



Intermountain Transportation Planning Region (IMTPR) Commission Meeting

January 17, 2025
10:00am-12:00pm

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

Join by [Zoom](#)

Meeting ID: 923 1364 2940

Call in: 1-719-359-4580

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

10:05am: Public Comments (Brian Pettet)

10:10am: Update on TPR Boundary Decision, IGAs, and Bylaws (Brian Pettet)

10:15am: Election for Chair and Vice Chair (Brian Pettet)

10:45am: [TPR Priority Project List](#) ('final project list' tab) for the 2050 Statewide Plan (Brian Pettet, Marissa Gaughan)

- Recap the project prioritization process
- Recap the IMTPR Executive Committee meeting outcome on 12/4/24
- Vote on project lists for 2050 plan

11:35am: MMOF Funding and Extension on Application Deadline

- Only 2 draft applications were received by the deadline on December 1, 2024
 - Town of Parachute - 1st & US 6 multimodal improvements (\$425K requested)
 - Avon/Eagle - US 6 Safety-Mobility Improvements (\$2M requested)
 - \$3M total in funding available

11:50am: Partner Updates (All)

- Region 3 updates (Mark Rogers)

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



- Determine locations for remaining 3 meetings for the year

Attachments:

[October meeting notes/recording](#)

IMTPR Roles and Responsibilities (for Chair and Vice Chair election)

[2050 IMTPR Priority Project List](#)

CDOT IMTPR Meeting #3 slides

Town of Eagle RAISE Grant signed LOS

Town of Silverthorne RAISE Grant signed LOS

Town of Silt RAISE Grant signed LOS

Town of Gypsum RAISE Grant signed LOS

CDOT RAISE Grant signed LOS

Town of Red Cliff RAISE Grant signed LOS

Pitkin County RAISE Grant signed LOS

Town of Parachute MMOF Draft Application w/ CDOT comments

Avon/Eagle MMOF Final Application

Extended MMOF Funding Schedule



Intermountain Transportation Planning Region (IMTPR) Commission Meeting Notes (in yellow)

October 18, 2024

9:00am-12:00pm

[Zoom recording](#)

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

9:05am: Public Comments (Brian Pettet)

- Matt Frommer with the Southwest Energy Efficient Project (SWEET) gave public comment.

9:10am: TPR Project Priority Ranking (Brian Pettet)

- Approve 2050 IMTPR Project Prioritization Scoring Sheet
- The group made suggestions to the scoring sheet. Dana will make those changes and send to the group.
- 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. Dana will send this Zoom link to the IMTPR.
- 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)

- The group gave feedback on the presentation and CDOT staff will update.

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

- Approve process and scoring sheet
- The group approved the process and scoring sheet



11:30am: Partner Updates (All)

- Lake County's transit system is now up and running
- 27th Street Bridge Pedestrian bridge/underpass in GWS is open
- CORE received the Transit Agency of the Year award at the CASTA Fall Conference
- Breck Free Ride and CORE presented at the CASTA Fall Conference

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

- A comment was made to send the meeting packet documents as separate files in the future for easier reading

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

Roles/Responsibilities of Intermountain Transportation Planning Region (IMTPR) Members

Elected Seats

Time Commitment: 3-6 hours per month

The officers shall be elected by vote at a regularly scheduled IMTPR meeting to serve a term of two (2) years or until their successors are elected. Their term of office shall begin upon adjournment of the regular meeting during which the election took place. Elections shall be held at the IMTPR meeting in January of every odd numbered year.

- Chair-The Chairperson will serve a minimum of two years. They will facilitate all IMTPR meetings, develop meeting agendas with the Vice Chair and Mobility Director, call meetings to order, conduct a roll call, conduct votes, promote the IMTPR and give updates to other elected officials/groups, work in conjunction with the Mobility Director and others on ensuring strategic goals are being met, develop the [MMOF funding](#) process (every four years), and develop the project prioritization process every four years for Colorado's [Statewide Transportation Plan](#), building off the most recent [IMTPR Plan](#).

The Chair will also attend [monthly Statewide Transportation Advisory Committee \(STAC\) meetings](#) to give updates on the IMTPR and to bring back pertinent information to the group. If the Chair cannot attend, the Vice Chair should attend. If neither of the elected officers can attend, the Mobility Director will attend and provide updates.

