



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)**



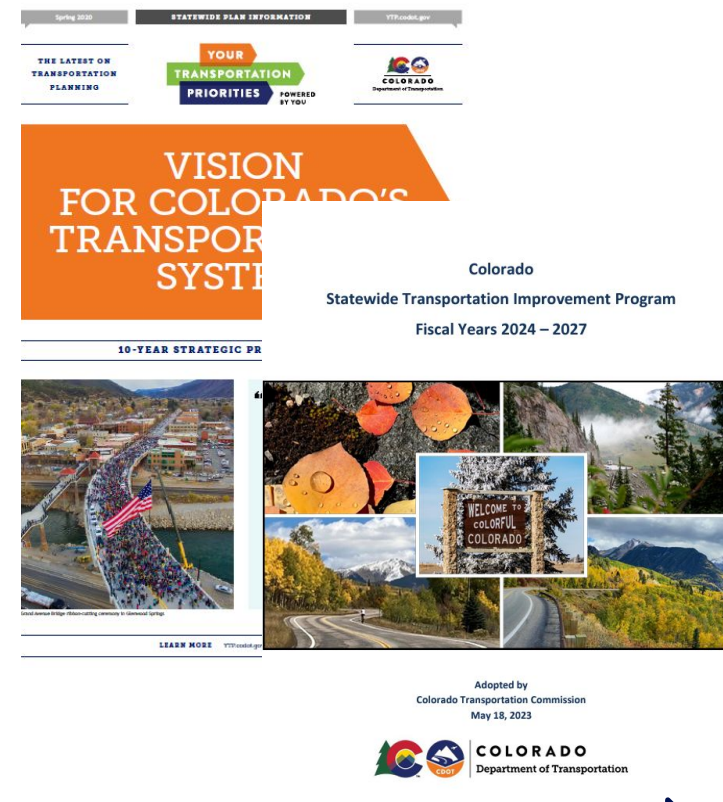
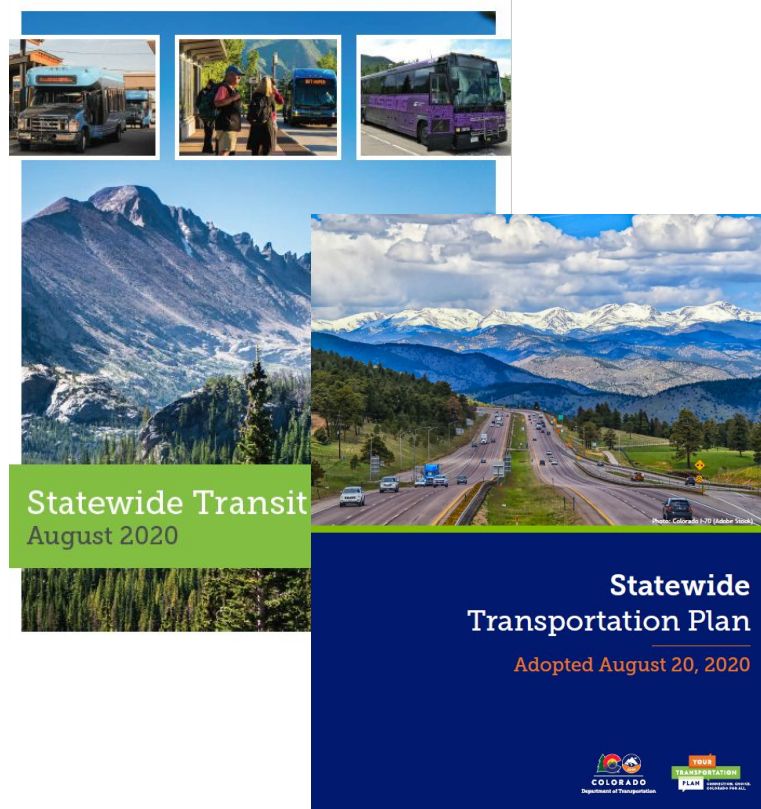
Agenda

- 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.

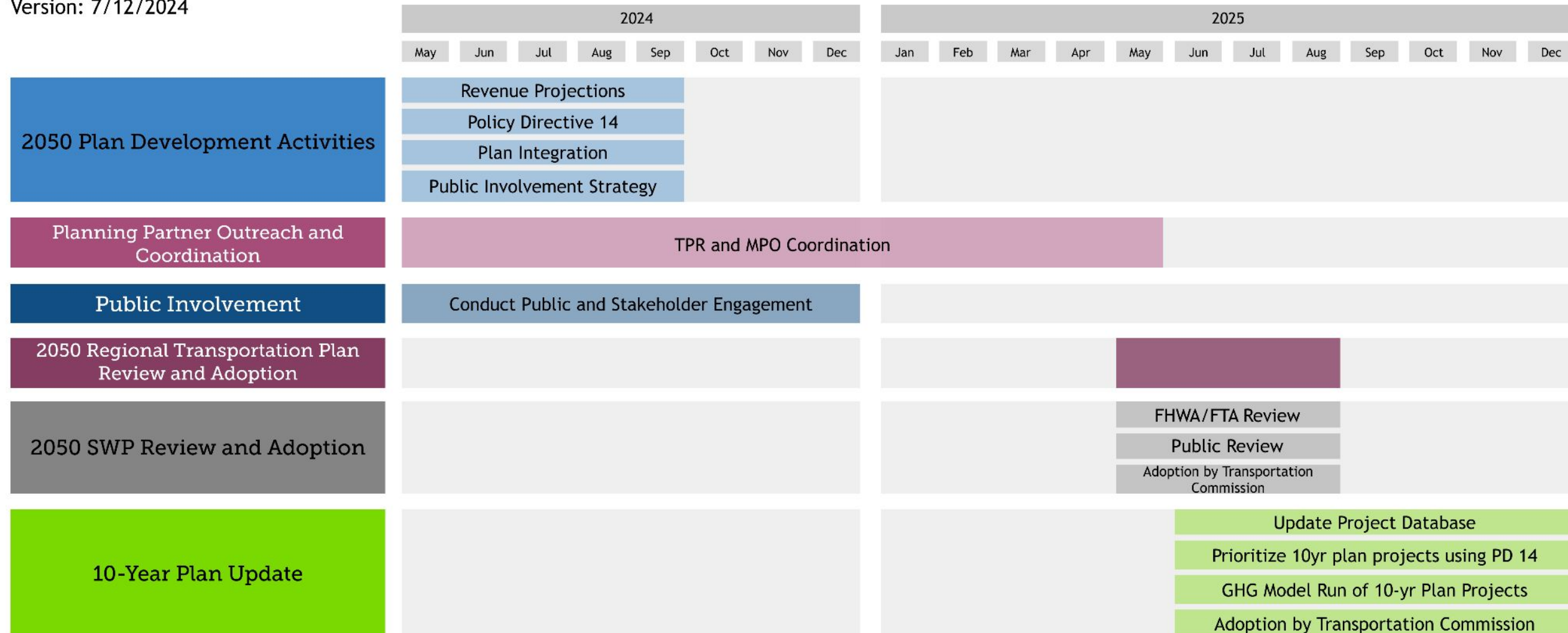
There are over 25 modal plans, functional plans, and topical areas that we will work to integrate throughout the planning process.



