,894	55,291	+4.53%
Garfield	57,495	62,254	+8.28%
Lake	7,401	7,342	-0.80%
Pitkin	17,543	16,856	-3.92%
Summit	29,269	30,583	+4.49%
TPR	164,602	172,326	+2.52%
Statewide	5,534,240	5,838,736	+5.50%



Population Changes from 2018 to 2022

Total Population in 2018 and Total Population in 2022





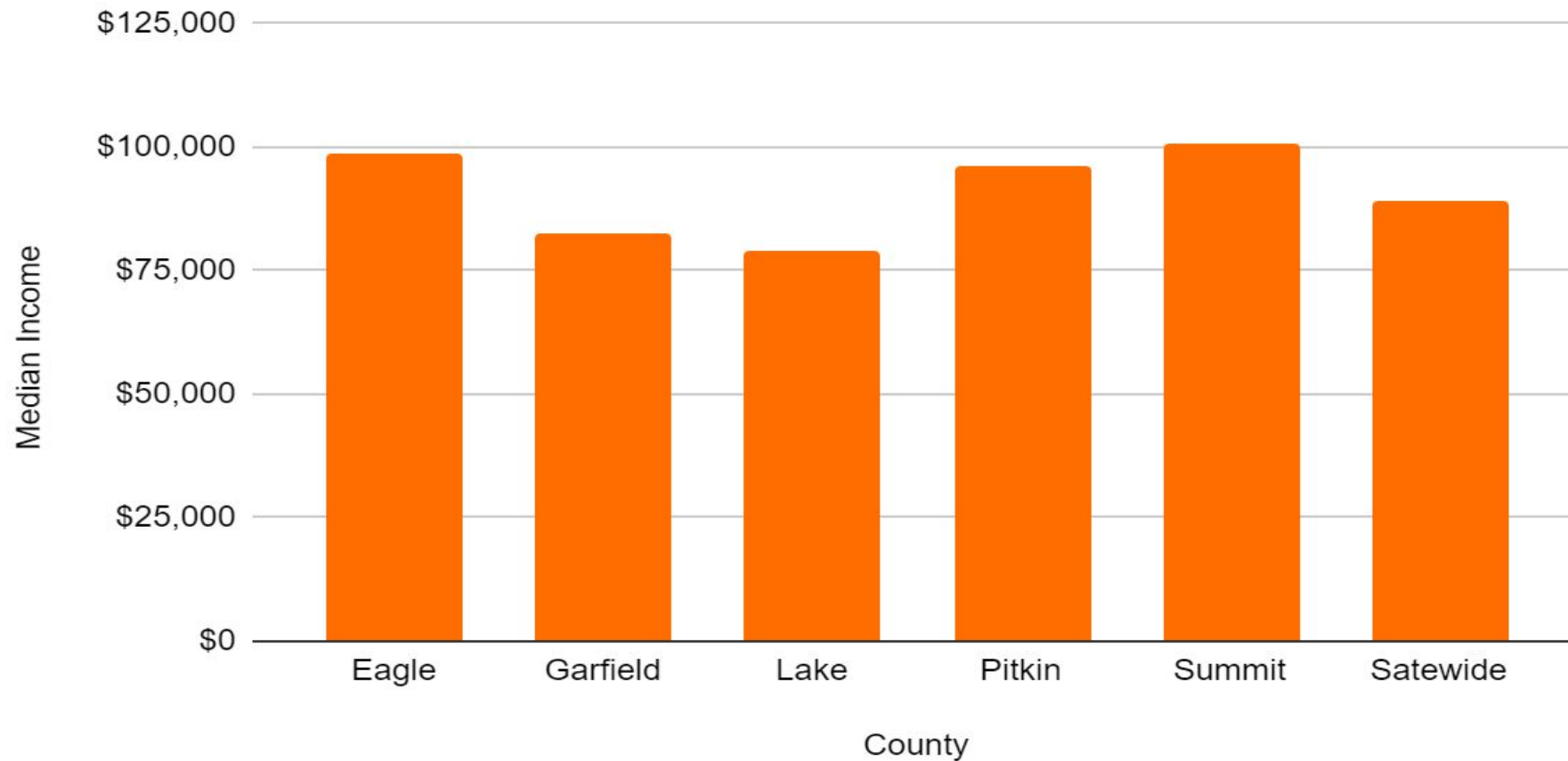
Demographics: Employment

County	Jobs in 2018	Jobs in 2022	Percent Change
Eagle	42,442	43,651	+2.85%
Garfield	34,680	34,938	+0.74%
Lake	3,129	3,344	+6.87%
Pitkin	21,162	21,525	+1.71%
Summit	27,003	27,337	+1.24%
TPR Total	128,416	130,795	+2.68%
Statewide	3,392,903	3,583,254	+5.61%



Demographics: Household Income

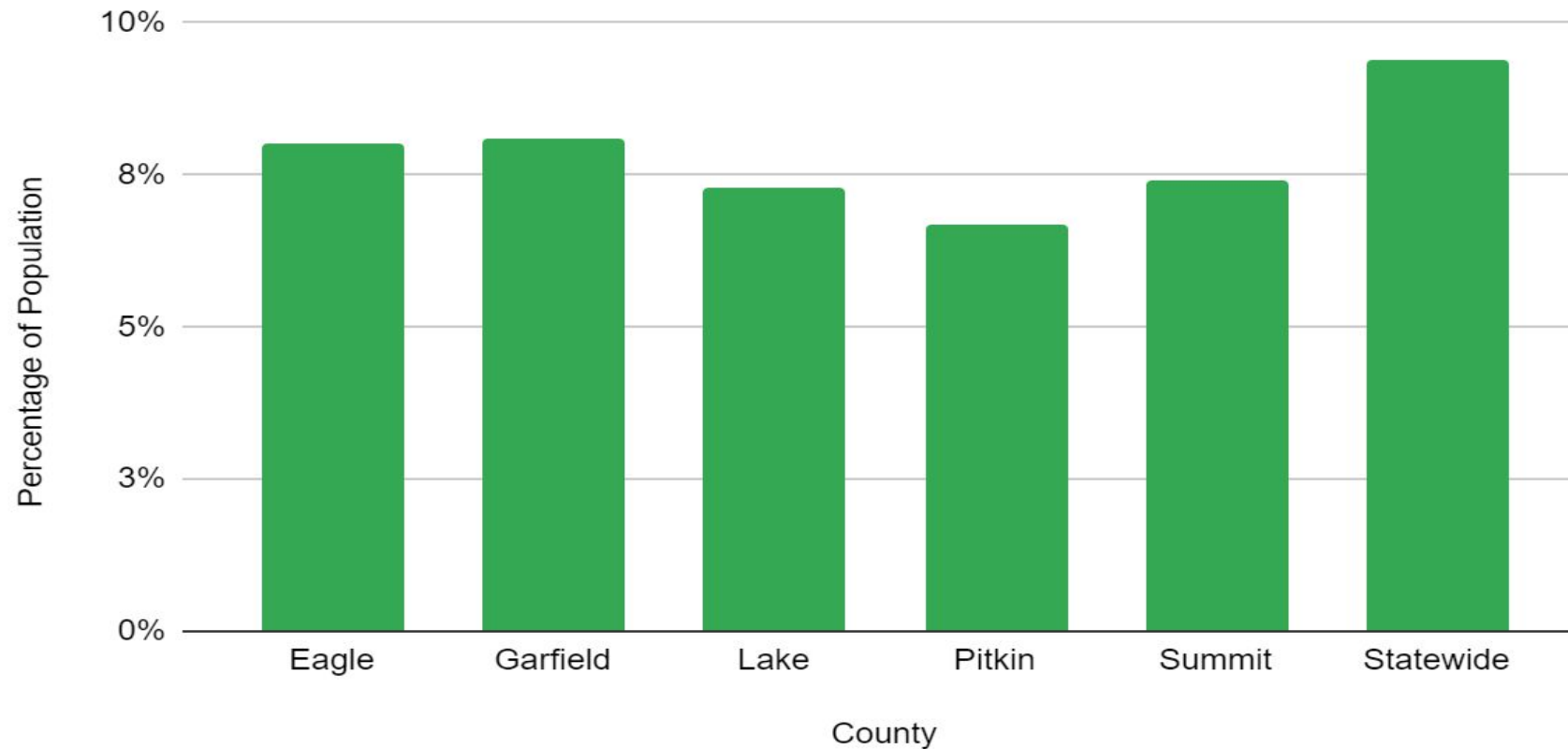
Median Income by County





Demographics: Poverty Level

Percentage of People Living in Poverty by County

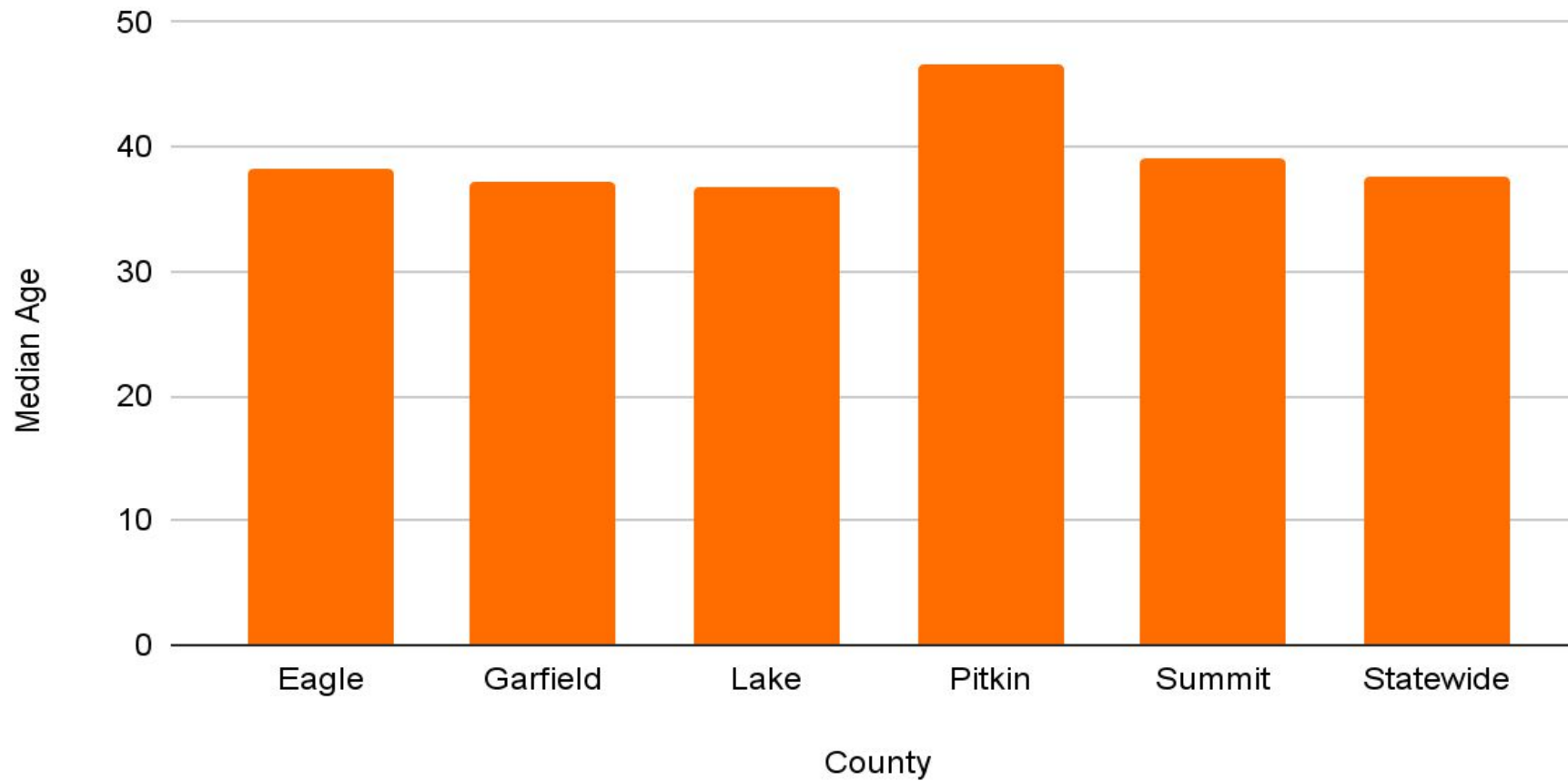


Data from 2020 US Census



Demographics: Age

Median Age by County



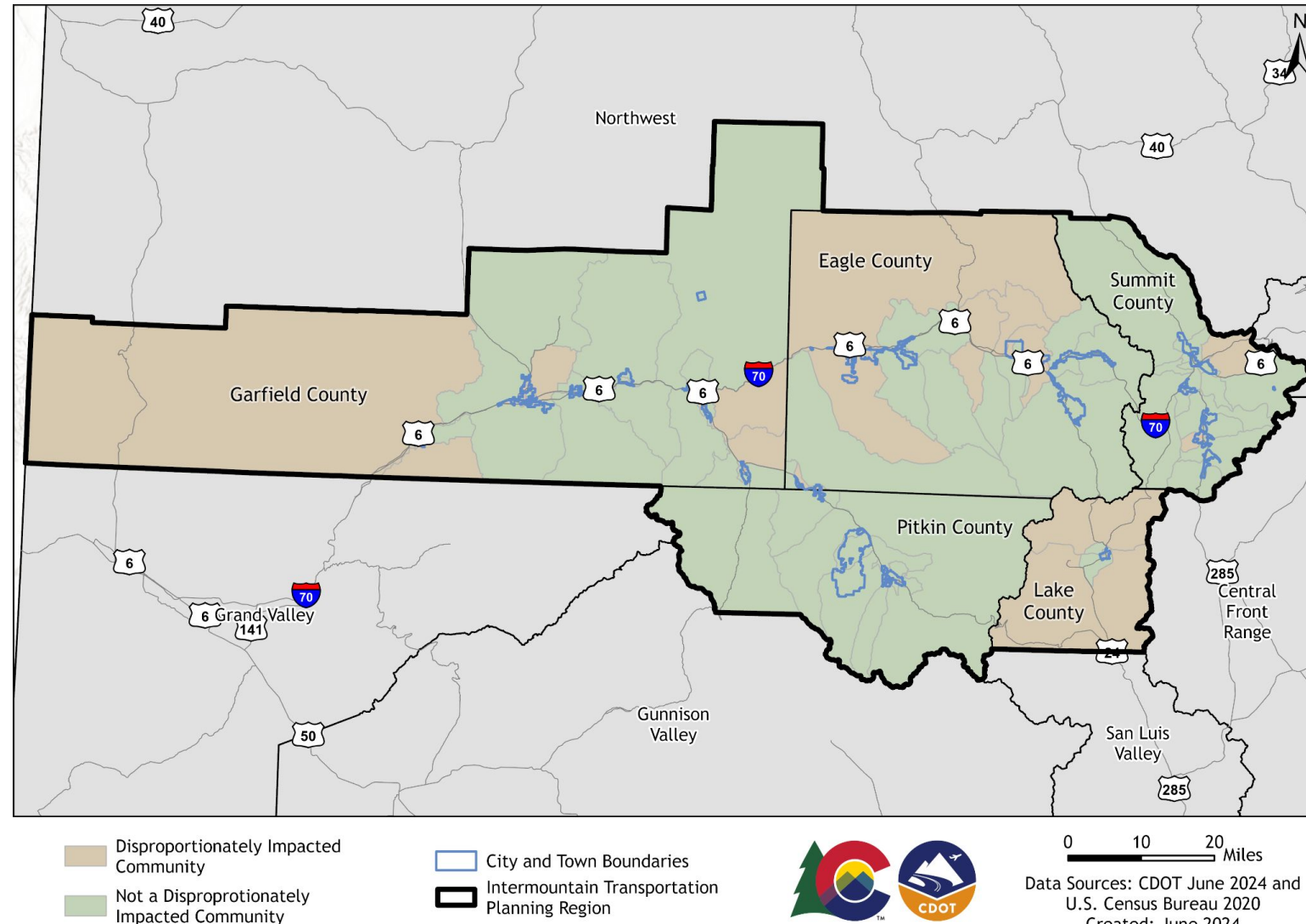


Demographics: Disproportionately Impacted Communities

Disproportionately Impacted Community is defined by meeting one or more of the following criteria:

- 40% or more of the population is below 200% of the federal poverty level
- 50% or more of area households spend more than 30% of household income on housing
- 40% or more of population identifies as people of color
- 20% or more of area population is linguistically isolated
- Community can present evidence of a history of environmental racism
- The community is a mobile home park