- Vice Chair- The Vice Chair assists the Chair and facilitates meetings if the Chair is absent. They will also assume the role of the Chair until the next election should the Chair resign. They will serve a minimum of two years. They will help develop meeting agendas with the Chair and Mobility Director, promote the IMTPR and give updates to other relevant organizations, work in conjunction with the Mobility Director and others on ensuring strategic goals are being met, develop the [MMOF funding](#) process (every four years), and develop the project prioritization process every four years for Colorado's [Statewide Transportation Plan](#), building off the most recent [IMTPR Plan](#).

Voting Members

Time Commitment: 2-4 hours per month

Each Municipality, County, and Regional Transit Authority has one primary and one secondary voting member. These members are identified by each of the Municipalities, Counties, and Regional Transit Authorities and contact information of voting members should be emailed to the Mobility Director.

- Attend and actively participate in four quarterly meetings per year (in person is strongly encouraged, but there are virtual options for all meetings)
- Vote on specific matters related to the IMTPR
- Designate a primary and secondary voting member for their jurisdiction
- Read meeting packets and minutes
- Provide specific updates on behalf of their jurisdiction during meetings
- Attend relevant county meetings during project prioritization for Colorado's [Statewide Transportation Plan](#) (every four years)
- Review/approve partner letters of support for grant funding opportunities
- Provide input on IMTPR processes such as:
 - [MMOF funding](#)
 - Project prioritization for Colorado's Statewide Transportation Plan (every four years)
 - IGAs
 - Bylaws

Additional Members

Time Commitment: 1-2 hours per month

- Attend and actively participate in four quarterly meetings per year (in person is strongly encouraged, but there are virtual options for all meetings)
- Review meeting notes and recordings
- Participate in IMTPR discussions
- Provide input on IMTPR processes such as:
 - [MMOF funding](#)
 - Project prioritization for Colorado's [Statewide Transportation Plan](#) (every four years)
 - IGAs
 - Bylaws



YOUR
TRANSPORTATION
PRIORITIES



POWERED
BY YOU

Intermountain TPR
Meeting #3
January 17, 2025 - Eagle, Colorado



Priority Project List Discussion and Confirmation

Provide refresher on RTP planning context

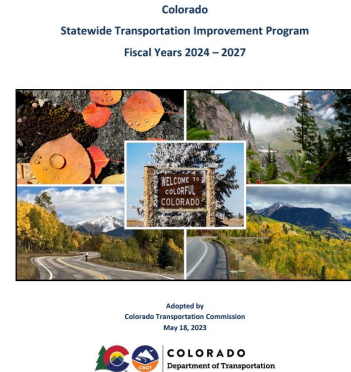
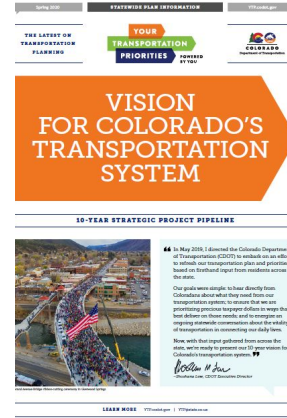
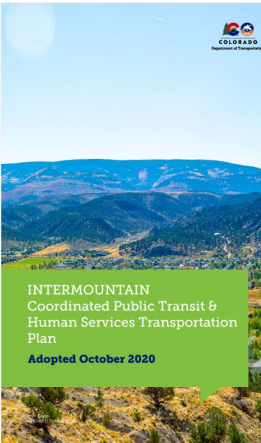
Brief Recap of Meeting #2 discussion and decisions

Discuss the draft priority project list selected by the IMTPR Executive Committee

Confirm the priority project list and discuss next steps in the planning process



Plan Development



Regional Plans

Statewide Transportation & Transit Plans

10-Year Plan

4-Year STIP

Data Integration • Stakeholder and Community Input



Intermountain TPR Recap of Meeting #2



Intermountain TPR Meeting #2 Decisions

Intermountain TPR membership agreed on for their 2050 RTP:

- 2050 Intermountain goals, focus areas and vision
- Decided and approved the project prioritization process

Action items for today's meeting:

- Recap meeting #2
- Discuss draft priority project list



2050 Accepted Vision

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



2050 Accepted Goals

2050 Intermountain TPR 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 vision for the geographic distribution of people, goods and services, and recreation