2050 Statewide and Regional Plan Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 7/12/2024





PROJECT ACCOMPLISHMENTS

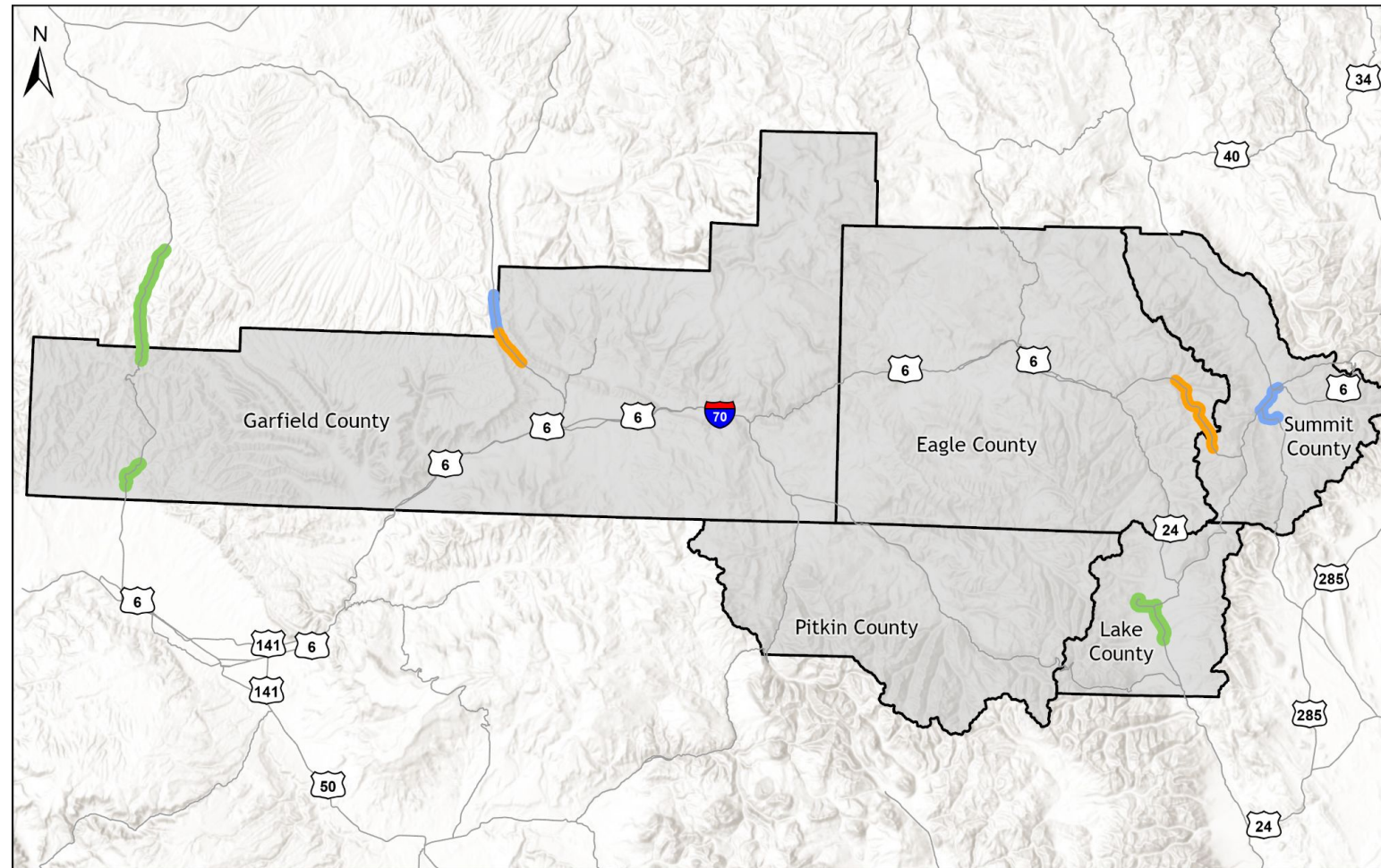


10yr Plan Under Construction and Completed Intermountain Projects- Highways