Intermountain Disproportionately Impacted Communities



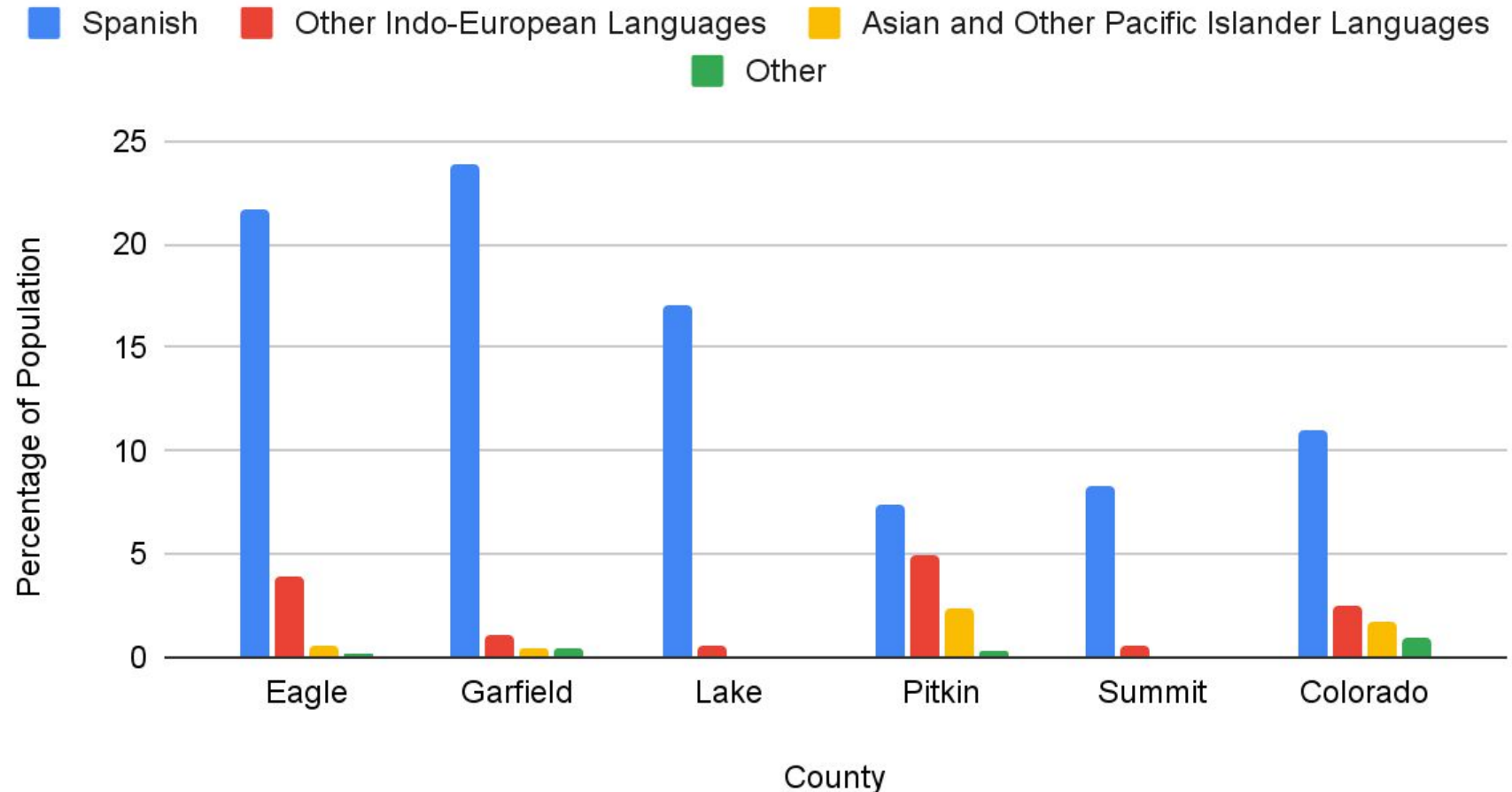


Demographics: Race

Race	American Indian	Asian	Black or African American	Hispanic or Latino	Native Hawaiian	Not Hispanic or Latino	Some other Race	Two or More Races	White
Eagle	0.89%	1.3%	0.61%	30.25%	0.08%	64.96%	11.86%	14.21%	71.04%
Garfield	1.41%	0.67%	0.54%	31.72%	0.06%	62.63%	15.81%	13.36%	68.15%
Lake	2.11%	2.11%	0.51%	35.8%	0.11%	57.73%	14.21%	14.97%	67.19%
Pitkin	0.438%	1.67%	0.61%	10.9%	0.08%	83.15%	7.14%	7.14%	85.25%
Summit	0.815%	1.35%	0.8%	17.18%	0.1%	76.58%	8.78%	8.46%	79.7%
TPR Average	1.13%	1.42%	0.61%	25.17%	0.09%	69.01%	11.56%	11.63%	74.27%
Statewide	1.28%	3.46%	4.07%	21.89%	0.18%	65.13%	12.26%	8.04%	70.72%

Non-English Languages Spoken at Home

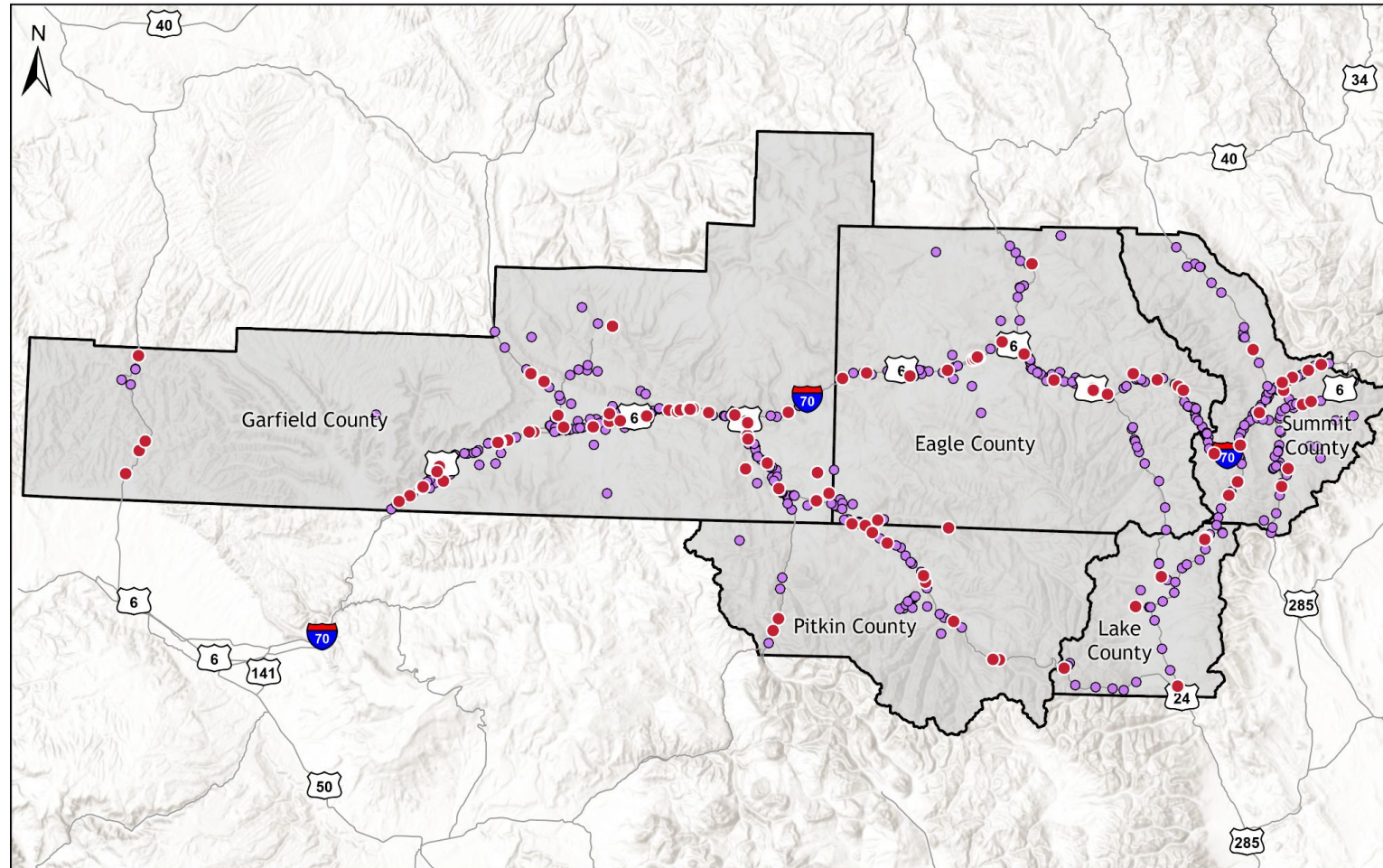
Discussion Question:
Are there other demographic data needs that would help with regional discussions and decision-making?



TRANSPORTATION DATA TRENDS

Safety: All Fatalities and Serious Injuries 2018-2022

Intermountain All Fatalities and Serious Injuries 2018-2022



- 2018-2022 Fatalities
- 2018-2022 Serious Injuries

Intermountain Transportation
Planning Region

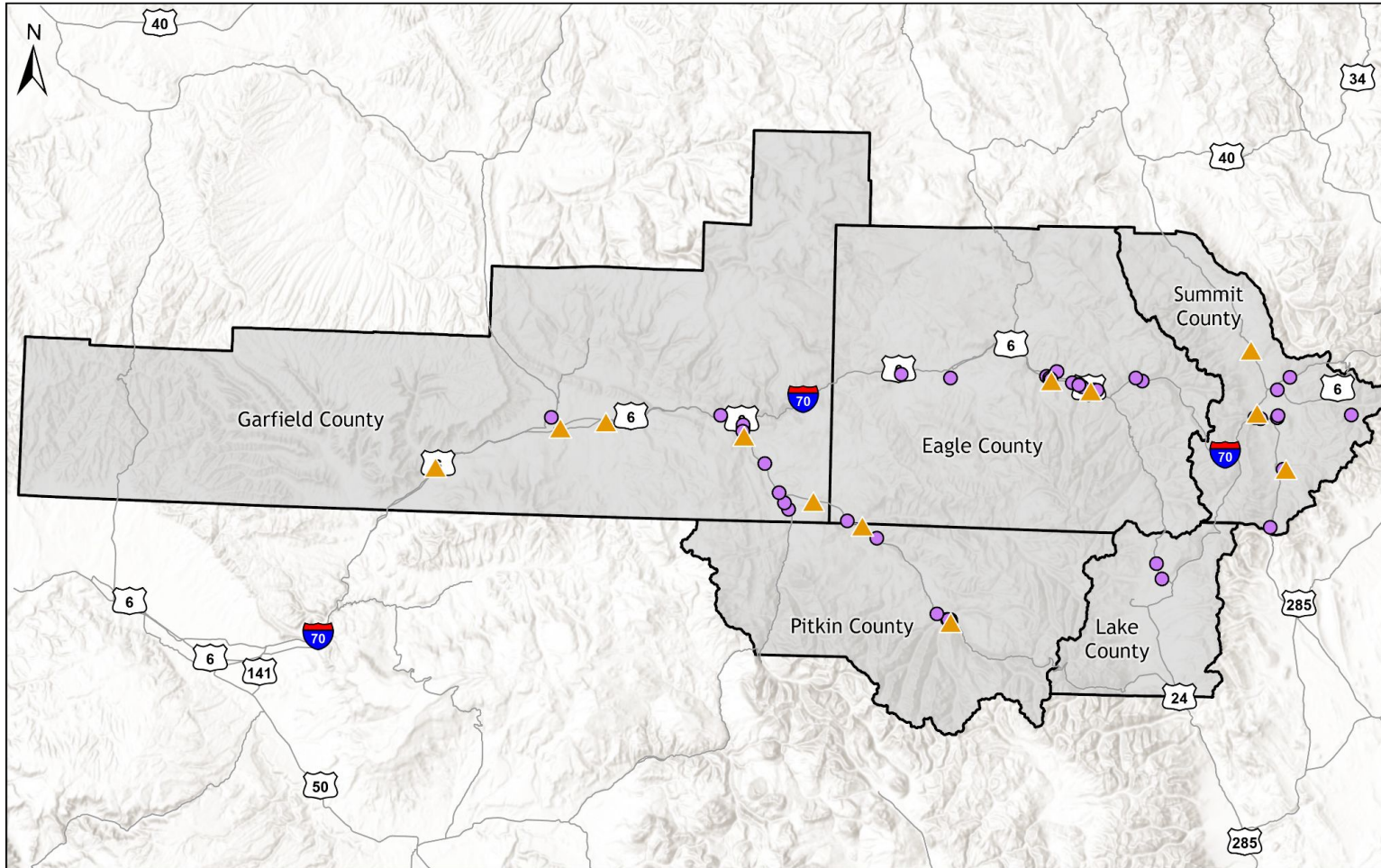


0 10 20 Miles

Data Sources: CDOT Traffic Safety
and Engineering Services June 2022
Created: June 2024

Safety: Vulnerable Road Users Fatalities and Serious Injuries

Intermountain Vulnerable Road User Fatalities and Serious Injuries (2018-2022)



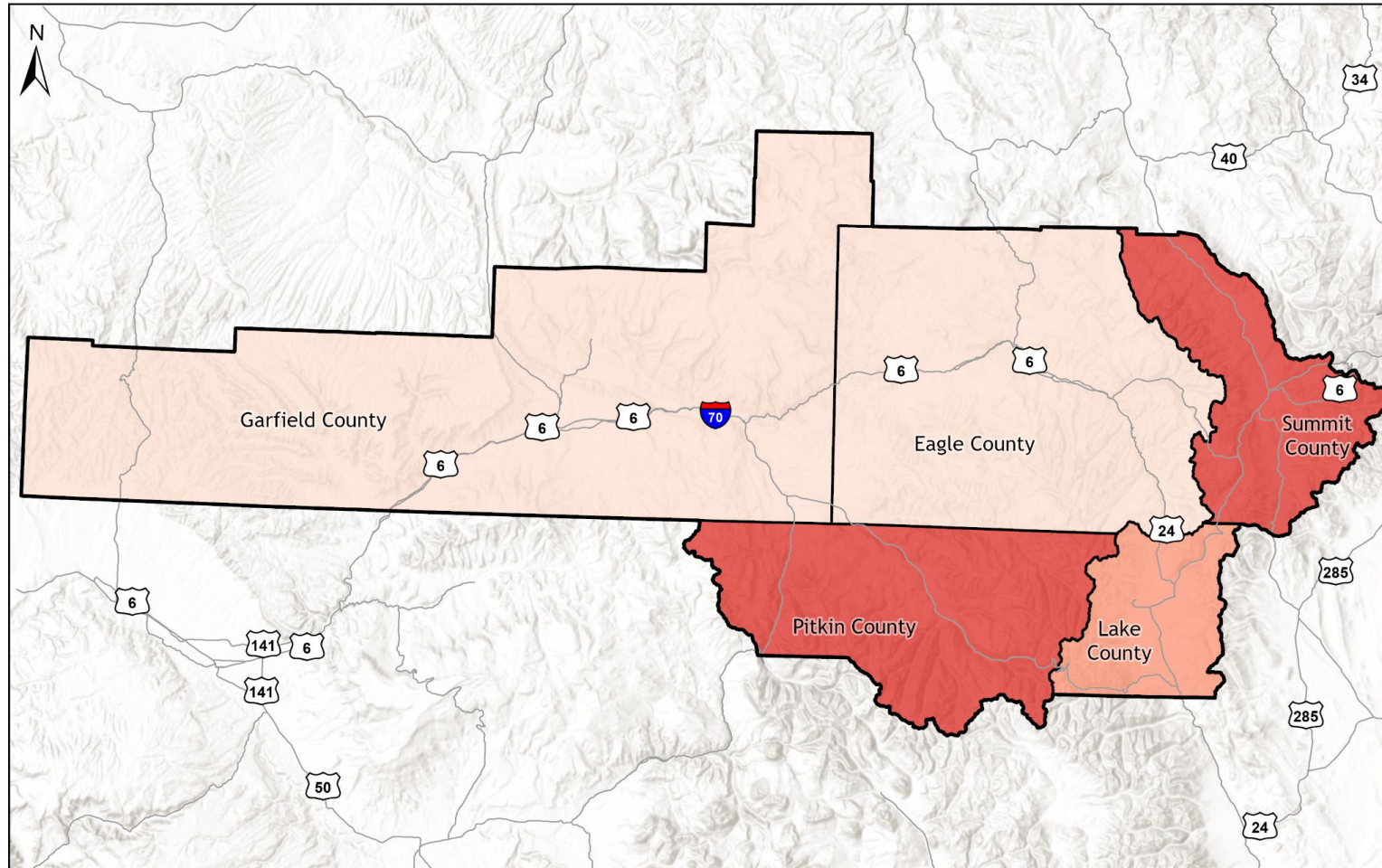
▲ Non-Motorist Fatalities 2018-2022
● Non-Motorist Serious Injuries 2018-2022

Intermountain Transportation Planning Region

Vulnerable Road Users (VRUs) is defined, by the Federal Highway Administration (FHWA), as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), people using personal mobility devices (e.g. walkers or wheelchairs), and people on foot working in work zones. Does not include motorcyclists.