Better coordinate land use and multimodal transportation planning to provide adaptable scenarios for population and tourism growth

Evaluate projects based on total cost of construction and maintenance through the year 2050

Preserve land and critical environmental values

Provide reliable and safe travel options to accessible housing, medical, and overall community services

Provide equitable funding for all modes, services, and facilities

Recognize diverse needs of transportation users

Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the Region's needs and goals

Address existing and future needs and inadequacies

Maximize system efficiency



2050 Focus Areas:

- Safety for All
- Interregional Transit and Multimodal Connectivity
- Travel and Infrastructure Resiliency
- Roadway Conditions
- Tourism
- Land Use and Growth
- Environmental Mitigation
- Freight and Rail



TPR Project Selection and Ranking Process

TPR Project Selection and Ranking Process

- 1) IMTPR primary and secondary voting representatives met with their counties and developed a project list based off of the approved scoring sheet.
- 2) IMTPR Executive Committee met to prioritize projects using county-selected priority projects and the TPR Project Priority Ranking Criteria.



TPR Project Priority Ranking Criteria

Criteria:

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



2050 Statewide and Regional Plan Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 9/3/2024



	2024								2025											
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2050 Plan Development Activities	Revenue Projections																			
	Policy Directive 14																			
	Plan Integration																			
	Public Involvement Strategy																			
Rural TPR Outreach	TPR Meeting 1				TPR Meeting 2				TPR Meeting 3				TPR Meeting 4							
Public Involvement	Conduct Public and Stakeholder Engagement																			
MPO Coordination																				
2050 Regional Transportation Plan Review and Adoption													Public Review							
2050 SWP Review and Adoption													FHWA/FTA Review				Adoption by Transportation Commission			
New 10-Year Plan Covering FY 2027-2036													Update Project Database							
													Prioritize 10yr plan projects using PD 14							
													GHG Model Run of 10-yr Plan Projects							
													Adoption by Transportation Commission							



December 18, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Support for: Town of Eagle's Grand Avenue Multimodal Reconstruction Project -
RAISE 2025

Dear Secretary Buttigieg,

As Chair of the Intermountain Transportation Planning Region (IMTPR), I write to express support for the Town of Eagle's Grand Avenue Multimodal Reconstruction Project as they pursue federal funding for through the 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. The improvements of this project will advance regional and statewide resiliency, mobility, and connectivity to and through rural communities along Interstate 70 (I-70) and Western Colorado.

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.

This project is one of two critical projects needed to accommodate the anticipated growth of both Gypsum and Eagle over the next several decades. The other essential project is the Eagle County Airport Interchange between Gypsum and Eagle. Together, these projects will improve traffic capacity; enhance the safety and efficiency of multi-modal transportation options; provide a high-capacity alternative route to I-70 during disruptions to the interstate; and provide resilient evacuation routes for residents during wildfire or flood emergencies.

The Grand Avenue Multimodal Corridor Project is vital to the Eagle Valley Transit Authority's multimodal transit system. As a crucial link to the 1-70 arterial, it ensures seamless transportation to and from Eagle County Airport. This essential corridor connects the towns of Gypsum and Eagle and provides vital access to economic job centers in Vail, Avon, and Beaver Creek Ski Resorts. Given the integral role of these entities in the global economics of Eagle County and the State of Colorado, the enhancement of the Grand Avenue Multimodal Corridor is imperative to support the daily commute of the workforce and guest visitors to the world-famous Vail and Beaver Creek Ski Resorts. The envisioned corridor is poised to offer efficient multimodal transit services, benefiting pedestrians, cyclists, public transit users, and motorists alike, thereby emphasizing the creation of safe streets for all users.

Beyond its local impact, this project holds regional significance by substantially improving multimodal transportation. IMTPR members identified 'reducing congestion, increasing transit and bike and pedestrian options, and improving pavement conditions' as the issues that matter most in the 2040 Regional Transit Plan. The proposed enhancements will benefit the town of Eagle and extend their positive influence on Eagle County and surrounding towns and communities. The documented need for this project within the Town of Eagle, spanning several years, underscores its importance and relevance.

We believe that the RAISE grant will be pivotal in advancing this crucial infrastructure project, benefiting the town of Eagle and contributing significantly to the broader state of Colorado. Your thoughtful consideration and approval of this application would be instrumental in realizing these essential improvements.