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



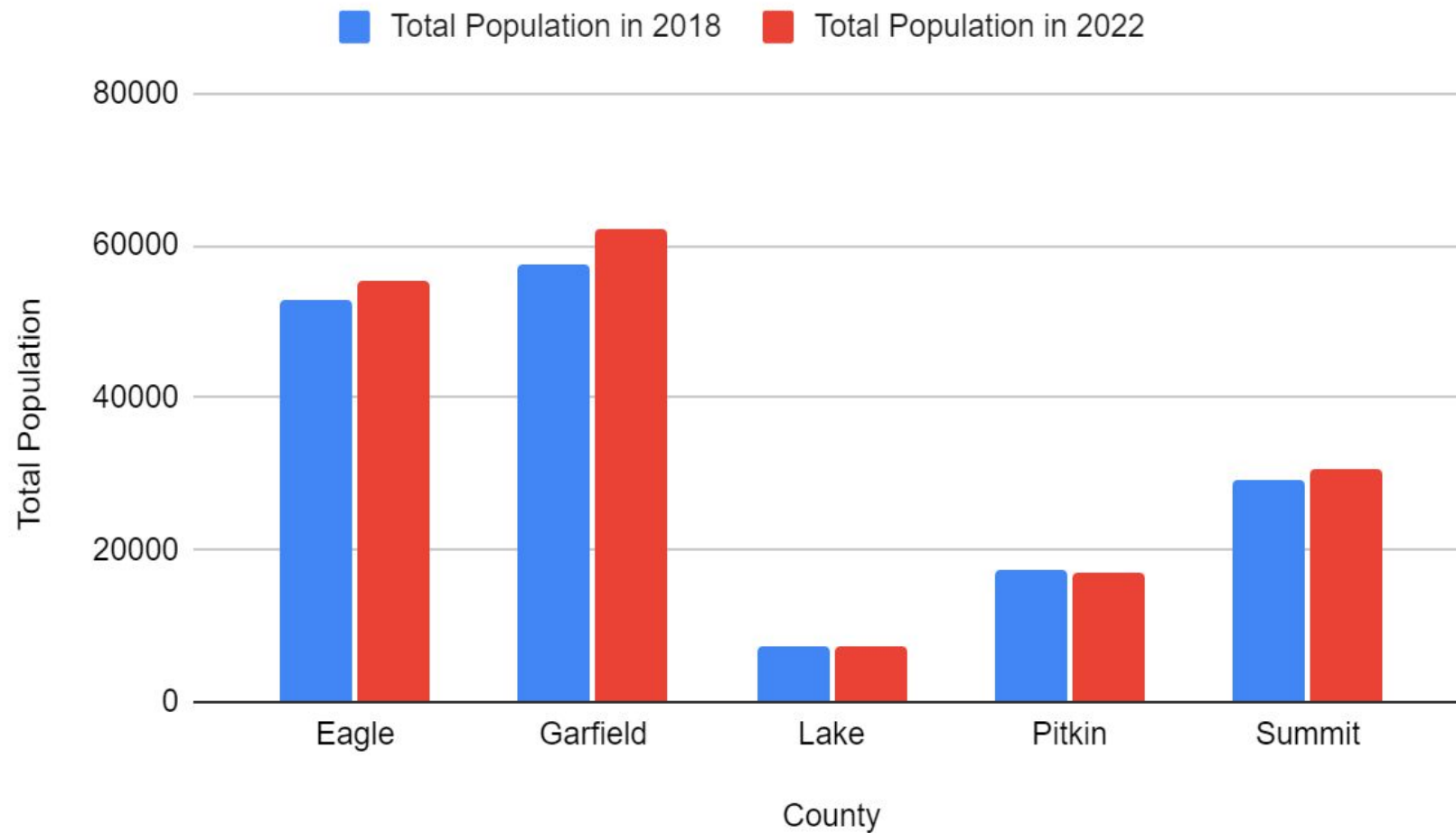
Population Changes from 2018 to 2022

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





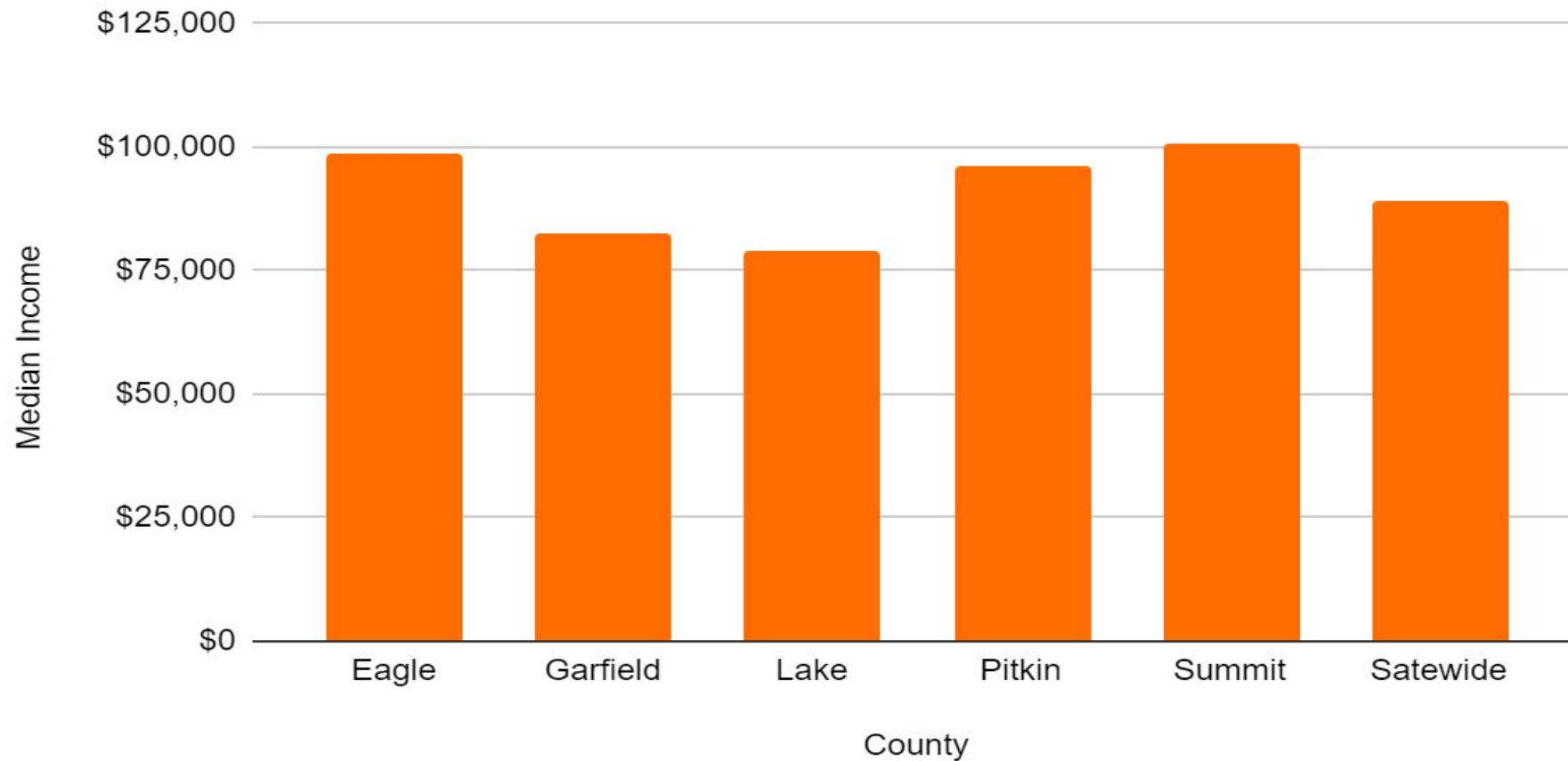
Demographics: Employment