Safety: Vehicle Crashes by County 2018-2022

Intermountain Vehicle Crashes by County (2018-2022)



Crashes per Vehicle Mile Traveled



Intermountain Transportation Planning Region

0 10 20 Miles

Data Sources: CDOT Traffic Safety and Engineering Services June 2022
Created: June 2024

Crash Severity Types:

**Level 1:
No Injury**

**Level 2: Possible
Injury**

**Level 3: Evident Non-
Incapacitating Injury**

**Level 4: Incapacitating
Injury**

Level 5: Fatal Injury

Minor Crash

Severe Crash

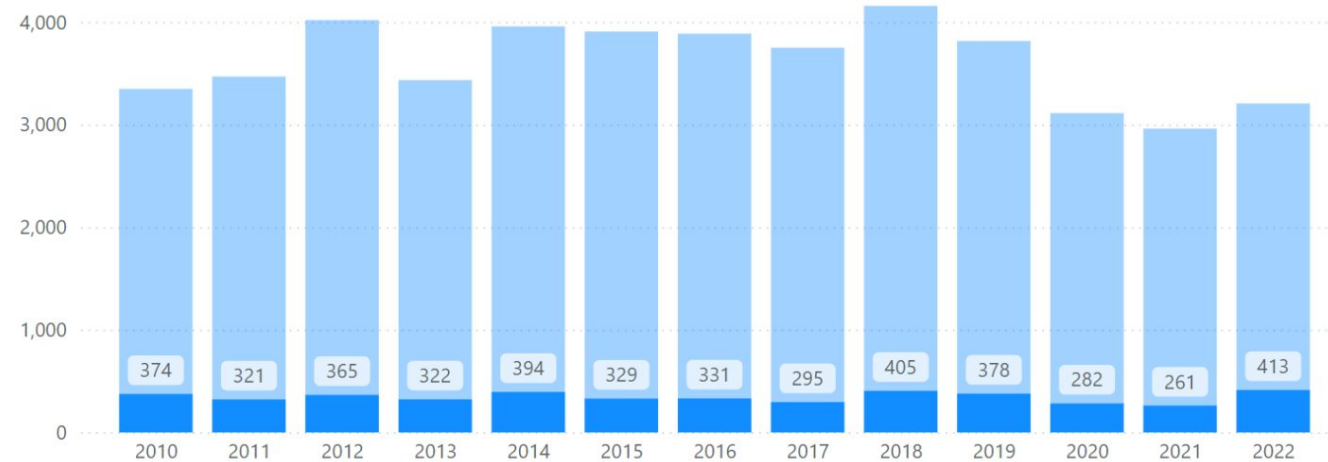


Wild Animal Crashes by County Dashboard

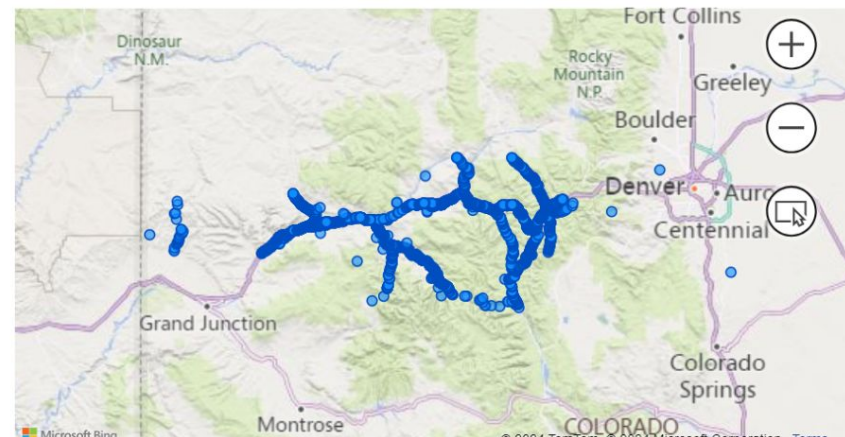
Wild Animal Crashes by County

County	Total Crashes	Occupants Killed	Occupants Injured
EAGLE	1,381	1	102
GARFIELD	1,620	3	167
LAKE	150	0	22
PITKIN	667	0	37
SUMMIT	652	1	73
Total	4,470	5	401