Thank you for your attention to this matter, and we remain optimistic about the positive impact the Grand Avenue Multimodal Reconstruction Project can have on our local and regional communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Briar Pettet", is written over the word "Sincerely,". The signature is fluid and cursive, with a large initial "B".

Briar Pettet
Chair, Intermountain Transportation Planning Region (IMTPR)



January 15, 2024

U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 25090

Re: Silverthorne's Application for the Moving Forward Together: Silverthorne's Mobility Project

Dear Review Committee:

As Chair of the Intermountain Transportation Planning Region (IMTPR), I am writing to express support for the Town of Silverthorne's Moving Forward Together: Silverthorne's Mobility Project. The project will implement Phase I of the Colorado Department of Transportation (CDOT) US 6 – CO 9 Corridor Operations Study (Corridor Operations Study). Working in partnership with the Summit County region and CDOT, Silverthorne will engineer and design: 1.) the realignment of Little Beaver Trail with Stephens Way; 2.) the widening of Stephens Way and a new bridge crossing at Blue River; and 3.) a roundabout at Wilderrest Road and Stephens Way with an improved intersection at Wilderrest and SH 9. When constructed, the project will improve US 6 and CO 9 safety and operations, provide resilience to the state highway system, and decrease dangerous gridlock on local roads.

The IMTPR supports Silverthorne's Mobility Project because the project meets the IMTPR goals of improving safety, mobility, and economic vitality.

This project has been on the IMTPR project list for more than a decade and is one of the priority projects for the planning region. This interchange is the primary access for the northwest corner of Colorado and will benefit all the communities in the northwest corner of Colorado. In addition, the project will decrease gridlock on local roads and resulting GHG emissions and increase public safety response times when US 6 and CO 9 are congested, saving lives. Importantly, the project will construct another route over the Blue River and I-70, increasing resiliency by providing residents an alternate route to use when I-70 closes due to snowstorms, accidents, or the closure of Glenwood Canyon. Finally, the Corridor Operations Study estimated that traffic in the region will increase by 45% by the year 2045, and regional solutions will be necessary to manage traffic. The project addresses this issue by reducing congestion and will improve the quality of life for Silverthorne's residents.

Working in partnership with CDOT and the Summit County region, the Town can increase its resident and visitor safety and quality of life by reducing dangerous traffic congestion. Please give Silverthorne's Mobility Project your full consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'BP', with a long, sweeping horizontal line extending to the right.

Brian Pettet,

Chair, Intermountain Transportation Planning Region (IMTPR)



January 15, 2024
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Support for: Town of Silt's Pedestrian Bridge Connectivity Project

Dear Review Committee,

As Chair of the Intermountain Transportation Planning Region (IMTPR), I write to express support for the Town of Silt's application to the US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for the community's Pedestrian Bridge Connectivity Project. With US DOT support, the Town will construct an elevated pedestrian/bike overpass across Interstate 70 (I-70) and eliminate dangerous conflicts between vehicles and pedestrians, increase multimodal transportation for pedestrians and bicycles, spur new economic opportunities, and improve the quality of life for residents and commuters.

Silt and CDOT started working together to design the bridge following a pedestrian's fatal accident on the 9th Street Bridge in 2018. The north and south sides of the Town are divided by the I-70 corridor and the Union Pacific Railroad (UPRR) right-of-way. The transportation barriers and the lack of adequate non-motorized transportation facilities create a reliance on motorized travel between the two sides. Northern Silt amenities and services include downtown, municipal buildings, the Roaring Fork Transit Authority's (RFTA) bus stop, and most of the community's residential housing, businesses, and parks. Southern Silt includes the tiny home residential development, home to over one hundred residents, a KOA campground, which has an excess of one hundred recreational vehicle/camping pads, lodging, and the Town's dog park (Island Park) and Silt River Preserve open space along the Colorado River. The Town is also in the review process for an additional five hundred residential units, 40% of which will serve the region's most vulnerable population for housing. These developments also include significant planned square footage for retail, commercial, and professional uses.

The Pedestrian Bridge Connectivity Project advances regional multimodal transportation by reconstructing CDOT's Park-n-Ride at the south terminus of the pedestrian bridge. Not only will there be additional spaces for parking, but the bridge will also provide access from the south to the RFTA bus stop at the intersection of 7th Street and Main St. (US Hwy 6).