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

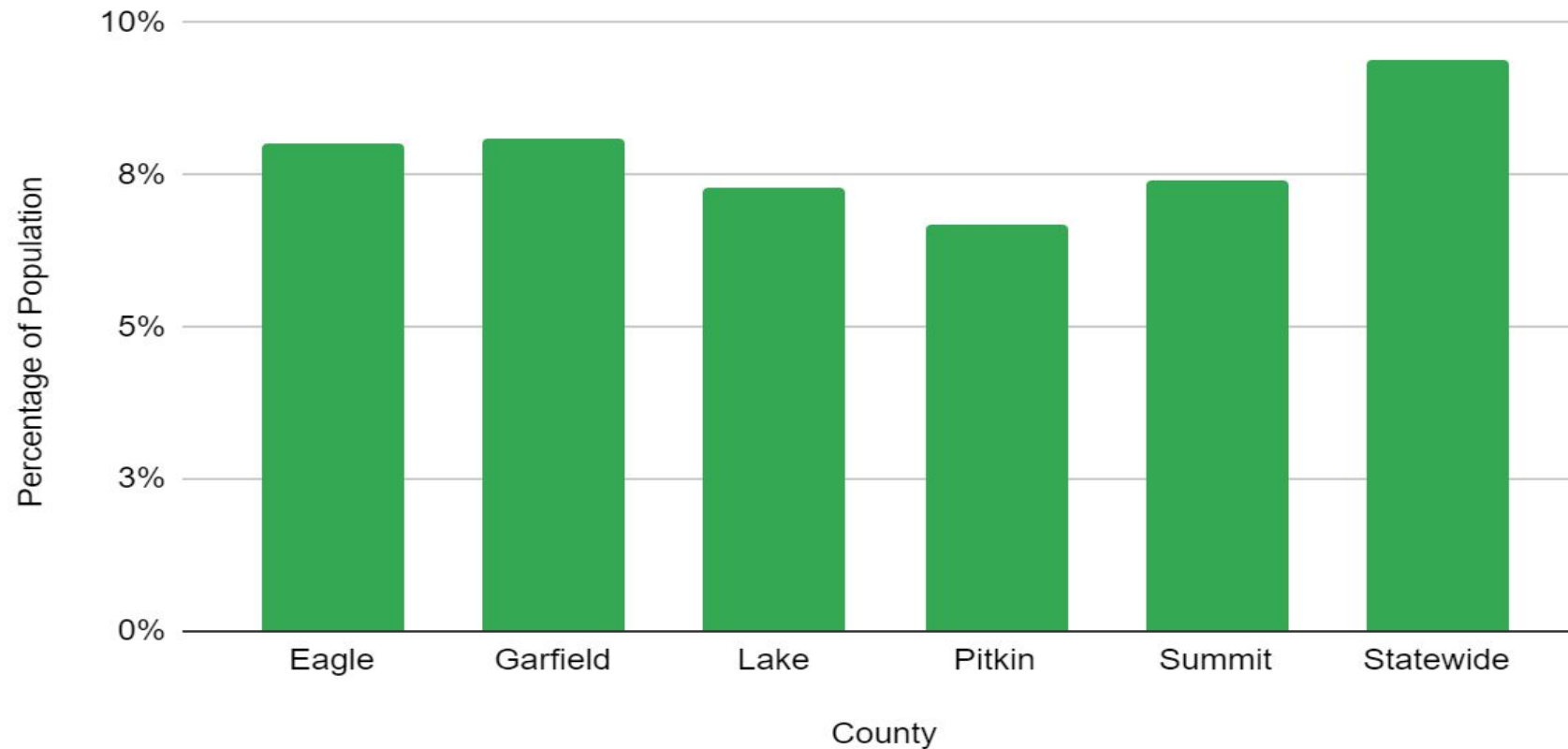
Median Income by County





Demographics: Poverty Level

Percentage of People Living in Poverty by County

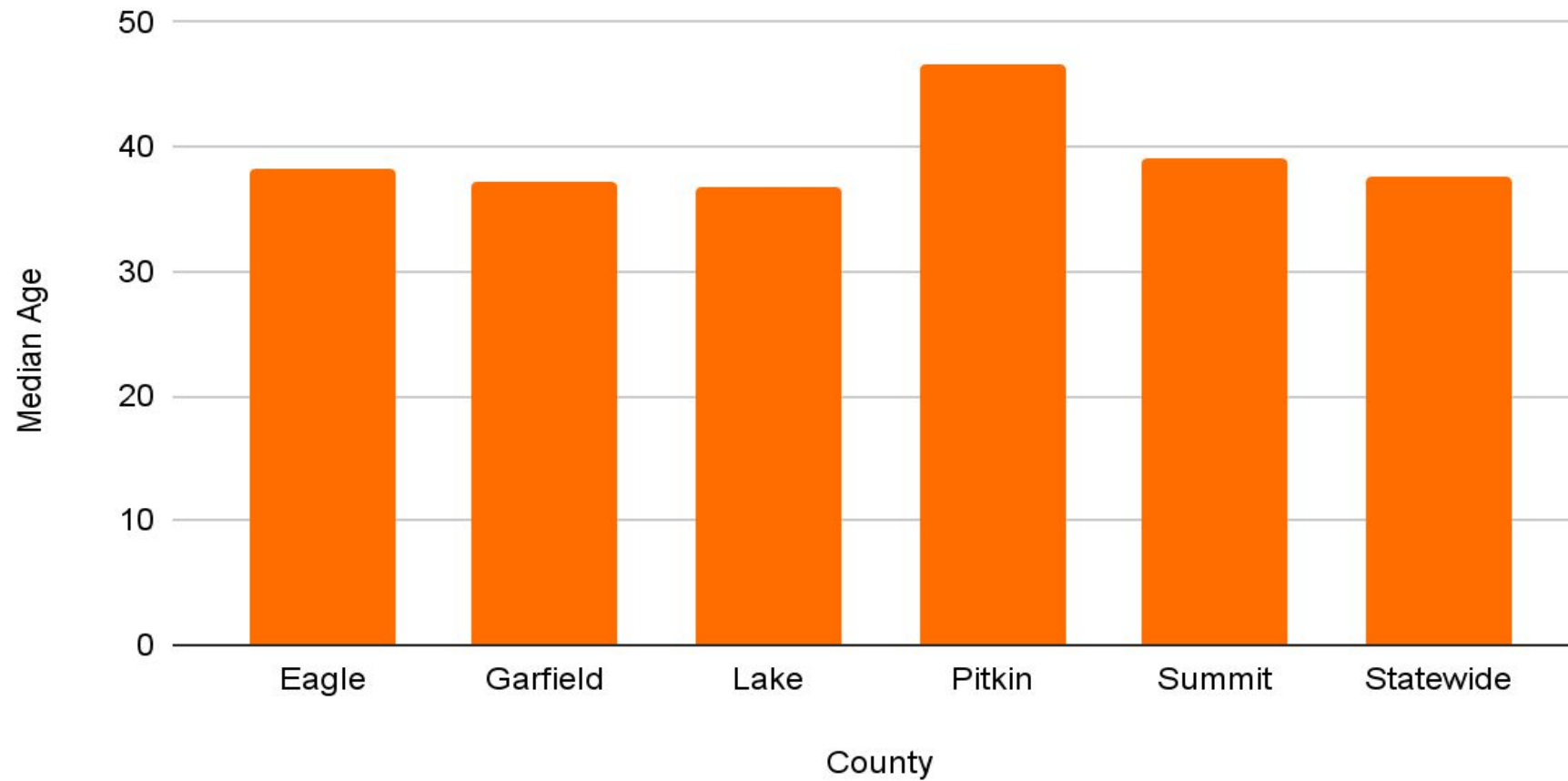