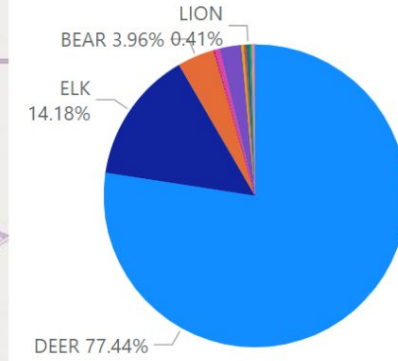
Wild Animal Crashes by Year



Wild Animal Crash Locations

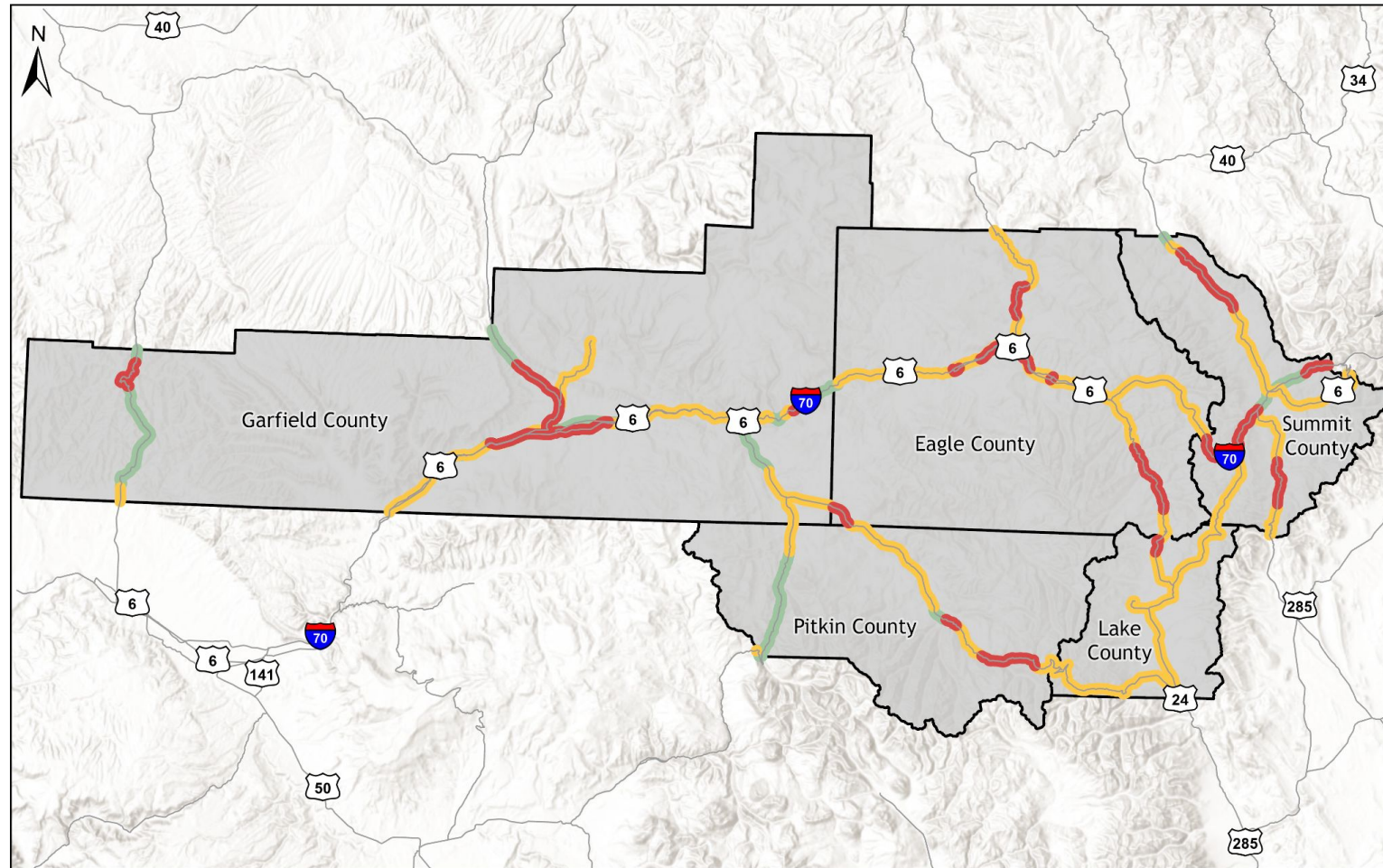


Wild Animal Types



Asset Management: Drivability Life - Highways

Intermountain Highway Drivability Life



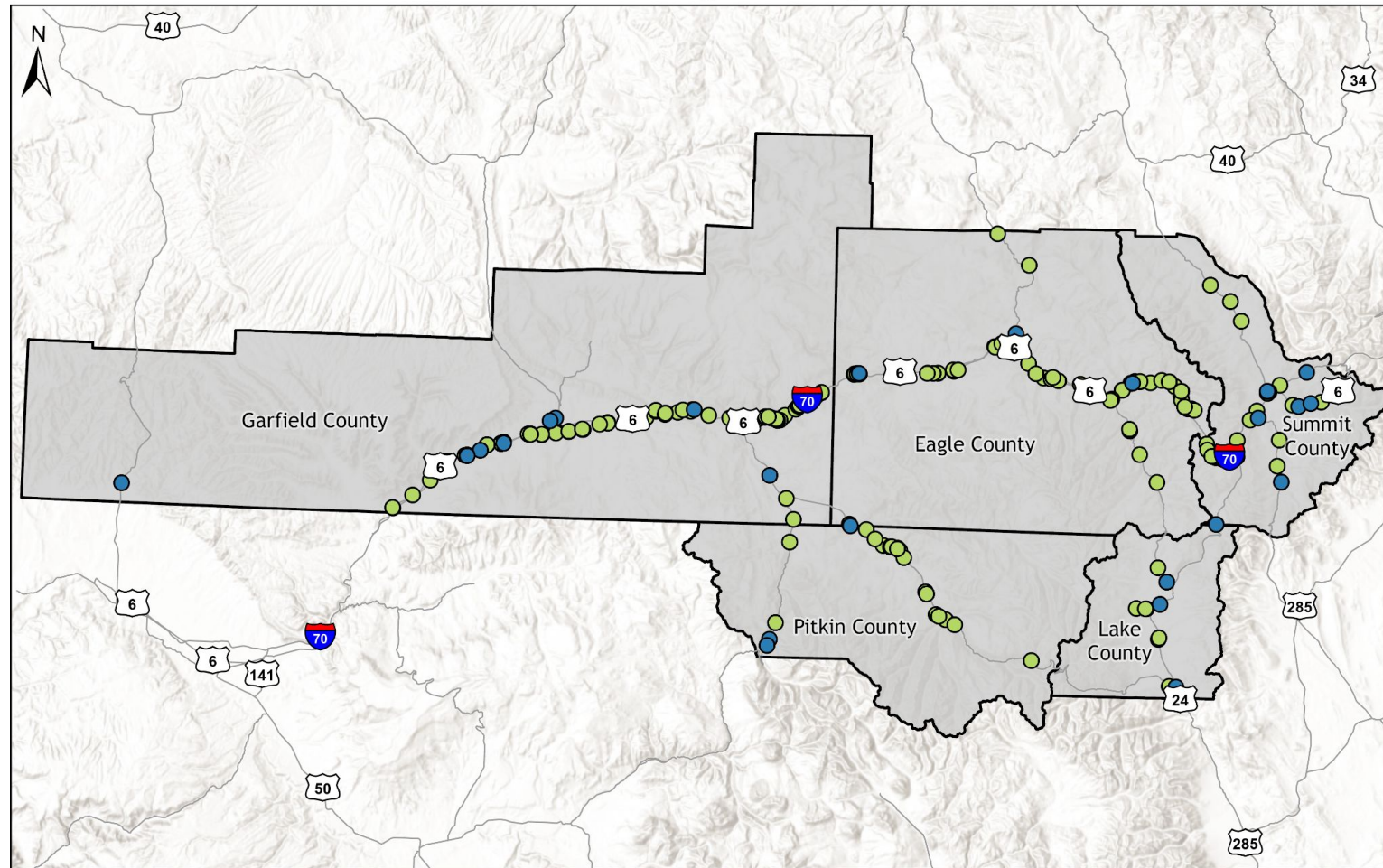
Highway Drivability Life

- High
- Moderate
- Low

Intermountain Transportation Planning Region

Asset Management All Bridges and Culverts

Intermountain All Bridges and Major Culverts

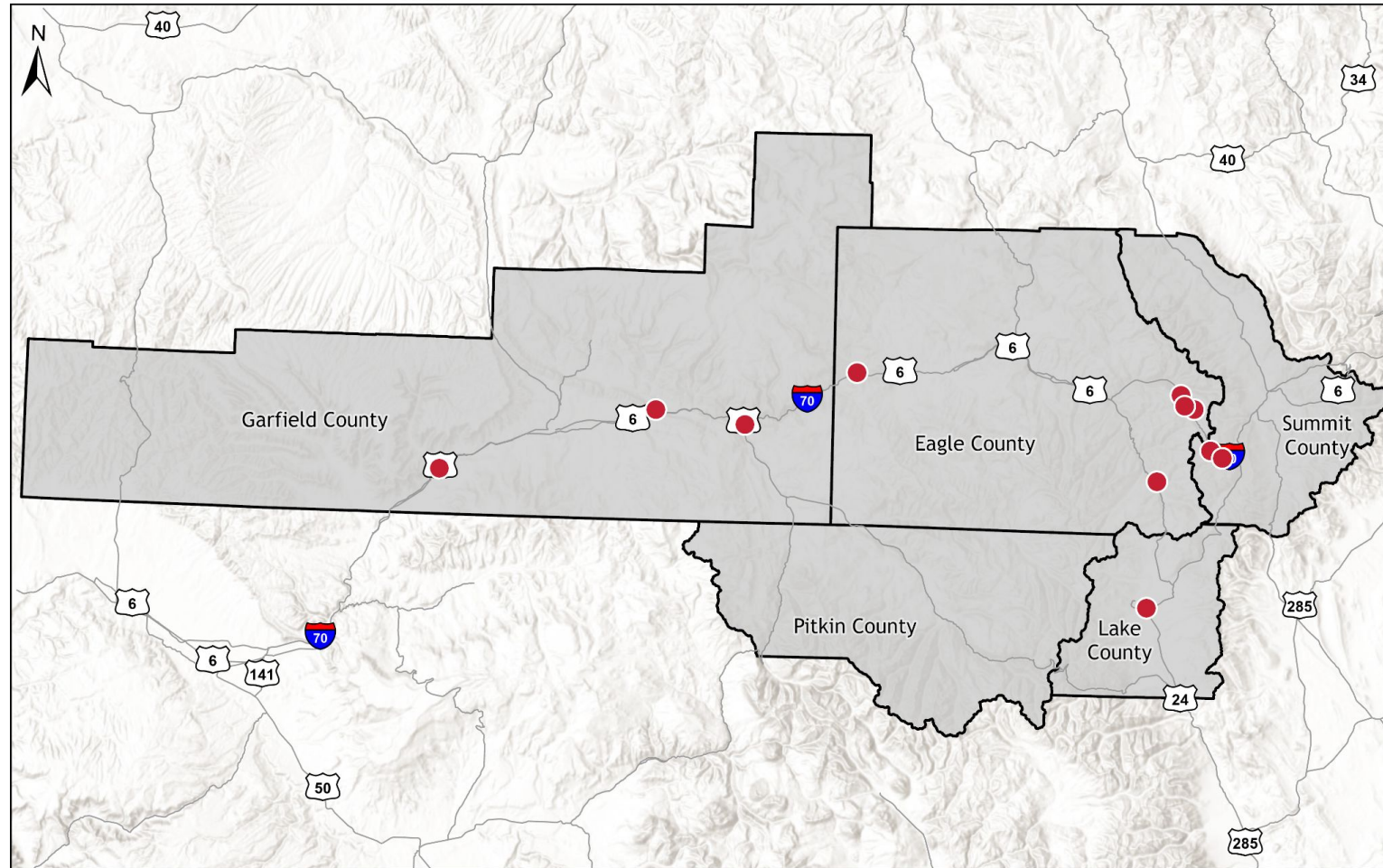


- Bridge
- Culvert

Intermountain Transportation Planning Region

Asset Management: Bridges in Poor Condition

Intermountain Bridges in Poor Condition

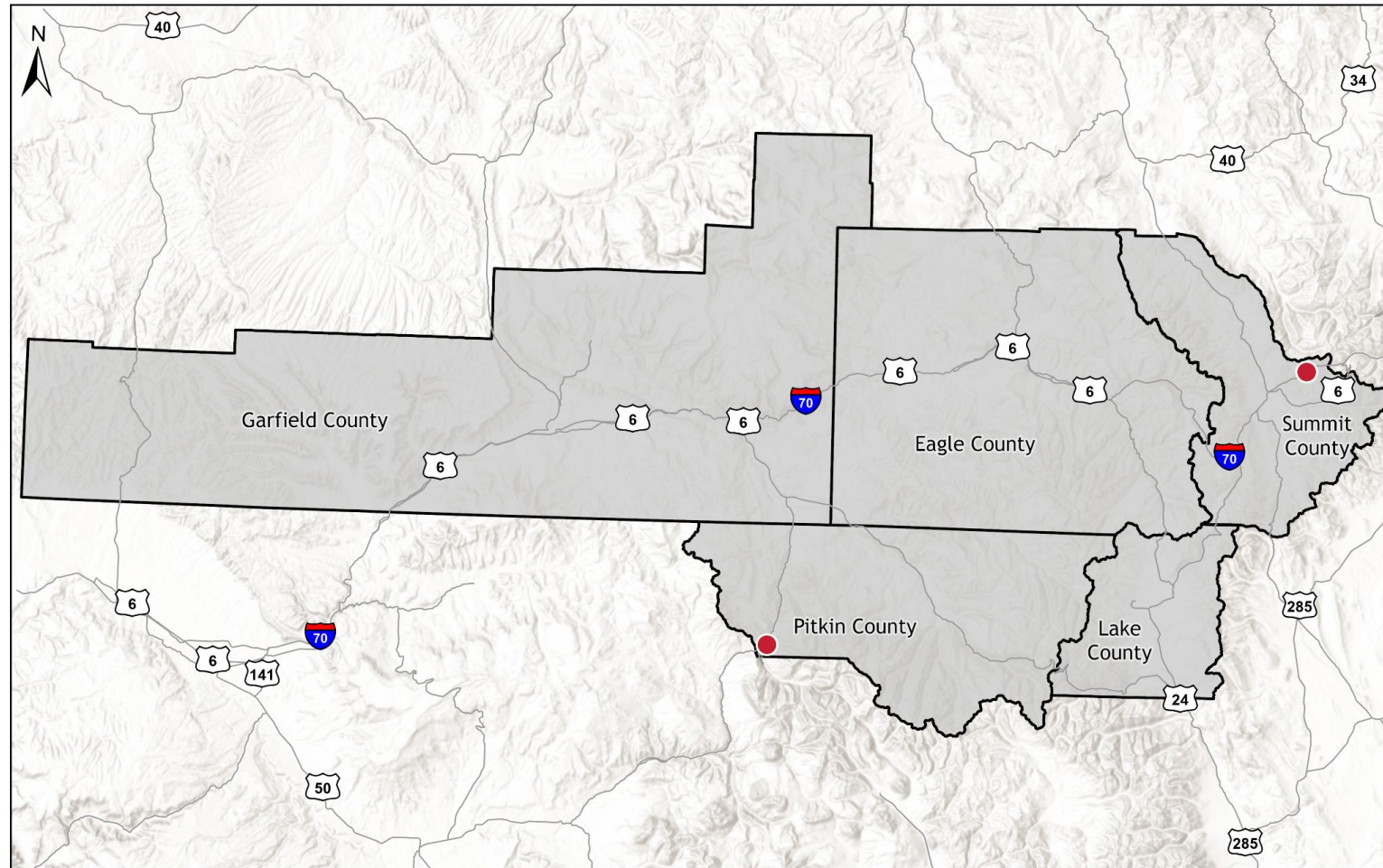


● Bridges in Poor Condition

■ Intermountain Transportation Planning Region

Asset Management: Culverts in Poor Condition

Intermountain Major Culverts in Poor Condition

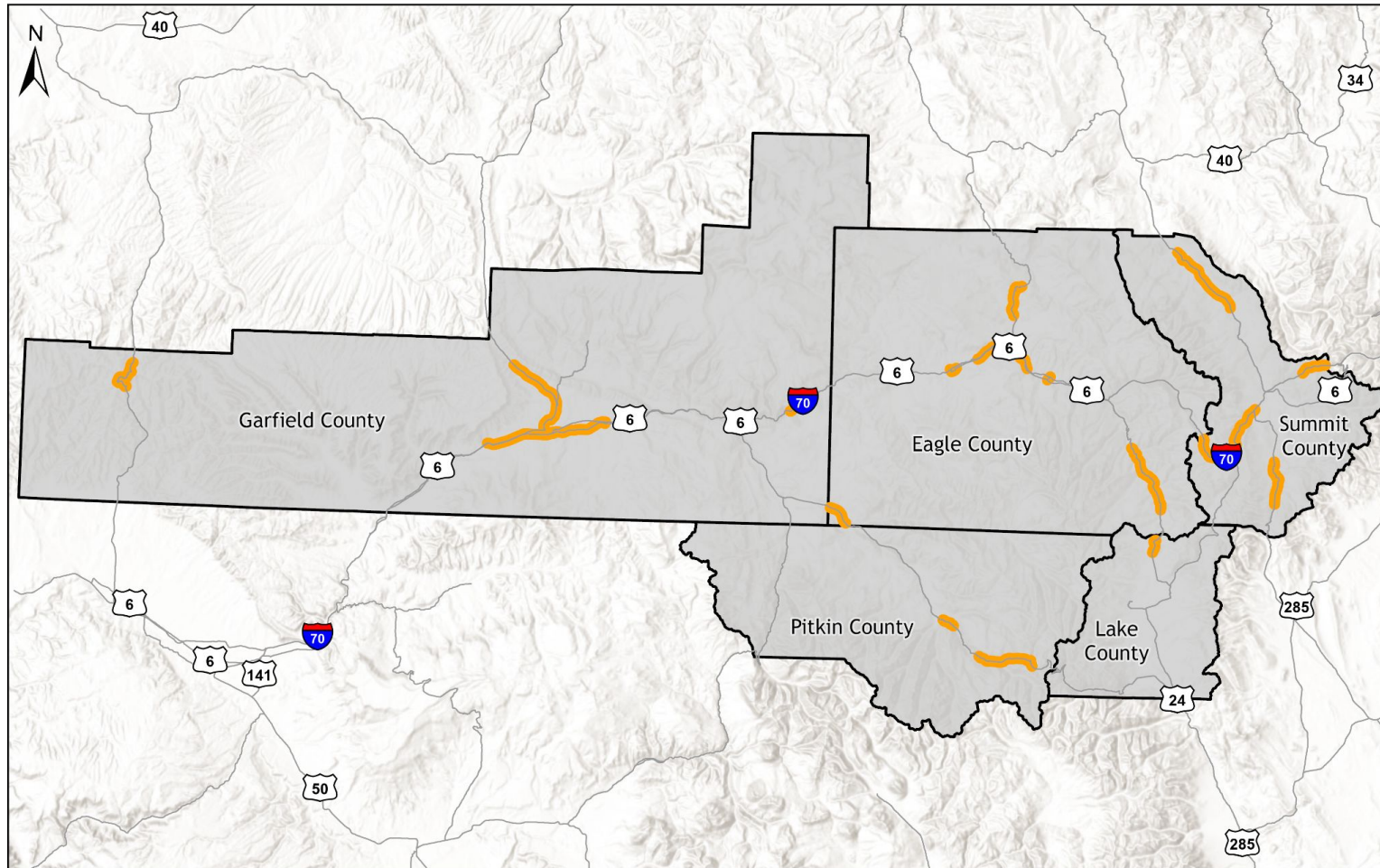



● Major Culverts in Poor Condition

■ Intermountain Transportation Planning Region

Asset Management: Roadways in Poor Condition

Intermountain Roadways in Poor Condition



 Roadways in Poor Condition

 Intermountain Transportation Planning Region

Mobility: Current State of Transit

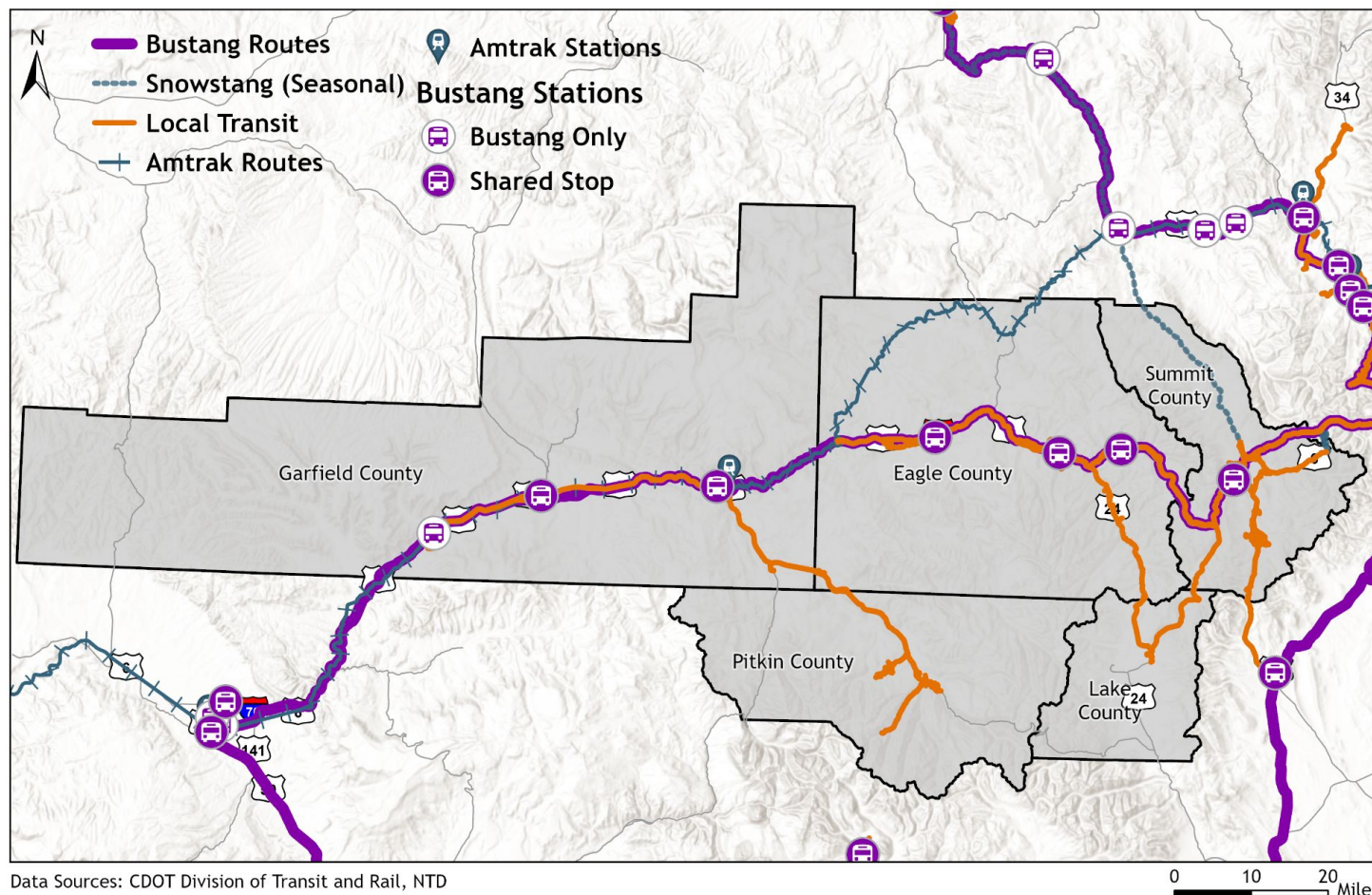
Do you have feedback on the transit data we've collected?

Link:

<https://docs.google.com/forms/d/1ujbRvHSBOvZvAYc7qZVB3z-l8dzRT42NoUr6cJBLjCc/prefill>

Discussion Question: Are there other transportation data needs that would help with regional discussions and decision-making?

Intermountain TPR - Current State of Transit





Mobility: Per Capita Transit Ridership by Region

Provider	Service Area	Type of Service	Span of Service	Fares	2022 Annual Ridership	2022 Ops & Admin Budget	2022 Vehicle Revenue Miles	2022 Vehicle Revenue Hours
Town of Avon	Municipality	Fixed Route	Daily (6:30AM – 10:00PM)	Free	459,769	\$ 361,808	175,864	12,561
Town of Breckenridge (Free Ride)	Municipality	Fixed Route	Daily (6:15AM – 11:20PM)	Free	862,602	\$ 353,221	316,203	57,077
Town of Snowmass Village (Village Shuttle)	Municipality	Fixed Route, Specialized Services, Demand Response	Daily (6:45AM – 2:00AM)	Free	457,337	\$ 502,677	353,362	34,764
Roaring Fork Transportation Authority (RFTA)	Multi County: Garfield, Pitkin (part of Eagle)	Bus Rapid Transit, Fixed Route, Deviated Fixed-Route Bus, Demand Response	Daily (4:00 AM – 3:37 AM)	\$1-10/ride Aspen/ Snowmass Village routes & Carbondale Collector are free	4,011,246	\$ 1,767,530	4,827,102	246,091
City of Glenwood Springs (Ride Glenwood)	Municipality	Fixed Route	Daily (6:53AM – 7:53PM)	Free	191,118	\$ 462,911	113,962	9,841
Summit County (Summit Stage)	Multi-county: Summit, Lake, Park Interregional Service to Central Front Range	Commuter Bus, Fixed Route, Specialized Services, Demand Response	Daily (5:15AM – 1:40AM)	Free, except Lake County Commuter (\$5/trip) and Park County Commuter (\$2/trip)	1,440,744	\$ 1,894,962	1,042,163	55,759
Lake County (Operated by Summit Stage)	Regional	Commuter Bus	Daily – 5:20AM-12:36AM (four buses each direction)	\$5/trip	3,394	[included in RFTA data]	55,382	3,360
Eagle County Regional Transit Authority (ECO Transit)	Multi-County: Eagle, Lake	Fixed Route	Daily (5:00AM – 12:48AM)	\$4-7/trip	984,115	\$ 618,934	1,529,138	79,931
Town of Vail (Vail Transit)	Municipality	Fixed Route	Daily (6:00AM – 1:20AM)	Free	2,299,325	\$ 337,234	760,840	66,679
City of Aspen (Operated by RFTA)	Municipality	Fixed Route, Specialized Services, Demand Response, Deviated Fixed Route	Monday - Saturday (6:30AM – 12:20AM)	Free	[included in RFTA data]	[included in RFTA data]	[included in RFTA data]	[included in RFTA data]



New Regional Influences

What changes are influencing the region and travel patterns?

- Economic changes? (growth in tourism, military development, etc)
- Demographic and income changes? (housing cost burden, growth patterns, etc)
 - What areas of the region are growing fastest?
- New or planned centers for housing and jobs?
 - Major employment facilities, retail, community centers, educational facilities
 - Where are existing and emerging "Neighborhood Centers" where transit can be connected to housing and jobs?

VISION AND GOALS



2045 RTP Vision

Vision: The vision of the Intermountain TPR is to be a Region composed of physically distinct, unique, diverse communities interconnected by a multimodal transportation network that promotes preservation of the unique character of each community through open-space buffering, while providing economic, cultural, environmental, and outdoor recreational benefits.



2045 Intermountain RTP Goals

- 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 perspective or vision for the geographic distribution of people, goods and services, and recreation
- Better coordinate land use and multimodal transportation planning
- Address existing and future needs/inadequacies
- Integrate multimodal options into all planning and funding decisions
- Phase in useful increments
- Evaluate projects based on total cost of construction and maintenance through the year 2045
- Provide maximum flexibility for use of funds
- Tap into all potential funding sources
- Provide for efficient energy use
- Preserve land and critical environmental values
- Reflect direct and indirect environmental impacts (e.g. air quality, noise, etc.)
- Maximize system efficiency and minimize needless trips
- Provide travel options to attainable/accessible housing, medical, and overall community services
- Recognize the uniqueness of individual communities
- Provide equity of funding for services
- Recognize diverse needs of transportation users
- Support/preserve existing transportation patterns that enhance economic development
- Consider social costs of transportation services
- Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the Region's needs and goals

We'll send out a follow-up survey to collect input for updating your Vision & Goals.

FOCUS AREAS



Focus Areas

Focus areas tell a story about what you want people to know about your TPR that's most important.

Your 2045 Focus Areas are:

- Road Conditions
- Freight and Rail
- Tourism
- InterRegional Transit
- Resiliency
- Environmental Mitigation

Discussion Questions:

1. Are these still your TPR's focus areas?
2. Are there other focus areas that should be considered?
3. How would you prioritize the focus areas?

PUBLIC INVOLVEMENT

Strategic Highway Safety Plan (SHSP)

- Region 3 SHSP Listening Session
 - September TBD
- For more information, contact shsp@state.co.us

Active Transportation Plan (ATP)

- Active Transportation survey open through July 31, 2024
- For more information or to sign up for updates, visit bit.ly/CDOTActiveTransportationPlan



ATP Survey



Transit / Active Transportation Session (Fall)

- **Goal:** Focused discussion on transit & active transportation priorities and needs.
- **Attendees:** TPR members and special interest stakeholders (transit providers, bicycle advocacy groups, etc.)
- **Length:** 1.5-2 hours
- **Scheduling and Facilitation Options:**
 - Extend TPR meeting on October 18
 - Schedule virtual meeting in October/November
 - Who needs to be included in this discussion?
 - Other thoughts?

Topics:

- Discuss **pressing issues/needs** in your area for transit and active transportation, with a focus on their connection to neighborhood centers and housing.
- **Transit:** Discuss integration of the services that CDOT provides with local/regional needs that may be served by other transit agencies, including both transit operations and capital needs, to maximize investments.
- **Active Transportation:** Discuss priorities for active transportation to connect with transit, neighborhood centers and housing.

NEXT STEPS



Questions and Discussion

Questions and Discussion from the Group?



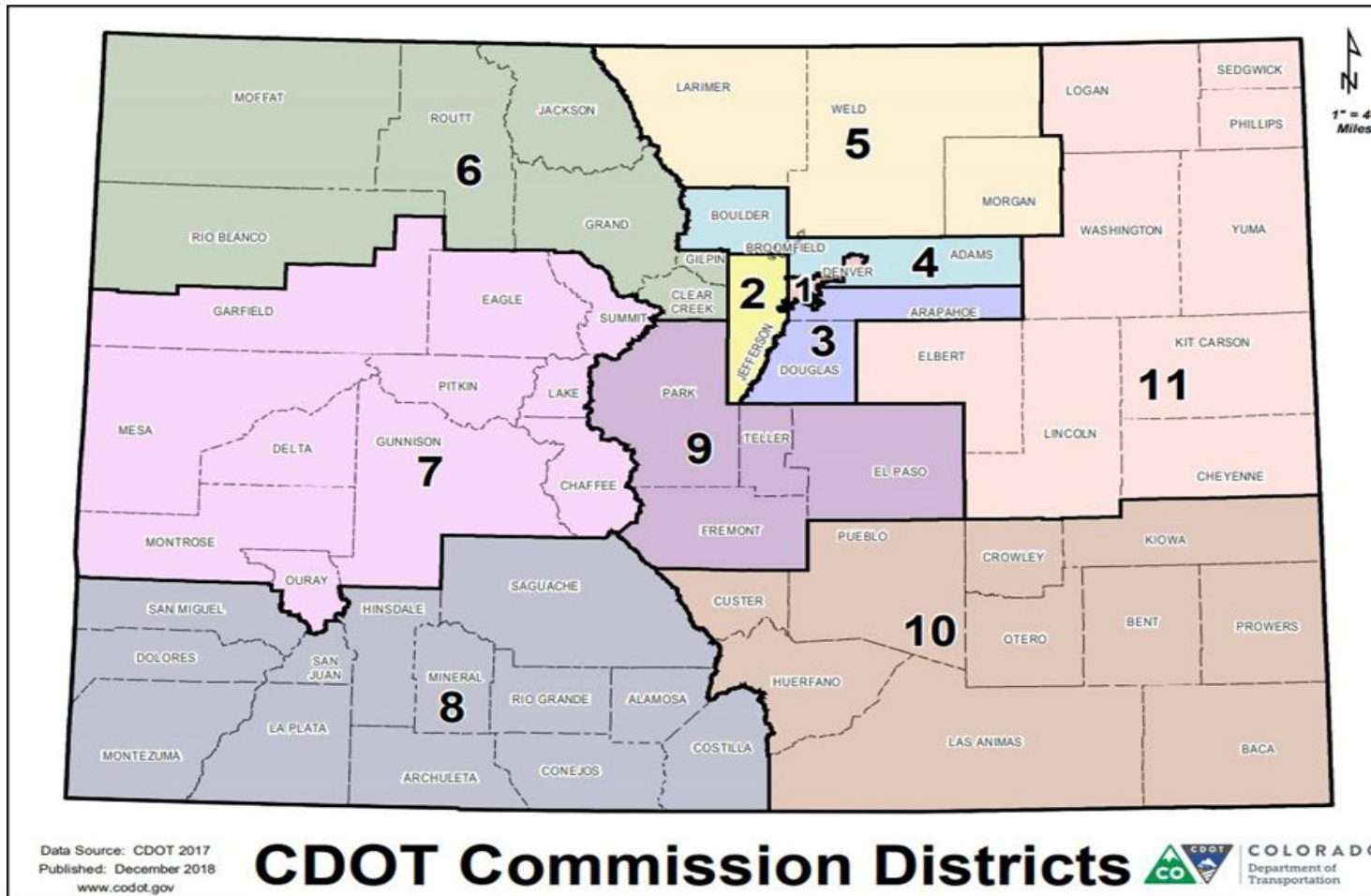
COLORADO

Department of Transportation

Region 3 Discussion for Regional Priority Programming (RPP)



Transportation Commission (TC)



The Transportation Commission sets:

- General Management policy for CDOT
- Recommendations on Transportation Policy
- Adopting budget and construction priorities