The vision of the IMTPR 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.

The IMPTR believes that the Pedestrian Bridge Connectivity Project is a pivotal infrastructure project to meet the existing and future transportation needs of the Town and region. The RAISE grant will be extremely important in advancing this crucial infrastructure improvement benefiting the Town, Garfield County, and the broader State of Colorado.

Please give Silt's Pedestrian Bridge Connectivity your full consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Pettet', with a long horizontal flourish extending to the right.

Brian Pettet

Chair, Intermountain Transportation Planning Region (IMTPR)



January 6, 2025

Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary,

As Chair of the Intermountain Transportation Planning Region (IMTPR), I am writing to express support of the town of Gypsum's submission for a planning grant for the FY 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. Gypsum has taken several steps toward identifying areas of critical need within the community and is ready to reignite a project twenty years in the making, the I-70 Eagle Airport Interchange Project.

The Town is proposing an interchange project that responds to the documented need for regional transportation capacity solutions and provides access to the Eagle County Regional Airport. The project is one of the priority projects for the planning region and will solve regional capacity issues and improve safety along Highway 6, Cooley Mesa Road, and other regional corridors. This interchange vision began in the 1990s with a concept study and an environmental assessment. A project design was completed in 2010, but construction funding never materialized. Current population growth, increased regional freight traffic, and the expanded use of the Eagle County Regional Airport have only increased the need for this project. This grant intends to update the planning and the environmental review and complete the design required to implement construction. This interchange project will address safety concerns, improve multimodal and infrastructure capacity, and ensure the community is prepared for continued growth and economic opportunity alongside the Eagle County Regional Airport.

This project is one of two critical projects needed to accommodate the anticipated growth of both Gypsum and Eagle over the next several decades. The other essential project is the Grand Avenue Multimodal Reconstruction Project. Together, these projects will improve traffic capacity, enhance the safety and efficiency of multi-modal transportation options, provide a high-capacity alternative route to I-70 during disruptions to the interstate, and provide resilient evacuation routes for residents during wildfire or flood emergencies.

For these reasons, the RAISE grant will significantly support the town of Gypsum, the regional transportation infrastructure of the I-70 corridor, and the State of Colorado. Thank you for considering and approving this application.

Sincerely,



Brian Pettet

Chair, Intermountain Transportation Planning Region (IMTPR)



January 11, 2025

The Honorable Sean Duffy, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for Interstate 70 (I-70) Glenwood Canyon Resilient, Efficient, and Safe Corridor Upgrades and Enhancements (RESCUE) Project

Dear Secretary Duffy:

As Chair of the Intermountain Transportation Planning Region (IMTPR), I write to express my support for the Colorado Department of Transportation (CDOT) as they pursue federal funding for Interstate 70 (I-70) Glenwood Canyon Resilient, Efficient, and Safe Corridor Upgrades and Enhancements (RESCUE) Project (the Project). The improvements of this project will advance regional and statewide resiliency, mobility, and connectivity to and through rural communities along Interstate 70 (I-70) and Western Colorado.

I-70 is the only contiguous east/west route in Colorado, serving as the gateway to Colorado's thriving outdoor recreation industry on the Western Slope; it is also a Critical Freight Corridor that supports significant statewide and national economic growth. Glenwood Canyon, a nationally renowned scenic mountain feature along the I-70 corridor, experiences extreme weather and natural disaster events like rockslides, frozen roads, flash floods, and even wildfires, that often close the corridor and reroute travelers hundreds of miles and several hours.

The project will conduct structural guardrail preliminary engineering and construction along a priority segment of the interstate and will resurface the roadway to deliver a safer and more enjoyable driving experience.

We appreciate your consideration and respectfully request USDOT to prioritize RAISE FY 2025 funding to support this worthy proposal.

Sincerely,

Brian Pettet, Chair

Intermountain Transportation Planning Region (IMTPR)



January 11, 2025

U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for Red Cliff Streetscape Project

Dear Review Committee:

As Chair of the Intermountain Transportation Planning Region (IMTPR), I am writing to express my support for the Town of Red Cliff's application to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for their transformative Streetscape Project. This critical infrastructure initiative is urgently needed to address safety concerns, support anticipated growth, and provide a foundation for sustainable economic and community development.