Data from 2020 US Census



Demographics: Age

Median Age by County



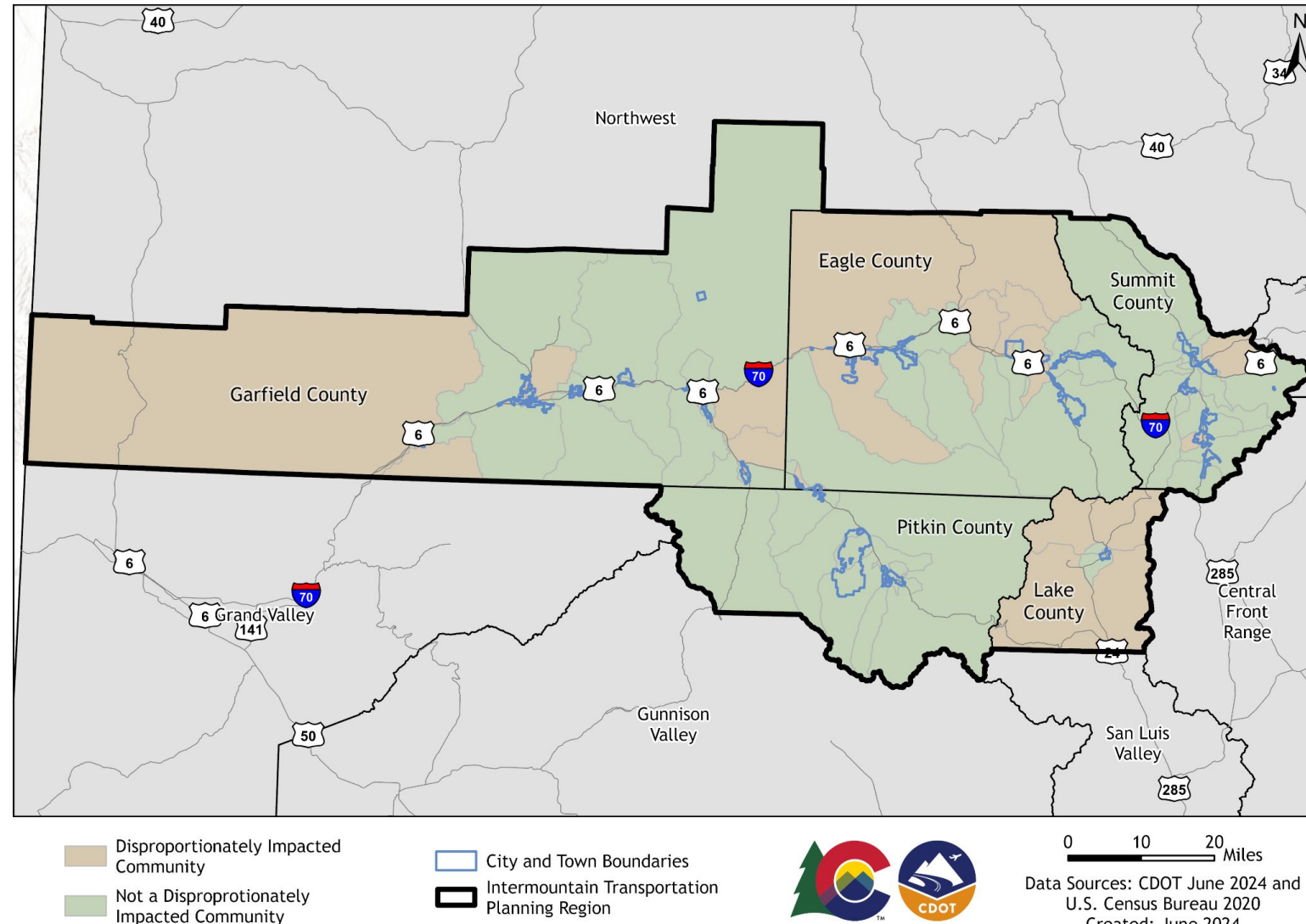


Demographics: Disproportionately Impacted Communities

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



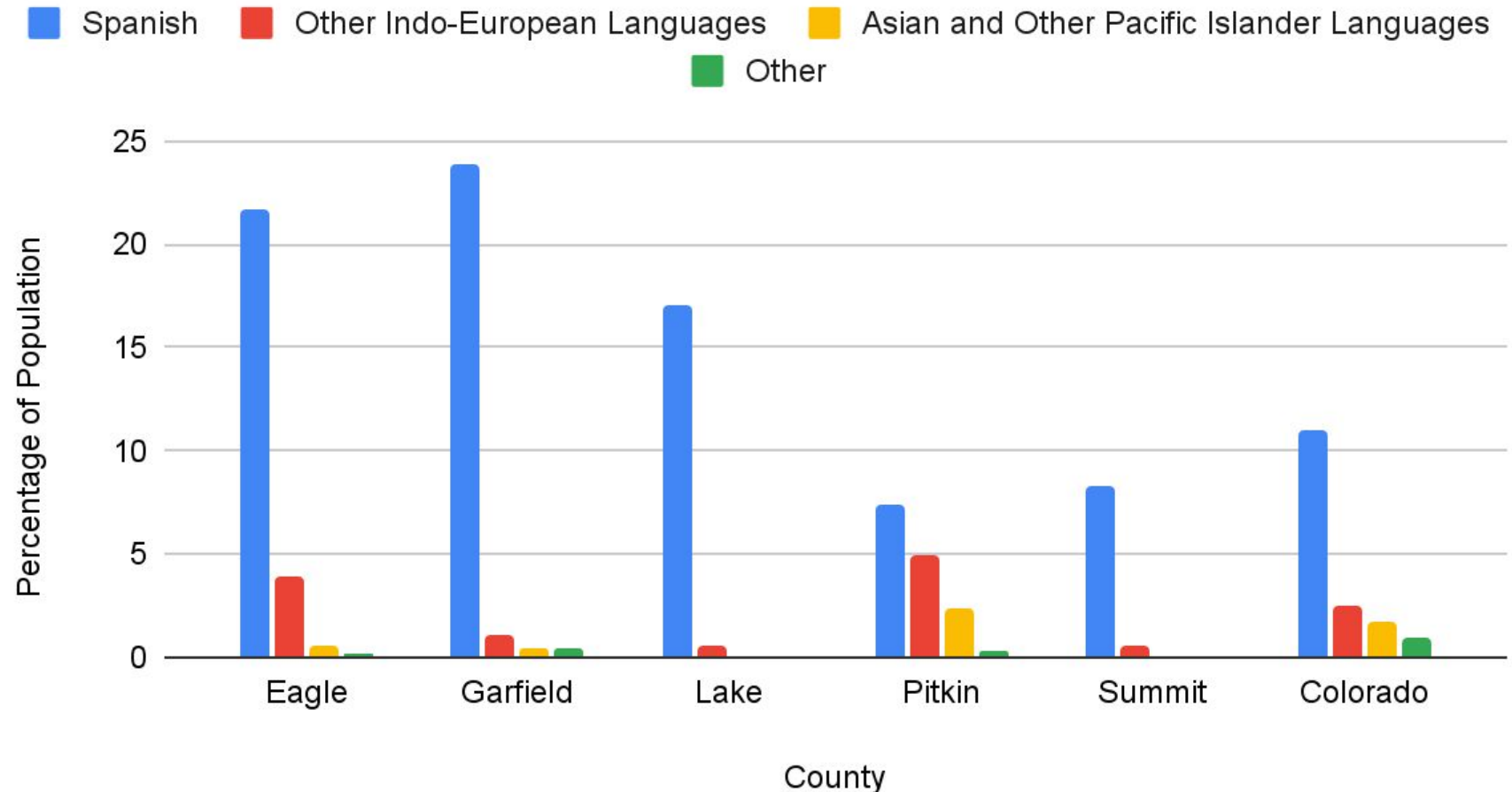