Capital Construction Falls into Three Main Categories of Funding

Asset Management

- Surface Treatment
- Bridge On
- Culvert
- Wall
- Tunnels
- Signals

Safety

- FASTER Safety
- Hazard Elimination
- Hot Spots
- Wildlife

Capital Construction

- Regional Priority Program
- Strategic Funding (Bonding or Legislative Authorization)

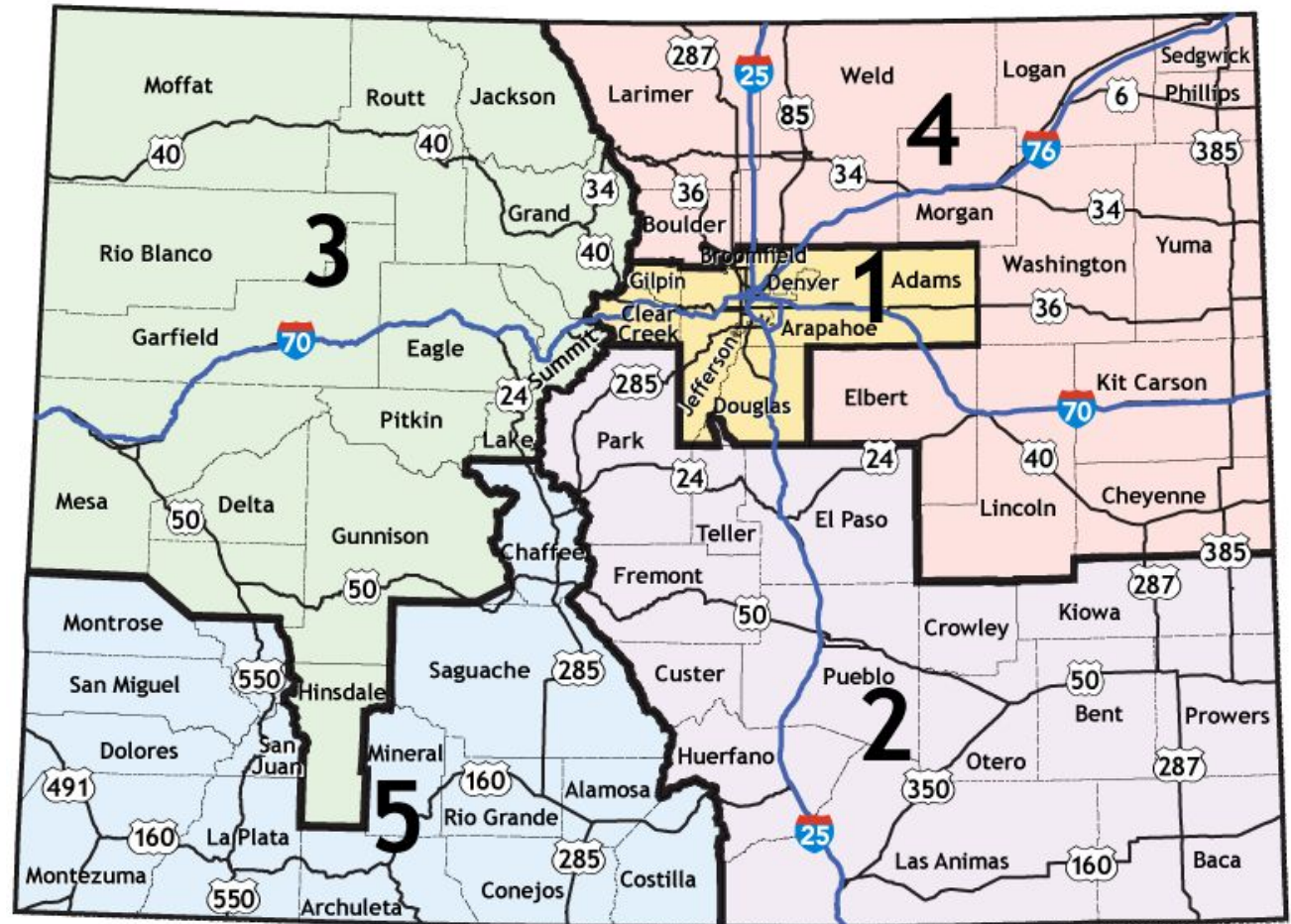
All of these funds come to the Region by various formulas and with various spending criteria



Statewide RPP Distribution

Currently the Transportation Commission allocates \$50 Million per year and Regional Percent is shown below.

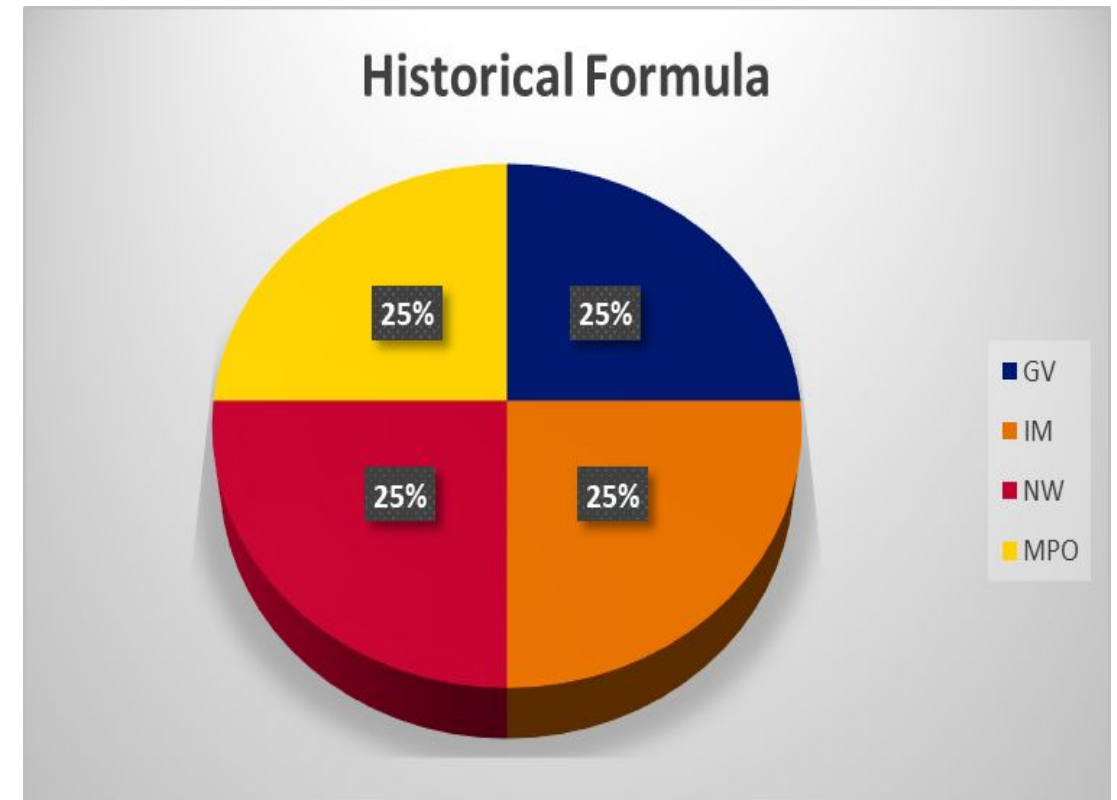
1. 33.5%
2. 19.9%
3. 14.3% = about \$ 7M/year
4. 23.2%
5. 7.1% = about \$ 3.5M/year





History of Region 3 distribution of RPP and Strategic Funding

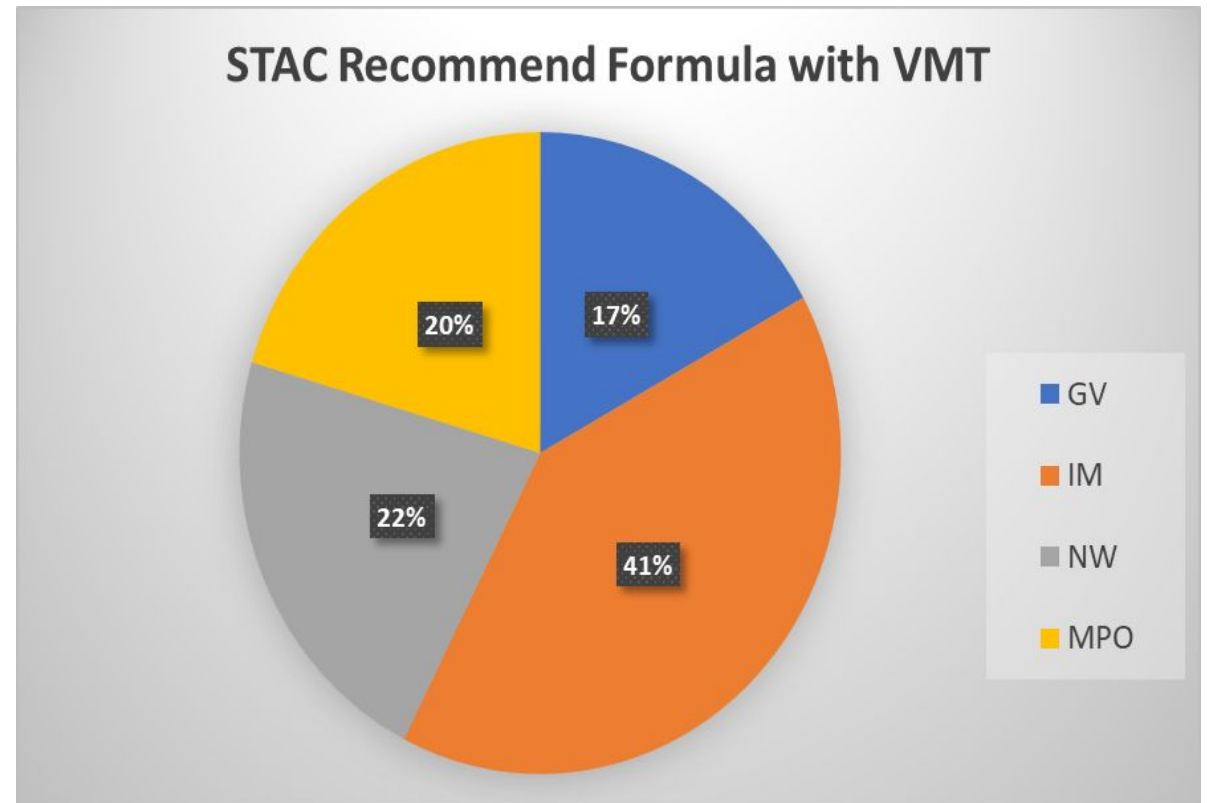
- Equal Share per TPR/MPO
 - Reviewed and shown equitable in 2007
 - State RPP formula was based on Lane Miles, Vehicle Miles Traveled (VMT), and Annual Average Daily Traffic (AADT)
 - Summit County was added to Region 3 in 2013
 - Population was added into HQ formula in 2015 but not taken into account for Regional distribution
- For the initial phases of the 10-year pipeline (in 2019) about 20% of Strategic Funding was dedicated to I-70 in Region 3





Region 3 TPR/MPO Chairs Recommendation STAC Formula With VMT Scenario

- Metric Percentages are:
 - 25% VMT
 - 20% Population
 - 40% Lane Miles
 - 15% Truck VMT
- Gunnison Valley TPR - 17%
- MPO - 20%
- Northwest TPR - 22%
- Intermountain TPR - 41%
- Individual TPR/MPO distributions may be rounded.





Thank you!

For Questions or Comments, please contact:

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Planning Manager
mark.rogers@state.co.us
(970) 683-6252

Jessi Spencer
LA/Planning Support
jessi.spencer@state.co.us
(501) 412-3860



COLORADO

Department of Transportation

Multimodal Transportation & Mitigation Options Fund (MMOF): 2024 Update



Agenda

- 1. Program Overview**
- 2. MMOF Project Status**
- 3. Program Updates**
- 4. Preparing for TPR Project Selections**



Multimodal Transportation & Mitigation Options Fund (MMOF) Program Goals

- To provide multimodal options in an integrated system that:
 - Benefits seniors by making aging in place more feasible
 - Benefits residents of rural and Disproportionately Impacted (DI) Communities by providing them with more accessible and flexible public transportation services
 - Provides enhanced mobility for persons with disabilities
 - Provides safe routes to school for children, and
 - Reduces emissions of air pollutants and Greenhouse Gases that contribute to adverse environmental effects, including but not limited to Climate Change and adverse Human Health Effects.



Eligible Project Types

- Fixed-route and On-demand Transit (capital or operations)
- Transportation Demand Management programs
- Multimodal mobility projects enabled by new technology
- Multimodal transportation studies
- Bicycle or pedestrian projects
- Modeling Tools
- GHG mitigation projects that decrease VMT or increase multimodal travel



Program Requirements

- 50% match rate, reduced for some areas to 25% or 0%
 - match funds from any non-MMOF source (local, state, or federal)
- Contracting and oversight by CDOT
- Minimum project size
 - Infrastructure: \$300K - total project
 - Non-infrastructure (transit, planning): \$25K - grant amount
- Project reporting required of Local Agencies and the TPR



Progress on Current MMOF Projects

2020 Awarded Projects (109): \$36M of \$76M expended (47%)

2022 Awarded Projects (168): \$22M of \$212M expended (10.5%)

- Many projects have suffered delays due to unanticipated project work or preparations, underestimated costs, and technical, regulatory or logistical challenges
- Project delays result in cost escalations, and additional burden (cost) to both the Local Agency & CDOT support staff
- **Many could have been avoided** with a more thorough review by the applicable CDOT experts prior to awards being made.



Intermountain TPR Project Status

24 awarded projects

- 8 completed
- 5 in progress
- 9 not yet started
- 2 not yet contracted

\$12.1M MMOF awarded

- 39% expended



Program Updates

- Updated match rates for new awards
- Funding Projections
 - Updated distribution formula
 - Ability to award future year funds
 - Lower funding amounts compared to previous years
- Competitive selection process & scoring criteria options
- CDOT review of applications and scope change requests



Projected TPR Allocations

TPR Name	Allocation	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Pikes Peak Area	9.79%	\$615,212	\$1,614,114	\$1,658,949	\$1,742,838	\$1,835,327	\$7,466,441
Denver Area	58.11%	\$3,701,792	\$9,712,287	\$9,982,066	\$10,486,835	\$11,043,347	\$44,926,326
North Front Range	7.74%	\$490,061	\$1,285,759	\$1,321,473	\$1,388,297	\$1,461,971	\$5,947,561
Pueblo Area	2.92%	\$188,177	\$493,715	\$507,429	\$533,089	\$561,378	\$2,283,789
Grand Valley	2.44%	\$162,442	\$426,194	\$438,032	\$460,182	\$484,603	\$1,971,454
Eastern	1.58%	\$99,435	\$260,886	\$268,132	\$281,691	\$296,640	\$1,206,784
Southeast	1.23%	\$78,411	\$205,726	\$211,440	\$222,132	\$233,920	\$951,629
San Luis Valley	1.60%	\$100,531	\$263,761	\$271,088	\$284,796	\$299,909	\$1,220,086
Gunnison Valley	2.97%	\$189,620	\$497,502	\$511,321	\$537,177	\$565,684	\$2,301,303
Southwest	1.82%	\$113,922	\$298,893	\$307,196	\$322,730	\$339,857	\$1,382,598
Intermountain	4.18%	\$269,709	\$707,629	\$727,285	\$764,062	\$804,609	\$3,273,295
Northwest	1.13%	\$72,468	\$190,132	\$195,413	\$205,294	\$216,189	\$879,495
Upper Front Range	1.93%	\$121,461	\$318,673	\$327,525	\$344,087	\$362,347	\$1,474,094
Central Front Range	1.94%	\$123,939	\$325,174	\$334,207	\$351,107	\$369,739	\$1,504,166
South Central	0.62%	\$40,330	\$105,813	\$108,752	\$114,252	\$120,315	\$489,461



Scoring Criteria Options

Modify, add, or remove from the following options:

- Network/Modal Connectivity
- Safety
- Greenhouse Gas (GHG) Reduction
- Equity
- Quality of Life and Public Health
- Economic Impact
- Cost-Benefit
- Local/Community Support
- Application Quality



Required MMOF Application Review

CDOT experts will review draft/final applications for:

- **Eligibility** - program goals and project type
- **Budget** - cost estimates, implications and status of proposed funding sources
- **Project Delivery** - readiness, adequate timelines, potential challenges or delays
- **Scope/feasibility** - clarity and completeness

CDOT's review will not address project merits or any TPR/MPO-identified scoring criteria



Application Review Goals

- Help applicants identify potential project delivery challenges, and prepare well-defined and competitive project proposals
- Reduce the number of withdrawn and/or delayed projects
- Reduce the cost for Local Agency and CDOT staff project support
- Provide TPRs more complete project information to select viable & ready projects





Additional CDOT Guidance and Support

- MMOF Program Guide - coming soon
- Applicant webinars to be scheduled for July and August
 - Overview of MMOF program
 - Local Agency Grant requirements & process
- Application & Scoring Forms (**Optional**)
 - Application includes new questions regarding project benefits, readiness, project funding, other criteria
 - Easily modified to the TPR's criteria preferences
- Call best practices
 - Fund projects fully whenever possible, to avoid project delays
- Secure email for MMOF applications and program inquiries:
mmof@state.co.us



TPR Next Steps

- Decide number of years of funding to award
- Determine Call type
 - supplemental - only projects currently funded with MMOF can apply
 - new - new projects only
 - all - both new and current projects can apply
- Select scoring committee members
- Set scoring criteria and weights
- Consider if additional application materials should be required
- Decide key call dates (in consultation with CDOT)
 - application window start and end dates, draft scoring window, and selection date



COLORADO

Department of Transportation

Questions & Discussion

- Program guidance may be found at codot.gov/programs/planning/grants/mmof-local
- For questions or comments, please contact:
Michael Snow
Transportation Planning Specialist
michael.snow@state.co.us | 303.512.4123

Facilitation Notes from IMTPR

July 19, 2024

The facilitation began with a discussion of the projects that were in the IMTPR's top 10 list from the 2040 update and how those projects differed from what was in CDOT's presentation. The list from IMTPR is below:

IMTPR Priorities for the 2040 plan (taken from IMTPR document, adopted in 2020)

Highway Projects

IMTPR Priority Project ID Project Name

- 1 I-70 Dowd Canyon Capacity and Safety Improvements
- 2 Frisco I-70 Exit 203 Interchange Improvements
- 3 New Castle I-70 Exit 105 Interchange Improvements
- 4 Glenwood Springs South Bridge Project
- 5 Aspen Main Street Improvements
- 6 SH 24 Minturn to Tennessee Pass Improvements
- 7 Silt I-70 Exit 97 Interchange Improvements
- 8 Silverthorne / Dillon I-70 Exit 205 Interchange Improvements
- 9 SH 82 Access Control Plan Improvements in Aspen
- 10 US 24: Leadville
- 11 I-70 Eastbound Auxiliary Lane - Frisco to Silverthorne
- 12 SH 24 Passing Lane on South Side of Tennessee Pass
- 13 I-70 Airport Interchange and Intermodal Connector
- 14 Cottonwood Pass - I-70 Bypass around Glenwood Canyon

*Statewide Priority West Vail Pass Auxiliary Lanes

Multimodal Projects

IMTPR Priority Project ID Project Name

- 1 Snowmass Transit Center
- 2 Vail Intermodal Site
- 3 Buttermilk Pedestrian Crossing
- 4 SH 82 and 27th Street Intersection Pedestrian Improvements
- 5 Parachute Park-n-Ride
- 6 Eagle County Interchange Park-n-Rides / Transit Center
- 7 Breckenridge Multimodal
- 8 Eagle Valley Trail - Complete Missing Links
- 9 Brush Creek Park-n-Ride
- 10 Rifle Park-n-Ride
- 11 Leadville North Park-n-Ride
- 12 Eagle County Lake Creek Apartments Multi-Use Transit Center
- 13 Leadville Bus Shelters
- 14 SH 82 / Midland Avenue Underpass
- 15* LOVA
- 16* Acquisition of Tennessee Pass Rail Corridor

*projects that are of such magnitude or statewide importance that they deserve special attention beyond only our TPR priorities

Questions / Discussion from the group:

- When will the IMTPR have time to thoughtfully discuss and approve of project prioritization for the region?
- How can the IMTPR make meaningful recommendations into CDOT's 2050 10-year plan update?
 - How do these recommendations actually end up as the Top 10 Priorities for the IMTPR in the 2050 plan? (CDOT is expecting the IMTPR to provide a prioritized project list, but what happens when other priorities take the place of IMTPR's preferred project list?)
- What about larger projects that impact the state / tourism / economy as a whole? (ex: West Vail Pass Auxiliary Lanes should be a statewide, not a regional, priority).
- How can the IMTPR work together to support one another through the project prioritization process?
- What is CDOT's timeline to receive prioritized projects for the 2050 plan update?
- How can the IMTPR provide support to ensure that the selected/prioritized projects are completed to the end? (From design/engineering through to completed construction).
- What about town/city/county ability to meet local match requirements to receive funding? (Small communities struggle to meet match requirements).

Priorities vs. Process Discussion

- What are the filters/algorithms that CDOT utilizes to determine final prioritized projects once the IMTPR submits their top 10 priorities?
- How do we prioritize projects for MMOF funding in a timely fashion? The group would like more notice for these requests.

Ideas

- Should the counties first develop their own (top 5) priorities to bring to the table for discussion in the project prioritization process? (County Action Item)
- Before the IMTPR updates their Top 10 priorities, can they get a copy of CDOT's list of already funded projects for the region, and the respective project's status? (CDOT Action Item)
- Can we have a collective agreement on "mega" projects or those projects with statewide significance?

Meeting Norms for Intermountain Transportation Planning Region Quarterly Meetings

Purpose Statement

The Intermountain Transportation Planning Region Commission (IMTPR) is a collaborative of local jurisdictions from Summit, Eagle, Garfield, Lake, and Pitkin counties that work in conjunction with CDOT to develop a regional transportation plan to be included as part of CDOT's state-wide transportation plan. The IMTPR works to identify regional plan recommendations and priority projects that include transportation services, facilities, multimodal alternatives, safety, and fiscal needs that best align with available funds from CDOT. The IMTPR also considers expected environmental, social, and economic impacts of the transportation plan recommendations to provide for the transportation and environmental needs of the area in a safe and efficient manner.

Organizing and Conducting Meetings

- We attend meetings in person as much as we are able
- We arrive at team meetings on time
- We respect each other's time
- We ensure that our meetings are effective
- We provide meeting materials one week in advance of meetings, particularly for items that require discussion or decision-making
- We are "present" during meetings, avoiding use of laptops and mobile phones when possible
- We will hold meetings in different locations/communities to allow IMTPR members opportunities to host and break up travel to meetings
- We will make meetings equitable to those with in-person access challenges, holding meetings in venues that offer the technology to allow for meaningful virtual participation
- We have read the meeting packet and background materials and are prepared to discuss the items



Building Relationships and Trust among IMTPR Members

- We treat each other with dignity and respect
- We trust each other and maintain confidentiality
 - We do not have conversations about team members that we would not have with them present
 - We do not allow unsubstantiated information to be passed around.
- We assume positive intent in all interactions. We will give each other the benefit of the doubt.
- Counties will share information on behalf of smaller municipalities that cannot attend.
- We will honor our commitments to each other and the team. If we say we will do something, we will do it.



- We will actively develop stronger relationships between counties/cities/towns.
- We provide positive, constructive feedback to each other.
- We build open and trusting relationships with each other demonstrating respect at all times.
- We show positive intent in our interactions with each other in the questions we ask and the information we give.
- We provide real-time, open feedback to each other.

IMTPR Communication, Collaboration, and Advocacy

- We communicate transparently, without hidden agendas
- We share all relevant information we have, up front
- We admit when we don't have the answer
- We present problems in a way that promotes mutual discussion and resolution
- We communicate decisions and relevant information quickly
- We will respect decisions made by the group as a whole, knowing these decisions are for the betterment of the IMTPR region
- We use self-determination in IMTPR meetings
- We commit to working as a collective system
- We use IMTPR quarterly meetings as opportunities to:
 - hear from our neighbors, to better understand, to collaborate and connect
 - receive updates from CDOT partners
 - network in person with one another
 - give partners a voice in the planning process for the TPR and our region
 - influence our STAC membership to advocate for more money
- We will advocate as a collective, operating unanimously for equitable outcomes through:
 - letters of support
 - policy at the state/federal level
 - participation at STAC
 - transit legislation
- We will continue to engage with our Transportation Commissioner on advocacy opportunities



IMTPR Voting and Decision-Making Processes

- We only include voting members when votes are taken; we do not allow voting from CDOT
- We ensure an equitable number of representatives from each County are participating in the voting process for fair outcomes
- We allow the Chair of the IMTPR to make decisions on behalf of the group as a whole when a decision is needed in short order



IMTPR MMOF Process and Scoresheet

The process was discussed at the July IMTPR meeting:

- Decide number of years of funding to award: all 5 years
- Determine call type: all - both new and current projects can apply
 - Select scoring committee members: Primary voting members from each County and RTA
 - Set scoring criteria and weights (see scoresheet below)
 - No additional application materials are required
- Application and decision dates:
 - Application open: October 19, 2024-December 1, 2024
 - Draft applications reviewed by CDOT: December 1-15, 2024
 - Final applications due to CDOT: January 15, 2025
 - CDOT reviews final applications before committee scoring begins: January 15-22, 2025)
 - IMTPR scoring committee members score applications: January 22-February 28, 2025
 - IMTPR and CDOT select final projects for funding at the April 2025 IMTPR meeting

IMTPR MMOF Project Evaluation/Selection Scoresheet

The criteria below was determined by MMOF recommendations and the [*Intermountain 2045 Regional Transportation Plan](#).

Criteria	Points Possible	Project Score	Comments
Safety: Project includes countermeasures from FHWA's Proven Safety Countermeasures initiative (PSCi) , provides a shared use path or enhanced separation from motorized vehicles, or improves roadway safety for non-motorized users.	10		
*Mobility: Project considers available travel options as well as how the operation of facilities can reduce congestion. In addition to providing safe and efficient means of travel for people walking, on bicycles, and using	15		

transit, mobility in the Region encompasses keeping travel options operable during winter weather and other events that could lead to roadway closures.			
*Strategic Nature: Project utilizes technology to improve safety and address transportation concerns. Intentional uses of land and its link to transportation is also key. Mass transit along I-70, such as rail, is a topic of interest to TPR members and residents.	10		
Equity: Project is located in or provides benefits to Disproportionately Impacted (DI) communities or to underserved and disadvantaged community members.	10		
Quality of Life and Public Health: Project provides access to medical facilities and services or to recreation areas, increases active transportation or provides other quality-of-life benefits.	10		
Economic Impact: Project increases access to/from/within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.	10		

Cost/benefit: Project provides substantial Local MMOF program goal benefits relative to the total cost of the project (not just the MMOF request amount). The project provides community impact.	10		
Local/Community Support: Project is included in or supports the goals and strategies of local or regional plans; Project has broad support among affected local governments, partner agencies or vested public stakeholders, as demonstrated by letters of support and/or documented public feedback.	5		
Total Points:	80		

		Sponsor Agency:					
		Project Name:					
		2050 RTP Funding Request:					
Criteria Name	Criteria Description	Criteria Weight	Rating Scale: Maximum of 5 points per criterion				
*Mobility	Project considers available travel options as well as how the operation of facilities can reduce congestion. In addition to providing safe and efficient means of travel for people walking, on bicycles, and using transit, mobility in the Region encompasses keeping travel options operable during winter weather and other events that could lead to roadway closures.	5					
Safety	Project improves roadway safety for non-motorized users by providing a shared use path, enhancing separation from motorized vehicles or includes other countermeasures from FHWA's Proven Safety Countermeasures initiative (PSCI) .	5					
*Strategic Nature	Project utilizes technology to improve safety and address transportation concerns. Intentional uses of land and its link to transportation is also key. Mass transit along I-70, such as rail, is a topic of interest to TPR members and residents.	5					
Equity	Project is located in or provides benefits to Disproportionately Impacted (DI) Communities or to traditionally underserved and disadvantaged community members.	5					
Quality of Life and Public Health	Project enhances access to medical facilities and necessary services or to recreation areas, increases active transportation or provides other quality-of-life benefits.	5					
Economic Impact	Project increases access to, from or within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.	5					
Cost-Benefit	Cost/benefit: Project provides substantial Local MMOF program goal benefits relative to the total cost of the project (not just the MMOF request amount). The project provides community impact.	5					
Asset Management	Project repairs pavement in a location that has low Drivability Life (DL) and/or address poor interstate pavement condition OR project improves bridge conditions.	5					
Local/ Community Support	Project is included in or supports the goals and strategies of local or regional plans. Project has broad support among affected local governments, partner agencies or vested public stakeholders, as demonstrated by letters of support and/or documented public feedback.	5					
Total Score		45	0	0	0	0	0



YOUR
TRANSPORTATION
PRIORITIES



POWERED
BY YOU

Intermountain TPR

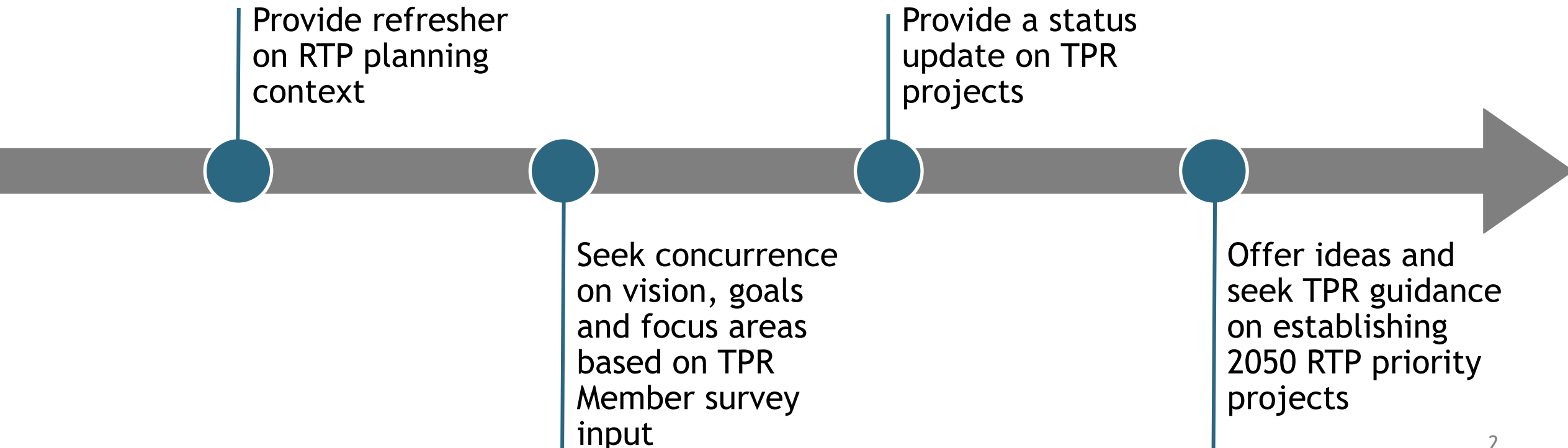
Meeting #2

October 18, 2024 - Eagle, Colorado



Meeting Purpose

Establish a set of guided conversations that will help you (as a TPR) develop your 2050 Regional Transportation Plan (RTP).



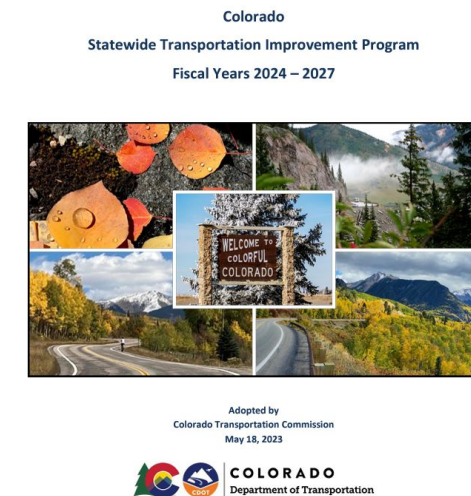


What We Need From You Today

1. Your concurrence (or changes to) the revised vision, goals, and focus areas
2. Decisions on the approach that should be used to establish priority projects for 2050 RTP
 - Selected approach will be executed between now and TPR Meeting #3 (January 17, 2025)



Plan Development



Regional Plans

Statewide Transportation
& Transit Plans

10-Year Plan

4-Year STIP

Data Integration • Stakeholder and Community Input



Policy Directive (PD) 14

Guiding Principles for Plan Development & Implementation



Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.



Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.

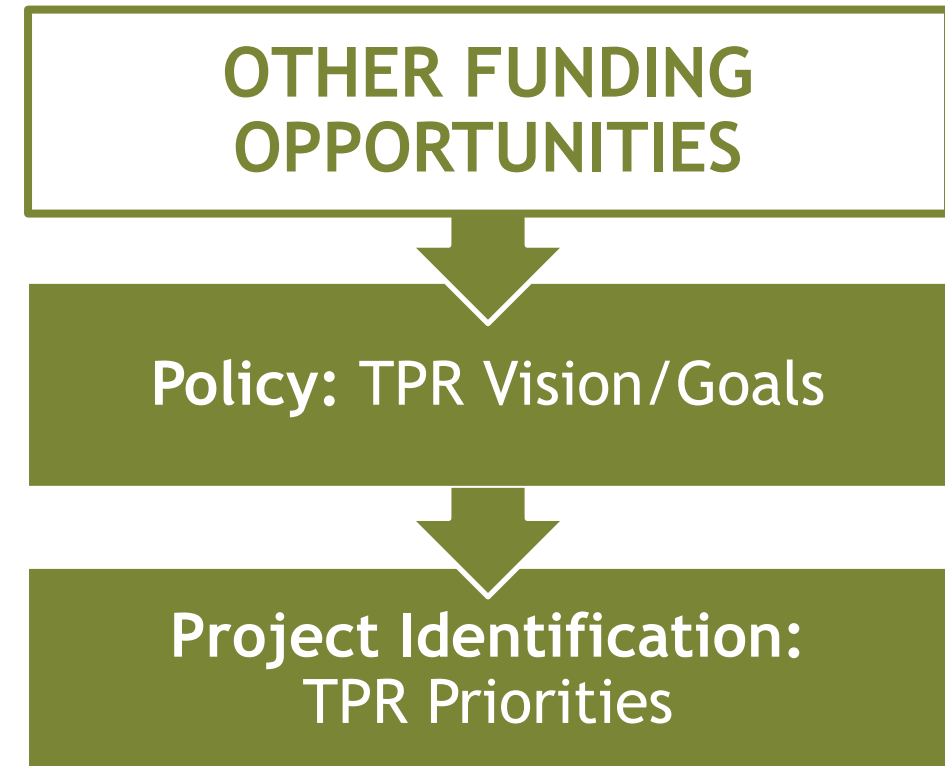


Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.