Red Cliff is uniquely positioned within the Colorado Rockies, and like many small mountain towns, it is grappling with the pressures of rapid growth driven by housing shortages in nearby communities such as Vail, Avon, and Eagle. As development accelerates and the population grows, the need for safe, accessible, and resilient infrastructure has never been more critical. The Streetscape Project will address these pressing challenges by:

- **Replacing Aging Infrastructure:** Red Cliff's infrastructure is severely outdated, with deteriorating sidewalks, inadequate stormwater systems, and limited accommodations for pedestrians and cyclists. Modernizing these systems is essential to ensure the safety and mobility of residents and visitors.
- **Improving Safety:** Current conditions pose significant risks to pedestrians and cyclists navigating the community. With anticipated growth, safety concerns will only increase, making this project vital to protecting public well-being.
- **Accommodating Development Pressures:** As Red Cliff becomes a refuge for those seeking housing opportunities outside of high-cost mountain towns, it must prepare for increased demand on its transportation systems and public spaces. The Streetscape Project will provide the critical infrastructure needed to support this growth sustainably.

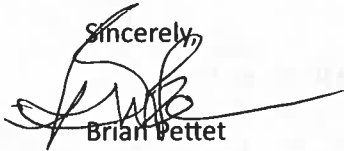
- **Enhancing Multimodal Connectivity:** By improving pedestrian and bicycle pathways, the project will connect residents and visitors to essential services, recreational opportunities, and regional transportation networks.
- **Fostering Economic Vitality:** A revitalized streetscape will attract investment, support local businesses, and strengthen Red Cliff's role as a gateway to outdoor recreation in the surrounding mountains.

This project is not only critical for Red Cliff but for the broader region, as it addresses safety, mobility, and sustainability challenges that impact the Intermountain region. By securing RAISE grant funding, the Town of Red Cliff will be able to replace crumbling infrastructure and create a safer, more accessible, and resilient community prepared for the future.

IMTPR endorses this project and urges the U.S. Department of Transportation to prioritize funding for this critical initiative. Red Cliff cannot face these challenges alone, and this grant represents an opportunity to make a meaningful and lasting impact on the safety and quality of life for its residents and the surrounding region.

Thank you for your thoughtful consideration of this vital proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Pettet", with a long horizontal flourish extending to the right.

Brian Pettet

Chair, Intermountain Transportation Planning Region (IMTPR)



January 12, 2024

The Honorable Sean Duffy, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Intermountain Transportation Planning Region (IMTPR) supports the Pitkin County CO-82 Reimagining Arterial Intersections as Safer for Everyone (RAISE) Project

Dear Secretary Duffy,

I am writing to express my support for Pitkin County's application to the US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program for the Pitkin County CO-82 RAISE Project. With capital grant funds, Pitkin County will reconfigure two intersections along Colorado State Highway 82 (CO-82) with histories of fatal collisions to reduce vehicle conflicts and boost roadway safety.

The IMTPR is a collaborative multiagency transportation planning group whose boundaries include this proposed project location. The IMTPR supports the Pitkin County RAISE Project because it will promote roadway safety for all users by reducing vehicle conflicts, better manage traffic flows during busy commuting hours currently impacted by a turn lane queue that backs into mainline traffic, and reduce delays created by the frequent crashes at this intersection.

The IMTPR is ready to be engaged and supportive of the Pitkin County CO-82 RAISE Project moving forward. We commit to include the project on our transportation improvement plan to help secure additional funding if it becomes available. Thank you.

Sincerely,

Brian Pettet, Chair

Intermountain Transportation Planning Region (IMTPR)

Local MMOF Project Application - 2024

Complete and submit this form-fillable application **electronically!** Any printed, scanned or converted files will not be accepted. Answer all questions fully.

Transportation Planning Region:

Applicant Information

Sponsor Agency Name:

Applicant Contact (name & title):

Email:

Phone:

Project Manager (name & title):

Email:

Phone:

Project Description

Project Name:

Project Type (select all that apply):

Fixed-route or On-demand Transit:

Capital, Rolling Stock

Equipment

Operations

Facility

Planning

Transportation Demand Management program

Multimodal Mobility project enabled by new technology

Multimodal Transportation Study

Bicycle or Pedestrian Project

Transportation Modeling

GHG Mitigation Project

Project Physical Location & Limits (Briefly describe the routes, mileposts, endpoints, address, boundaries, or description of the service area of the project, including intersecting roadways.)