Demographics: Race

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

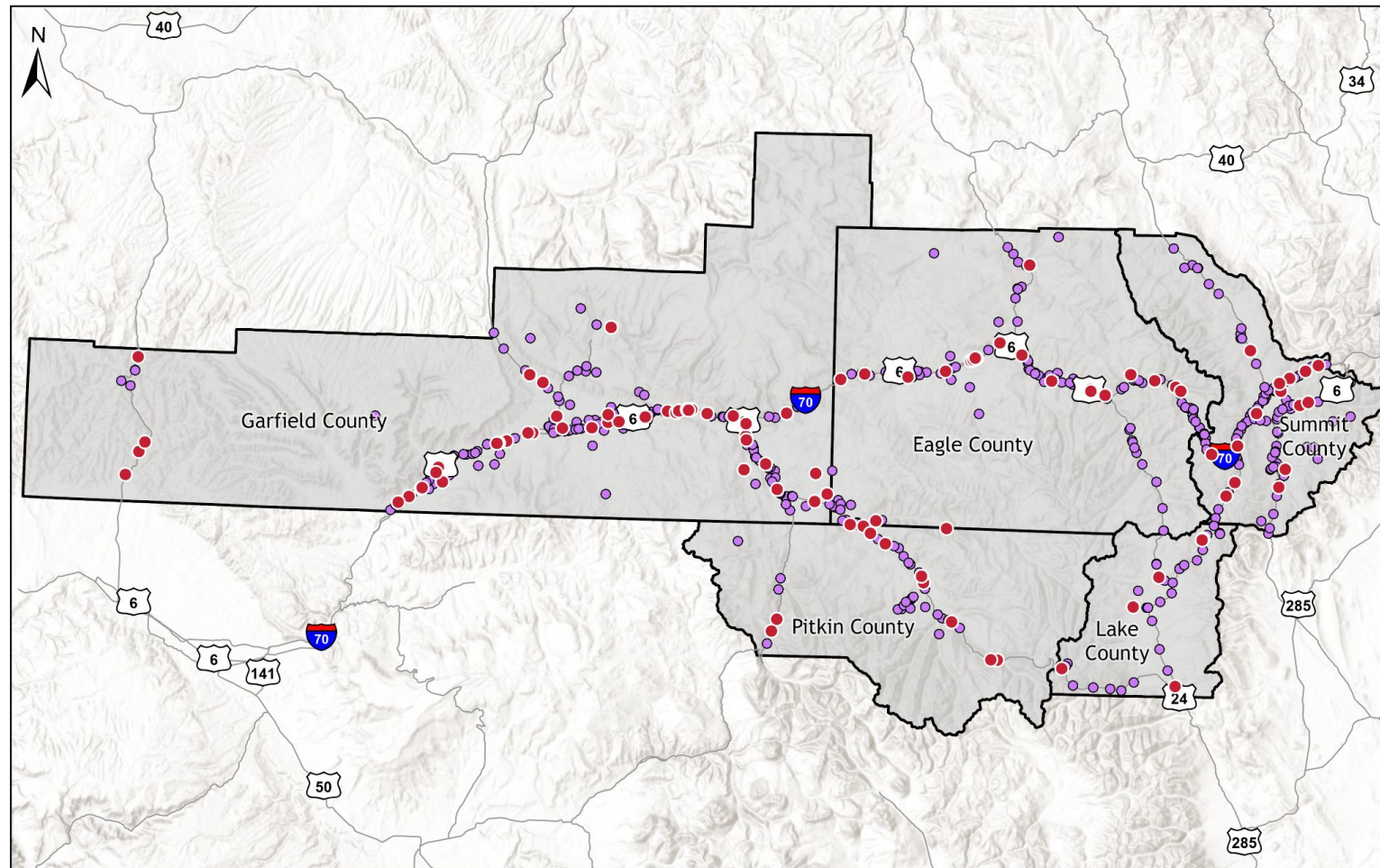
Discussion Question:
Are there other demographic data needs that would help with regional discussions and decision-making?