Transportation Funding





Strategic Highway Safety Plan (SHSP) Listening Sessions - First Round of Workshops

Region 3 Strategic Highway Safety Plan Key Takeaways:

1. **Data Gaps and Representation** - speeding, clarifying severity crash data, standardizing data for weather related crashes, improve impaired crash data
2. **Infrastructure and Project-Specific Funding** - more funding for innovative safety projects (intersection redesigns, acceleration/deceleration lanes, safer off-ramps, and roundabouts)
3. **Collaboration and Stakeholder Engagement** - align state and local policies, bridging relationships, access management alignment
4. **Community-Led Safety Improvements** - success in community led multimodal improvement and transit expansion
5. **Inclusion of Diverse Communities** - strengthen regional safety culture, more inclusion of underrepresented groups, utilize cross-state collaboration
6. **Data-Driven Targeted Enforcement** - strong partnerships, motorcycle crash trends, explore speed cameras use for vulnerable road users



Common Themes from all Workshops

Safety as a Priority

Enhanced Driver's Education Programs

Increased Funding for Safety Improvements

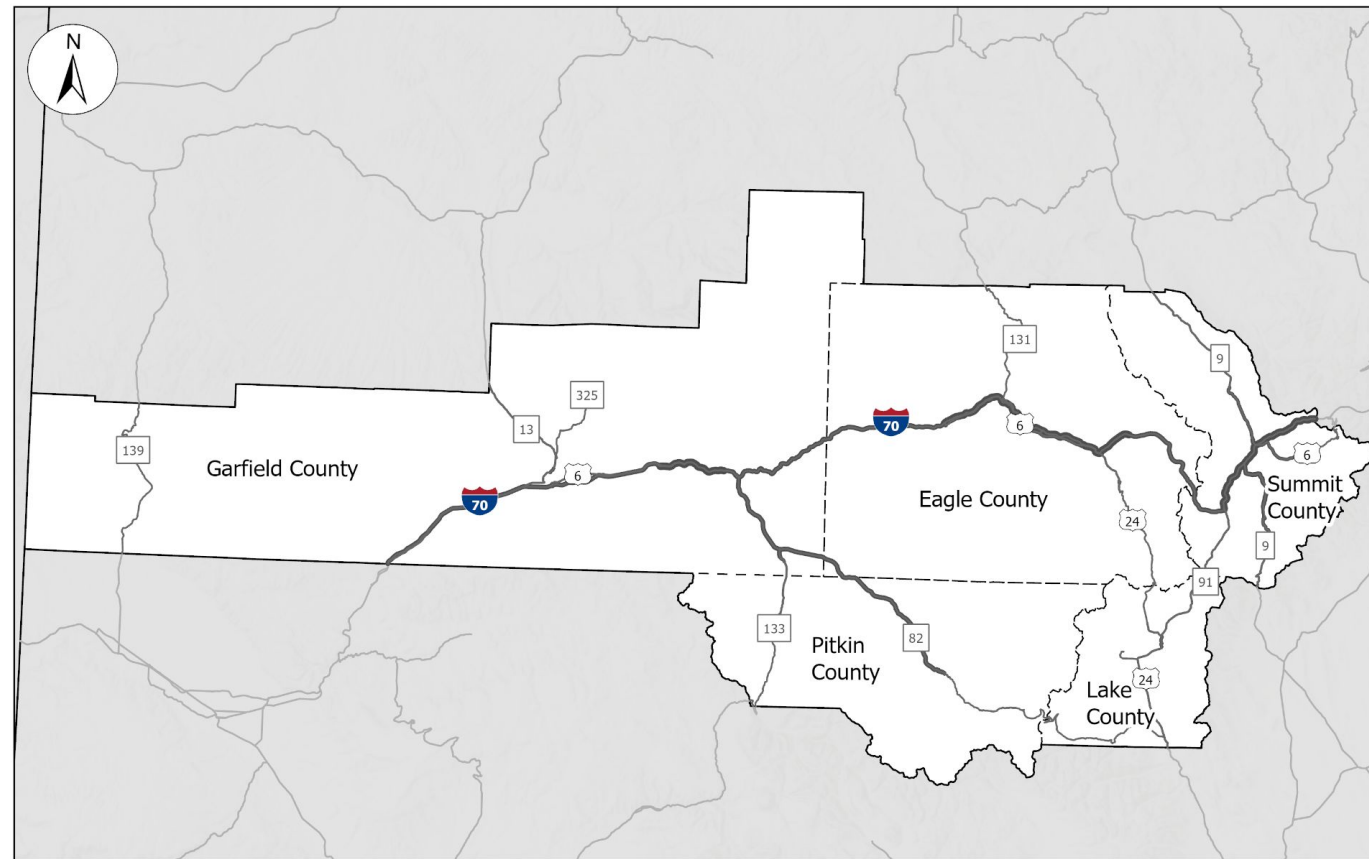
Grant Navigation Support



Comprehensive Educational Campaigns

Expansion of Partnerships

Average Annual Daily Traffic

Intermountain Average Annual Daily Traffic (AADT) 2023



 Intermountain Region
 County Boundaries

AADT

— 130 - 2700
 — 2701 - 7000
 — 7001 - 16000
 — 16001 - 29000
 — 29001 - 45000

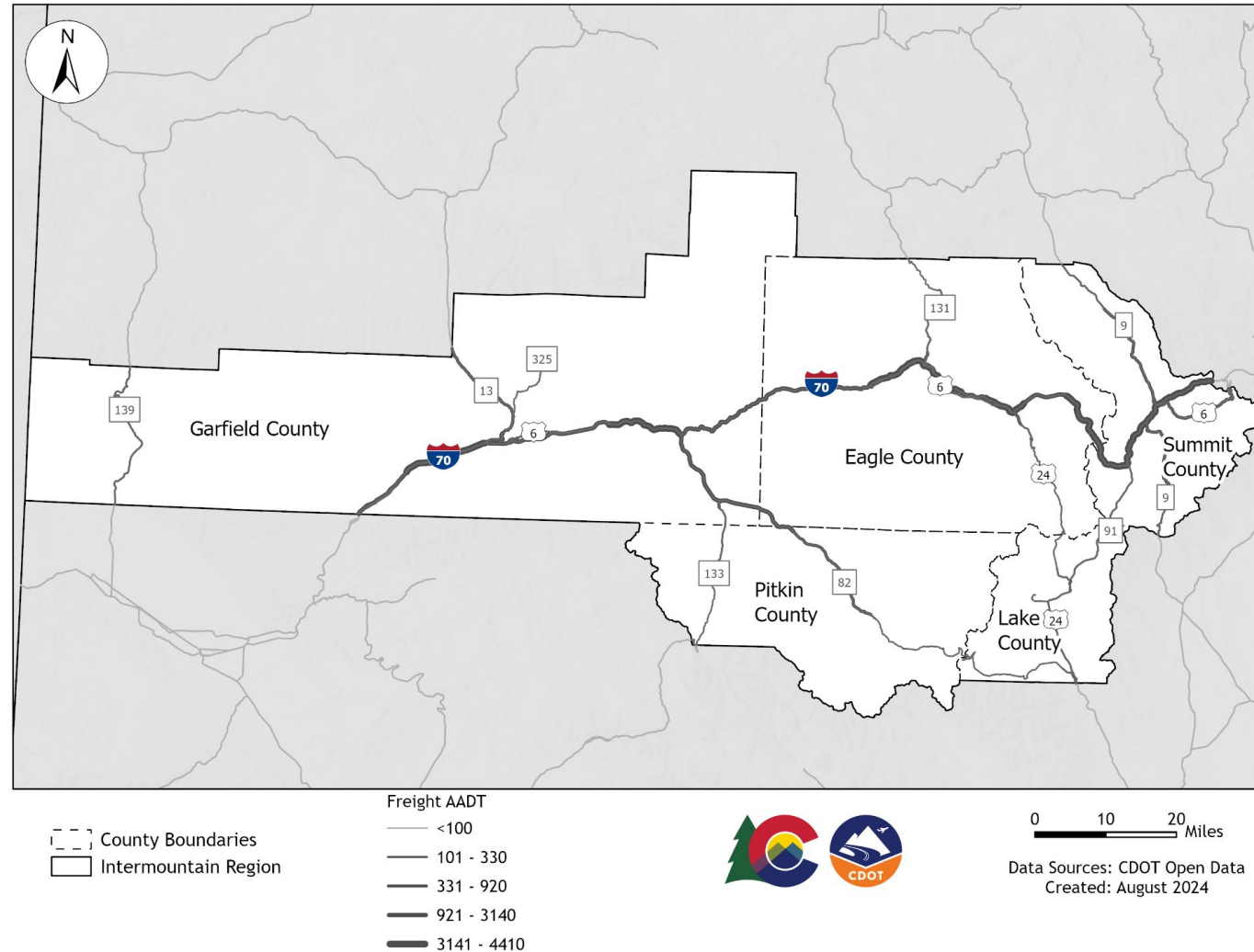


0 10 20 Miles

Data Sources: CDOT Open Data
Created: August 2024

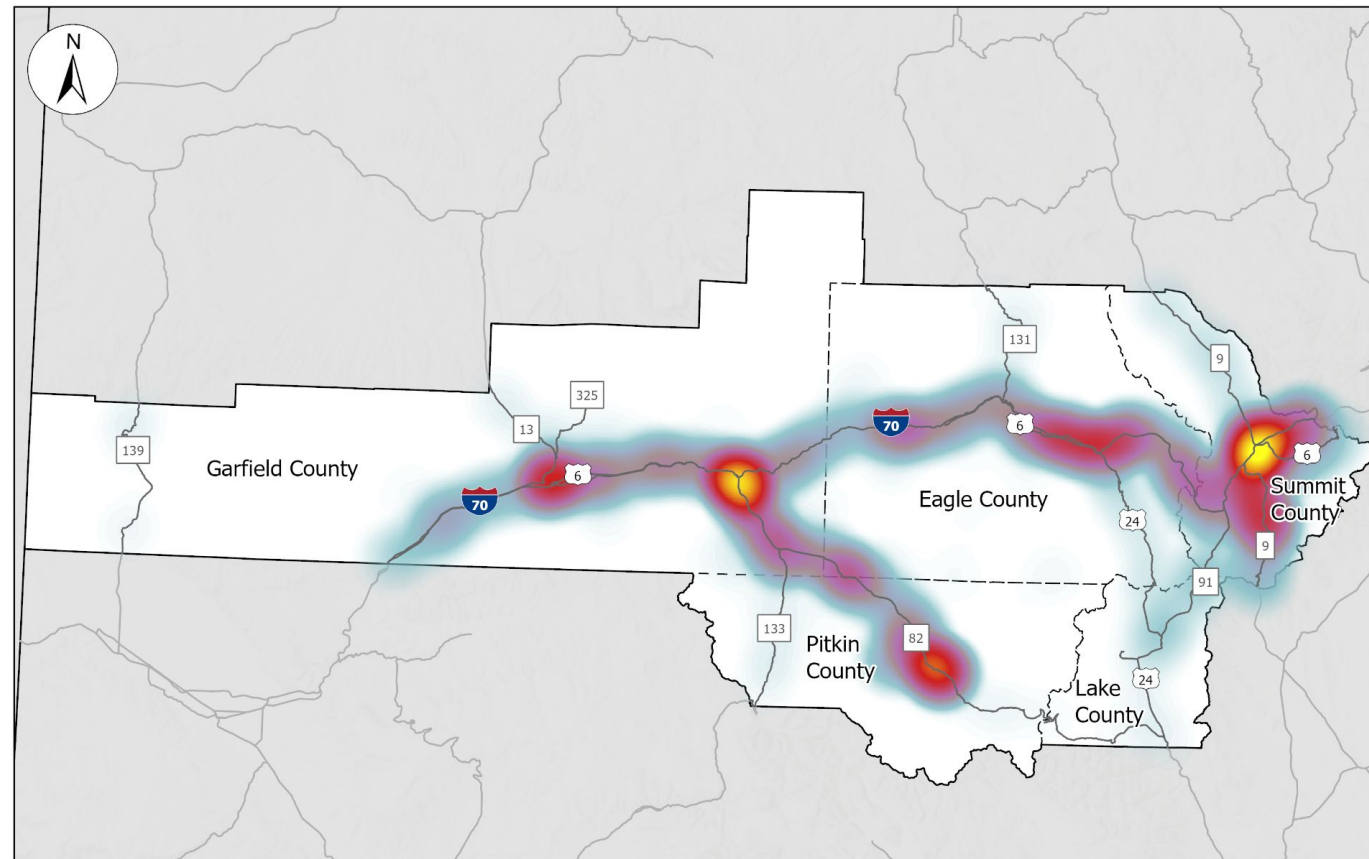
Truck and Freight Average Annual Daily Traffic