County(ies):

Municipality(ies):

Project Scope of Work:

List and describe the actual Work and Tasks/Deliverables that will be done. (Do not include why it's being done or its benefits - see Project Benefits section below)

Match Funding Required

Total Project Cost:

Required Match Rate (50% default): (Review the Match policy and approved match rate tables)

Minimum Match Funding Required:

(auto calculated)

Match Rate Explanation (not required of Counties or Municipalities):

Provide a brief description of your agency's service area to justify the match rate claimed above.

Project Funding

Identify below all the sources and amounts of funds proposed for use on the proposed project, including the amounts and years of *MMOF funding requested*, and whether other project funds are *already secured* (through an award or a formal agency's budget) or are *unsecured funds* required and being sought through other award programs or contributors.

MMOF Funding Request - Indicate the amount of funds requested by State Fiscal Year (FY), based on the year anticipated to be spent on the project. (NOTE: The FY is July 1 - June 30, with FY2025 beginning July 1, 2024)

FY2025:

FY2026:

FY2027:

FY2028:

Total MMOF Requested:

(auto-calculated)

Other Secured Funding - Provide the Sources, Types, Year(s) and Amounts of project funding that has already been secured by an award or a formal budget or commitment (attached all formal documentation).

Source (agency and program name):	Type	Year(s)	Amount (\$)

*Provide evidence of all Secured Funding in Attachment C (resolutions, adopted budgets, award notifications, letters, etc.)

Other Funding Required, but not yet secured - Provide the Sources, Types and Amounts of other required project funding that is being sought but is not yet secured by a formal award or commitment, and the date anticipated to be secured. NOTE: In-kind funding must be pre-approved by CDOT.

Source (agency and program name):	Type	Date anticipated	Amount (\$)

Total Project Funding:
(Must equal Total Project Cost above)

Project Timeline

Provide the expected month and year for each of the following stages of the project.

Projected Date to Advertise:

Projected Start Dates

Planning:

Design:

Construction:

Projected Completion Date:

Project Readiness:

Right of Way (ROW) - Is the ROW for this project secured? Describe and explain the status/issues below and attach referenced documents in Attachment G:

Environmental: Briefly describe what environmental review or clearances have been completed and attach referenced documents in Attachment E:

Project Benefits

Briefly describe how the project provides the following specific benefits (n/a if not applicable):

1. **Network/Modal Connectivity** - how the project contributes to a complete bicycle, pedestrian, transit and/or other multimodal system.
2. **Safety** - Project improves roadway safety for non-motorized users.
3. **Greenhouse Gas (GHG) Mitigation** - Project reduces GHG by reducing Vehicle Miles Traveled (VMT) or increasing multimodal travel.
4. **Equity** - Project benefits Disproportionately Impacted (DI) communities or other underserved and disadvantaged community members.
5. **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.
6. **Economic Impact** - Project increases access to/from/within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.
7. **Cost-Benefit** - Project provides substantial benefits relative to the total cost of the project.

Planning & Support

Describe relevant planning, studies and history related to the project:

Describe the local, regional, statewide, public and private support for the project and provide evidence in Attachment C.

List all Local, Regional and/or Statewide Plans supporting and/or identifying the project:

Supplemental Attachments Required - please label attachments accordingly.

Required of All Projects:

Attachment A - Cost estimate and project implementation schedule (for Transit: outline the capital, operating and equipment costs and timelines separately)

Attachment B - Evidence of Secured Funding, including sponsor and contributing agency resolutions, Award Notifications, commitment letters, etc.

Attachment C - Evidence of supporting planning, studies and local/regional/statewide support

Required of Infrastructure Projects:

Attachment D - Maps, plans and photographs

Attachment E - Environmental Review

Attachment F - Proposed maintenance plans, agreements, covenants

Attachment G - Right-of-way, easements, legal property description

CDOT Draft Review & Recommendations

CDOT Review Lead:

Date:

	Comments/Concerns/Questions	Recommendations
Eligibility		
Budget/ Funding		
Readiness/ Timeline		
Scope & Feasibility		
Other		

CDOT FINAL Application Review & Recommendations

CDOT Review Lead:

Date:

	Comments/Concerns/Recommendations
Eligibility	
Budget/ Funding	
Readiness/ Timeline	
Scope & Feasibility	
Other	

Local MMOF Project Application - 2024

Complete and submit this form-fillable application **electronically!** Any printed, scanned or converted files will not be accepted. Answer all questions fully.