Intermountain Freight Average Annual Daily Traffic (AADT) 2023



Vehicle Crash Density

Intermountain Region Vehicle Crashes 2023



--- County Boundaries
 [Outline] Intermountain Region

Vehicle Crashes
 [Blue] Sparse
 [Red] Dense

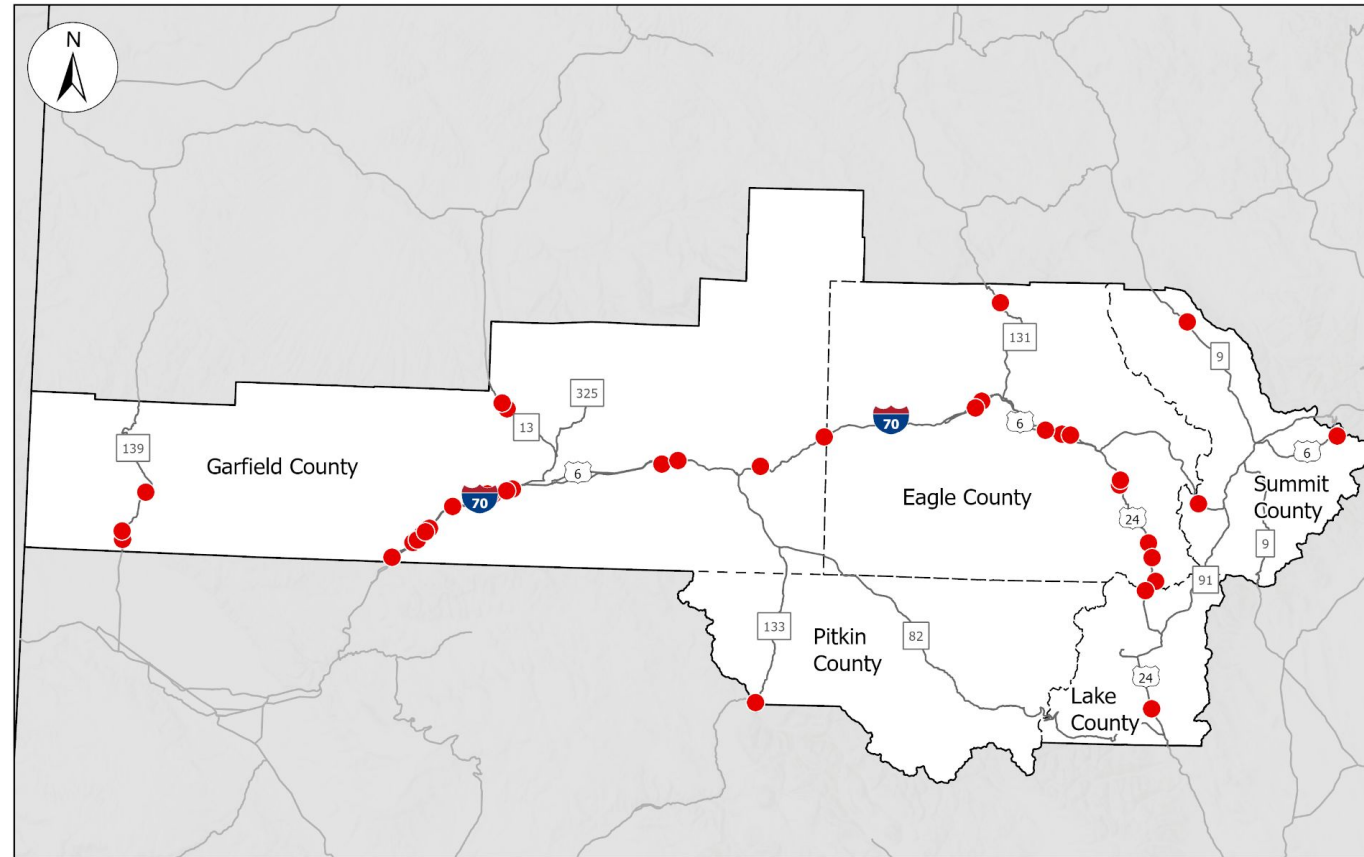


0 10 20 Miles

Data Sources: CDOT Crash Data 2023
 Created: August 2024

Minor Culverts (4' to 20' diameter) in poor condition

Intermountain Minor Culverts in Poor Condition



--- County Boundaries
 [] Intermountain Region

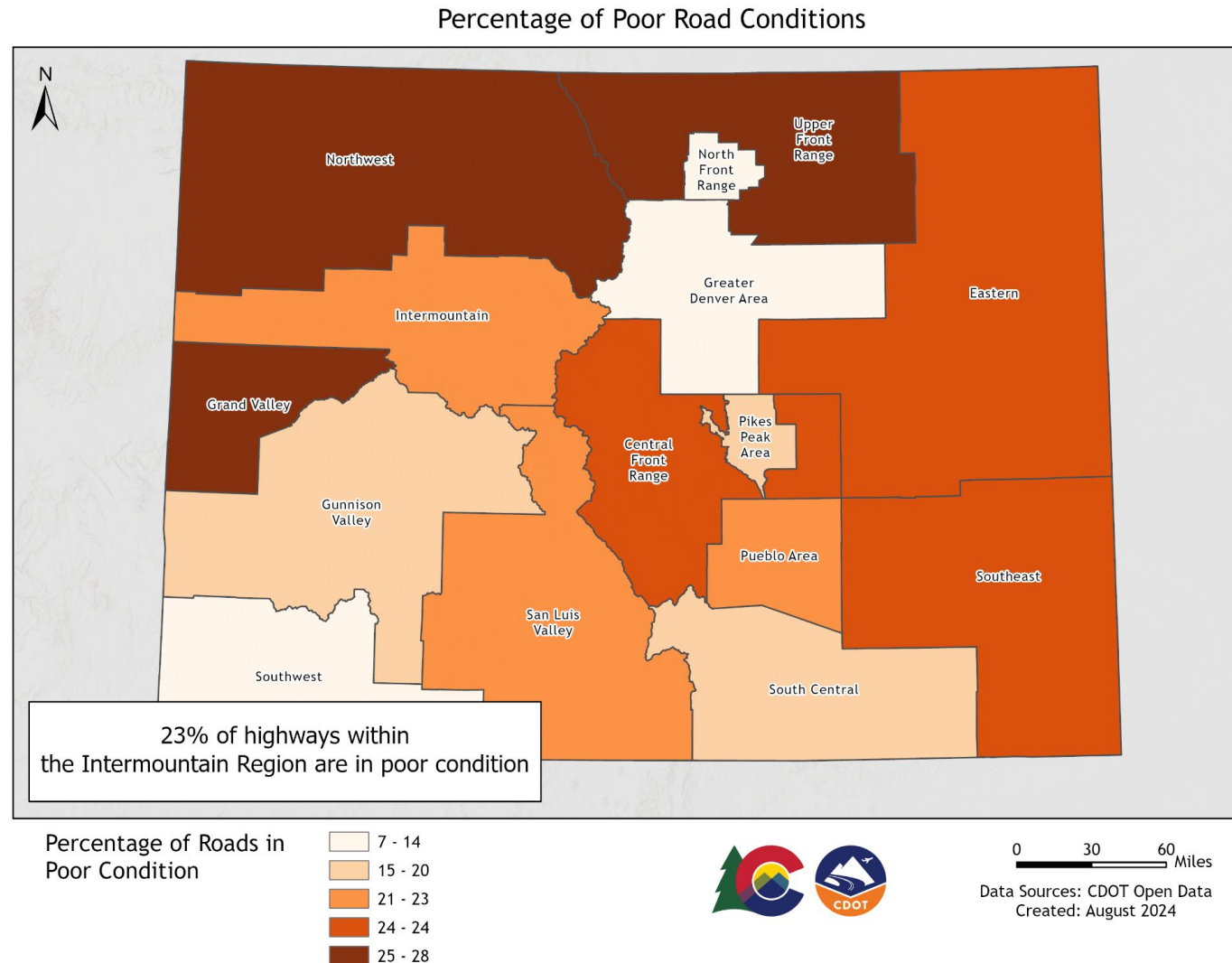
Culvert Condition
 ● Poor

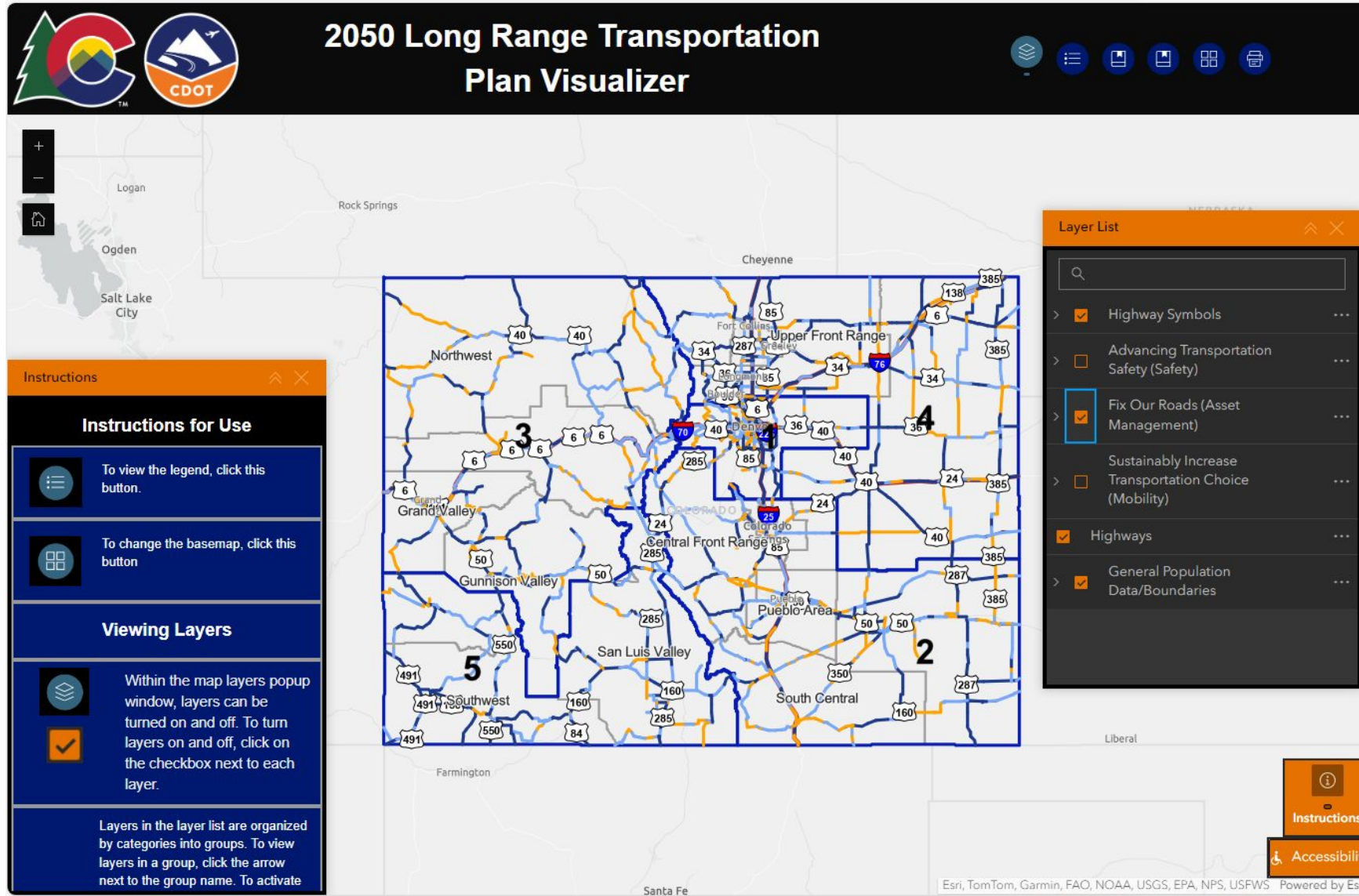


0 10 20 Miles

Data Sources: CDOT Staff Bridge
 Created: September 2024

Percentage of Poor Road Condition by TPR





<https://experience.arcgis.com/experience/c9ec4c30351143caaa995b6ad5ce5f44>

Intermountain **VISION, GOALS, and FOCUS AREAS**



Intermountain Vision

The vision of the Intermountain TPR is to be a Region composed of physically distinct, unique, diverse communities interconnected by a multimodal transportation network that promotes preservation of the unique character of each community through open-space buffering, while providing economic, cultural, environmental, and outdoor recreational benefits.



Intermountain Vision - Proposed Changes

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



2045 Intermountain RTP Goals & Survey Results

2045 Goal	Modify	Delete	No Change
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			100%
Develop a Regional perspective or vision for the geographic distribution of people, goods and services, and recreation	17%		83%
Better coordinate land use and multimodal transportation planning	17%	17%	67%
Address existing and future needs/inadequacies		17%	83%
Integrate multimodal options into all planning and funding decisions	17%	17%	67%
Phase in useful increments		17%	83%
Evaluate projects based on total cost of construction and maintenance through the year 2045	33%	17%	50%
Provide maximum flexibility for use of funds		17%	83%
Tap into all potential funding sources	17%	17%	67%
Provide for efficient energy use		17%	83%



2045 Intermountain RTP Goals & Survey Results

2045 Goal	Modify	Delete	No Change
Preserve land and critical environmental values			100%
Reflect direct and indirect environmental impacts (e.g. air quality, noise, etc.)		17%	83%
Maximize system efficiency and minimize needless trips		33%	67%
Provide travel options to attainable/accessible housing, medical, and overall community services		17%	83%
Recognize the uniqueness of individual communities		33%	67%
Provide equity of funding for services		17%	83%
Recognize diverse needs of transportation users			100%
Support/preserve existing transportation patterns that enhance economic development		17%	83%
Consider social costs of transportation services		17%	83%
Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the Region's needs and goals		17%	83%



Need for a safe, reliable transportation system that connects communities and housing, while addressing regional travel patterns.

Need for adaptable transportation solutions to address population and tourism growth



2050 Intermountain RTP Modified Goals

2050 Goal	Modify	Delete	No Change
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			100%
Develop a Regional perspective or vision for the geographic distribution of people, goods and services, and recreation	17%		83%
Better coordinate land use and multimodal transportation planning to provide adaptable scenarios for population and tourism growth	17%	17%	67%
Address existing and future needs/inadequacies		17%	83%
Integrate multimodal options into all planning and funding decisions	17%	17%	67%
Phase in useful increments		17%	83%
Evaluate projects based on total cost of construction and maintenance through the year 2050	33%	17%	50%
Provide maximum flexibility for use of funds		17%	83%
Tap into all potential funding sources	17%	17%	67%
Provide for efficient energy use		17%	83%



2050 Intermountain RTP Modified Goals

2050 Goal	Modify	Delete	No Change
Preserve land and critical environmental values			100%
Reflect direct and indirect environmental impacts (e.g. air quality, noise, etc.)		17%	83%
Maximize system efficiency and minimize needless trips		33%	67%
Provide reliable and safe travel options to attainable / accessible housing, medical, and overall community services		17%	83%
Recognize the uniqueness of individual communities		33%	67%
Provide equity of funding for service equitable funding for all modes, services, and facilities		17%	83%
Recognize diverse needs of transportation users			100%
Support/preserve existing transportation patterns that to enhance economic development Support current transportation patterns to strengthen economic development while aligning with and preparing for future growth trends.		17%	83%
Consider social costs of transportation services		17%	83%
Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the Region's needs and goals		17%	83%



Focus Areas & Potential Modifications

Focus areas tell a story about what you want people to know about your TPR that's most important.

2045 Focus Areas and Potential Modifications:

- Road Conditions **and Safety**
- Freight and Rail
- Tourism **and Growth**
- Resiliency **and Land Use**
- InterRegional Transit
- Environmental Mitigation



Status Update: Intermountain TPR Projects



Projects Overview/Background

Project Database - This includes all projects that were identified during the 2045 Statewide/Regional Transportation Plan development process.

TPR Priority Projects - The Intermountain 2045 RTP identifies 28 Priority Projects (including 18 highway projects and 10 transit projects).

10-Year Plan Projects - CDOT's strategic document that outlines the state's transportation priorities and planned investments over a 10-year period.

- FUNDED: 2019-2026 (first 8 years of the plan)
- UNFUNDED: 2027-2028 (last 2 years of the plan)



Intermountain TPR Project Overview

		Number of Projects	Total Cost (in millions, 2024\$)	Number of Projects Complete or Under Construction
TPR Priority Projects	FUNDED in 10-Year Plan	5	\$590.0	5
	FUNDED Other funding source(s)	1~	TBD	0
	UNFUNDED in outyears of 10-Year Plan	2	\$23.6	0
TPR Priority Projects		8	\$613.6*	5

* Project costs for unfunded projects are in 2019\$ and will be inflated to 2024\$

~Partial funding through grant



Intermountain TPR Project Overview (cont.)

		Number of Projects	Total Cost (in millions, 2024\$)	Number of Projects Complete or Under Construction
Database Projects (non-TPR Priority Projects)	FUNDED in 10-Year Plan	9	\$145.8	8
	FUNDED Other funding source(s)	6	\$5.6	6
	UNFUNDED in outyears of 10-Year Plan	5	\$71.1	0
	UNFUNDED (<u>not</u> in 10-Year Plan)	204	\$2,232.9*	0
Database Projects		224	\$2,454.5*	8
All Projects		252	\$3,418.4*	14

*Project costs for unfunded projects are in 2019\$ and will be inflated to 2024\$



Intermountain TPR Project Types

		Highway	Rural Paving	Transit	Highway + Transit	With Bike/Ped Component
TPR Priority Projects	FUNDED in 10-Year Plan	3	0	2	0	0
	FUNDED Other funding source(s)	1	0	0	0	0
	UNFUNDED in outyears of 10-Year Plan	2	0	0	0	0
	UNFUNDED (<u>not</u> in 10-Year Plan)	12	0	8	0	4
TPR Priority Projects		18	0	10	0	4



Intermountain TPR Project Types (cont.)

		Highway	Rural Paving	Transit	Highway + Transit	With Bike/Ped Component
Database Projects (non-TPR Priority Projects)	FUNDED in 10-Year Plan	3	2	4	0	0
	FUNDED Other funding source(s)	0	0	6	0	0
	UNFUNDED in outyears of 10-Year Plan	1	3	1	0	0
	UNFUNDED (<u>not</u> in 10-Year Plan)	134	0	69	1	26
Database Projects		138	5	80	1	26
All Projects		156	5	90	1	30



2045 RTP Priority Projects

Intermountain TPR's Top Project Priorities

Each of the five counties in the Intermountain TPR and CDOT identified their highest priority highway projects and highest priority multimodal projects. The priority highway projects are shown in the map below, and both the priority highway and multimodal projects are listed in the table on page 13 by project ID and do not represent a ranked order. The highway list includes several I-70 interchange improvements, safety and operational improvements along key segments of I-70, SH 82, US 24, and SH 13, and reconstruction of SH 139. The multimodal list includes several new and enhanced Park-n-Rides, transit centers, and bus shelters as well as pedestrian underpasses and a Regional trail. The priority projects for the Intermountain TPR are estimated to cost over \$860 million. The full project list can be found in Appendix B.

Intermountain TPR Priority Project List

Map Label	Planning Project ID	Highway(s)	Project Name	Cost (\$M)	Primary Project Type	Additional Project Benefits	SWP Goal Areas
A	1952	I-70	I-70 West: Dowd Canyon safety and capacity improvements	\$TBD			
B	1157	I-70	I-70 Frisco Interchange Improvements to expand capacity and improve operations	\$30.00			
C	0043	I-70	I-70 eastbound auxiliary lane from Frisco to Silverthorne	\$24.00			
D	1159	I-70	I-70 Silverthorne Interchange reconstruction including diverging diamond interchange, ramp and drainage improvements	\$24.70			
E	1161	I-70	I-70 Vail Pass auxiliary lanes including an eastbound climbing lane, westbound deceleration lane, truck parking, chain up, and runaway truck ramp improvements	\$400.00			
F	1172	I-70	I-70 Silt Interchange Improvements including roundabouts	\$54.00			
G	1203	US 24	US 24 Mintum to Leadville safety and mobility improvements including intersections and shoulders	\$9.60			
H	1886	N/A	Cottonwood Pass upgrades to serve as I-70 Bypass around Glenwood Canyon	\$15.00			
I	1938	I-70	I-70 Eagle Airport Interchange and Intermodal connector	\$60.00			
J	1977	I-70	I-70 New Castle Interchange Improvements including roundabouts	\$30.00			
K	1998	SH 13	SH 13 Improvements in Garfield County	\$60.00			
L	2015	SH 82	SH 82 access Improvements in Aspen	\$2.10			
M	2032	SH 139	SH 139 Douglas Pass stabilization and reconstruction	TBD			
N	2390	SH 82	SH 82 Main Street safety and Intersection Improvements within the Town of Aspen	TBD			
O	2696	SH 82	New off-system bridge over Roaring Fork River west of SH 82 near Glenwood Springs Airport	\$60.00			
Priority Multimodal Projects							
	1142	I-70	Eagle County Lake Creek Apartments multi-use transit center	\$7.00			
	1149	I-70	Eagle County Interchange Park-n-Ride/transit center improvements in Gypsum, Eagle, Wolcott, Edwards, Avon, and Mintum	\$5.00			
	1170	I-70	Silt, Rifle, and Parachute Park-n-Ride Improvements	\$2.70			
	1201	US 24	New Leadville Park-n-Ride	\$0.25			
	1202	US 24	New bus shelters in Leadville	\$0.10			
	1205	SH 82	SH 82 pedestrian underpass for transit stops at Buttermilk	\$7.00			
	1208	SH 82	SH 82 pedestrian grade separated crossing at 27th Street near VelocRFTA BRT station	\$12.00			
	1223	SH 82	BRT enhancements to Brush Creek Interceptor lot/Park-n-Ride	\$8.49			
	1231	SH 82	Snowmass Transit Center including transit service consolidation, roadway relocation, pedestrian access improvements	\$11.00			
	1902	I-70	Town of Breckenridge Intermodal center and Park-n-Ride	\$1.00			
	1903	I-70	Vail Intermodal site	\$15.00			
	1930	I-70	Eagle Valley Regional Trail System: Gypsum to Dotsero	\$1.00			
	2023	SH 82	SH 82 Pedestrian underpass at Midland Avenue in Basalt	\$20.00			

PROJECT TYPES:

- Safety
- Bicycle
- Operations
- Capacity
- Asset Management
- Transit
- Pedestrian

PROJECT BENEFITS:

- Economic Vitality
- Public Health
- Tourism
- Mobility Options
- Pedestrian
- Freight
- Bike
- Resilience
- Quality of Life
- Transit
- Aviation
- Safety
- Asset Management

YOUR TRANSPORTATION PLAN GOAL AREAS:

- Safety
- Mobility
- Asset Management

- Complete or Under Construction
- Partially Funded
- In Design

Projects that are under construction or complete can be removed from the list. Projects that are funded or in design should be “held harmless” and remain on the priority list.

2050 RTP PROJECT PRIORITIES



Data-Informed Prioritization

CDOT will be using a data-informed project evaluation process to prioritize projects throughout the State for inclusion in the 10-Year Plan update. The prioritization will be informed by the PD 14 Goals:



Advancing Transportation Safety



Fixing Our Roads



Sustainably Increase Transportation Choice

CDOT's role is to support you in the development of your 2050 RTP.



Evaluation Criteria

Earlier in the meeting, you discussed evaluation categories for a data-informed project prioritization process. PD-14 goals are recommended to be considered as part of the evaluation criteria for optimal alignment with the 10-Year Plan.

PD-14 Goals

Advancing
Transportation
Safety

Fix Our Roads

Sustainability
Increase
Transportation
Choice

TPR RTP Criteria

Mobility

Safety

Strategic Nature

Equity

Quality of Life &
Public Health

Economic Impact

Cost-Benefit

Local/
Community
Support



Next Steps

- **October 18th Meeting:** Approve project prioritization scoring sheet /evaluation process
- **October 19 - November 15:** IMTPR primary and secondary voting representatives meet with their counties and develop project lists based off 20-Year project list and approved scoring sheet
- **November 15:** IMTPR Active Transportation / Transit Virtual Meeting
- **December 4:** IMTPR Executive Committee meeting
- **December 13:** Send rankings by county to Dana
- **January 9:** Draft 2050 priority list sent to IMTPR for discussion at January 17th meeting
- **January 17:** TPR meeting to discuss draft 2050 priority list



YOUR
TRANSPORTATION
PRIORITIES



POWERED
BY YOU

Questions and Discussion