Transportation Planning Region:

Applicant Information

Sponsor Agency Name:

Applicant Contact (name & title):

Email:

Phone:

Project Manager (name & title):

Email:

Phone:

Project Description

Project Name:

Project Type (select all that apply):

Fixed-route or On-demand Transit:

Capital, Rolling Stock

Equipment

Operations

Facility

Planning

Transportation Demand Management program

Multimodal Mobility project enabled by new technology

Multimodal Transportation Study

Bicycle or Pedestrian Project

Transportation Modeling

GHG Mitigation Project

Project Physical Location & Limits (Briefly describe the routes, mileposts, endpoints, address, boundaries, or description of the service area of the project, including intersecting roadways.)

County(ies):

Municipality(ies):

Project Scope of Work:

List and describe the actual Work and Tasks/Deliverables that will be done. (Do not include why it's being done or its benefits - see Project Benefits section below)

Match Funding Required

Total Project Cost:

Required Match Rate (50% default): (Review the Match policy and approved match rate tables)

Minimum Match Funding Required:
(auto calculated)

Match Rate Explanation (not required of Counties or Municipalities):
Provide a brief description of your agency's service area to justify the match rate claimed above.

Project Funding

Identify below all the sources and amounts of funds proposed for use on the proposed project, including the amounts and years of *MMOF funding requested*, and whether other project funds are *already secured* (through an award or a formal agency's budget) or are *unsecured funds* required and being sought through other award programs or contributors.

MMOF Funding Request - Indicate the amount of funds requested by State Fiscal Year (FY), based on the year anticipated to be spent on the project. (NOTE: The FY is July 1 - June 30, with FY2025 beginning July 1, 2024)

FY2025:

FY2026:

FY2027:

FY2028:

Total MMOF Requested:
(auto-calculated)

Other Secured Funding - Provide the Sources, Types, Year(s) and Amounts of project funding that has already been secured by an award or a formal budget or commitment (attached all formal documentation).

Source (agency and program name):	Type	Year(s)	Amount (\$)

*Provide evidence of all Secured Funding in Attachment C (resolutions, adopted budgets, award notifications, letters, etc.)

Other Funding Required, but not yet secured - Provide the Sources, Types and Amounts of other required project funding that is being sought but is not yet secured by a formal award or commitment, and the date anticipated to be secured. NOTE: In-kind funding must be pre-approved by CDOT.

Source (agency and program name):	Type	Date anticipated	Amount (\$)

Total Project Funding:
(Must equal Total Project Cost above)

Project Timeline

Provide the expected month and year for each of the following stages of the project.

Projected Date to Advertise:

Projected Start Dates

Planning:

Design:

Construction:

Projected Completion Date:

Project Readiness:

Right of Way (ROW) - Is the ROW for this project secured? Describe and explain the status/issues below and attach referenced documents in Attachment G:

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Readiness/ Timeline		
Scope & Feasibility		
Other		

IMTPR MMOF Process and Scoresheet

(revised on 1/6/25)

The process was approved at the October IMTPR meeting:

- \$3.3M available from 2024-2028
- 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:
 - Reopen application from January 17, 2025-March 17, 2025
 - Additional draft applications reviewed by CDOT: March 17-31, 2025
 - All final applications due to CDOT: April 15, 2025
 - CDOT reviews final applications before executive committee scoring begins: April 15-22, 2025
 - IMTPR scoring committee members score applications: April 22-May 28, 2025
 - IMTPR and CDOT select final projects for funding at the July 18, 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	15		

<p>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.</p>			
<p>*Strategic Nature: Project utilizes technology to improve safety and address transportation concerns. Intentional use 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.</p>	10		
<p>Equity: Project is located in or provides benefits to Disproportionately Impacted (DI) communities or to underserved and disadvantaged community members.</p>	10		
<p>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.</p>	10		
<p>Economic Impact: Project increases access to/from/within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.</p>	10		

<p>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.</p>	<p>10</p>		
<p>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.</p>	<p>5</p>		
<p>Total Points:</p>	<p>80</p>		