TRANSPORTATION DATA TRENDS

Safety: All Fatalities and Serious Injuries 2018-2022

Intermountain All Fatalities and Serious Injuries 2018-2022

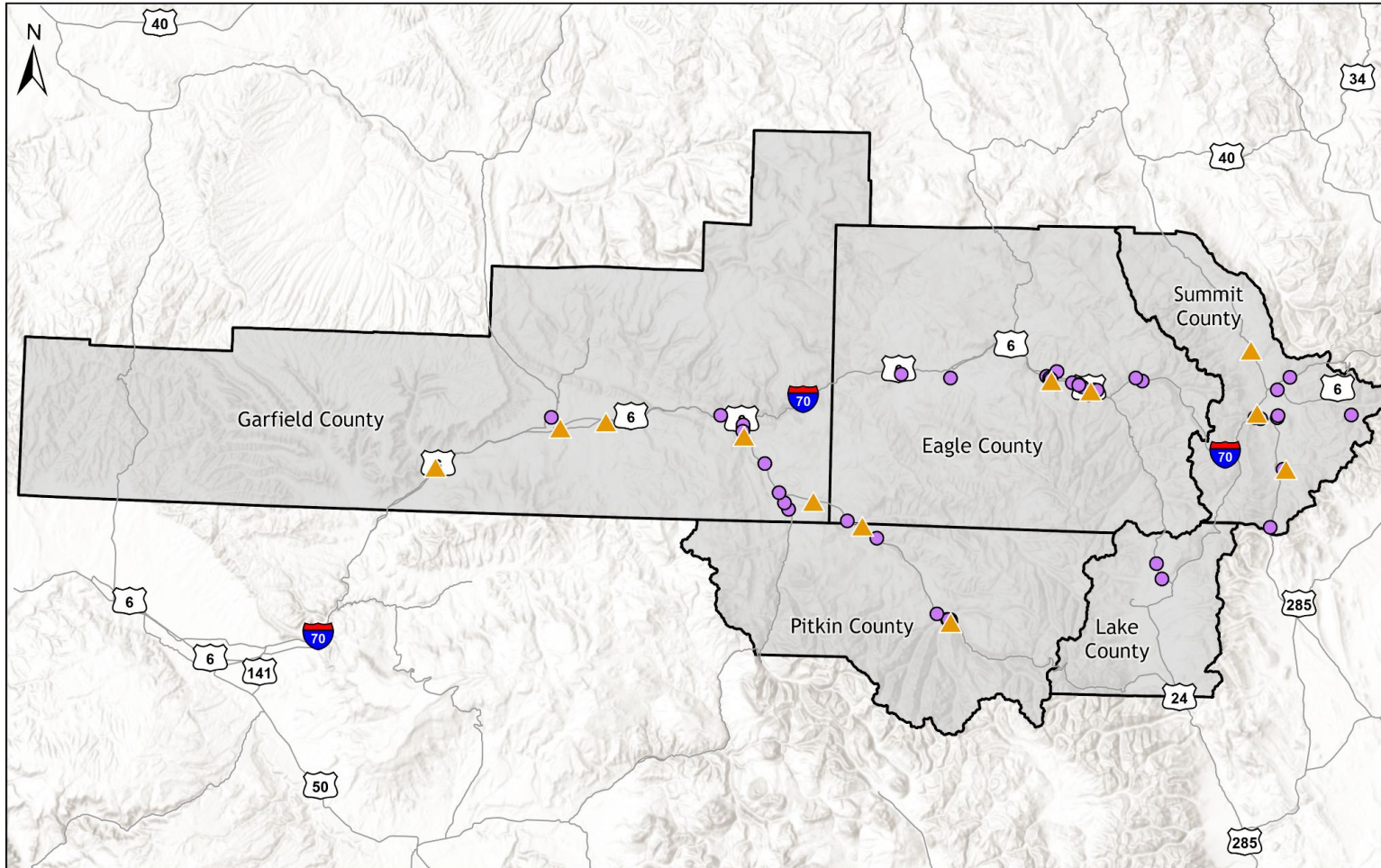


- 2018-2022 Fatalities
- 2018-2022 Serious Injuries

Intermountain Transportation
Planning Region

Safety: Vulnerable Road Users Fatalities and Serious Injuries

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



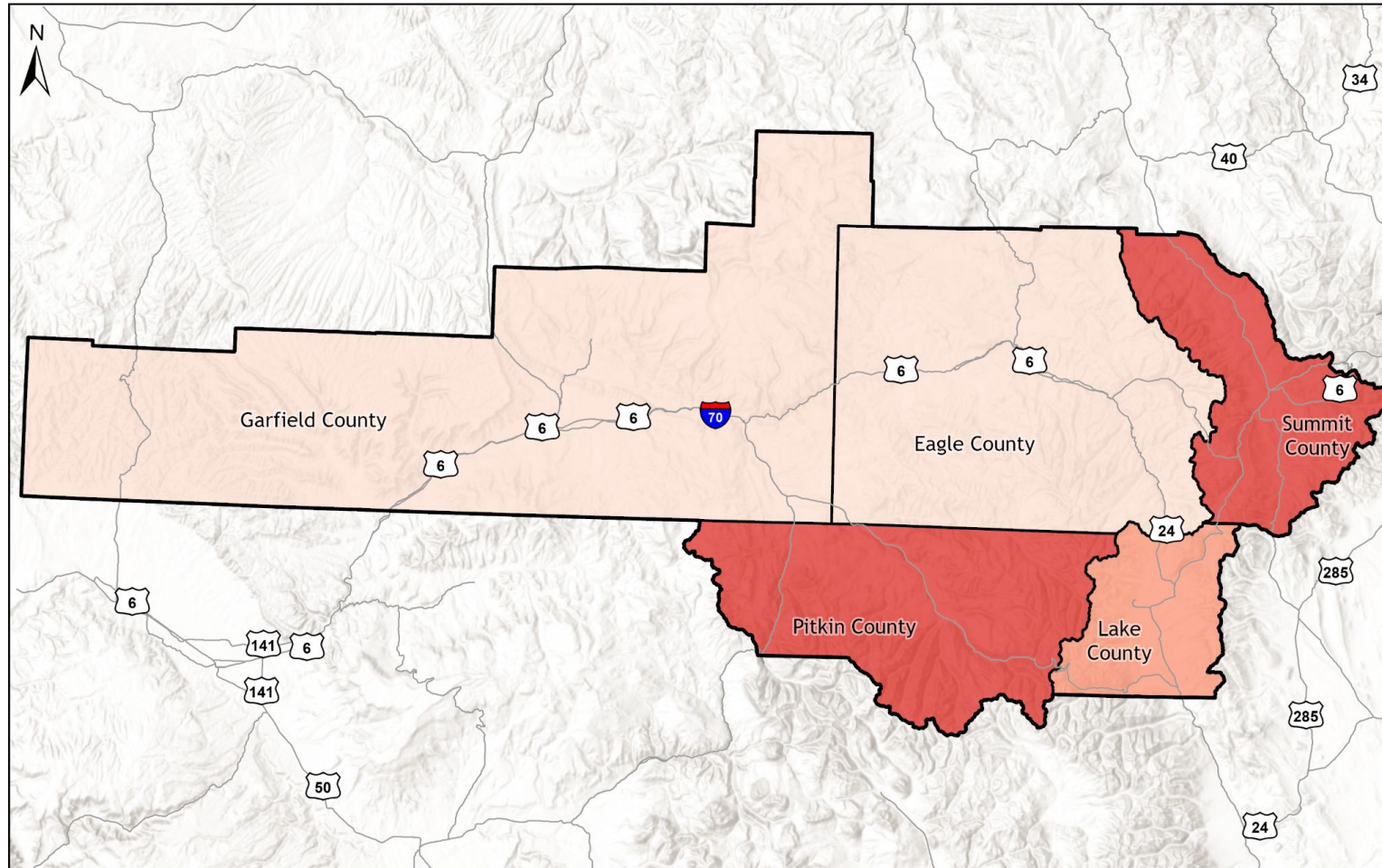
▲ Non-Motorist Fatalities 2018-2022
● Non-Motorist Serious Injuries 2018-2022

Intermountain Transportation Planning Region

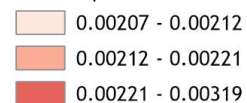
Vulnerable Road Users (VRUs) is defined, by the Federal Highway Administration (FHWA), as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), people using personal mobility devices (e.g. walkers or wheelchairs), and people on foot working in work zones. Does not include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

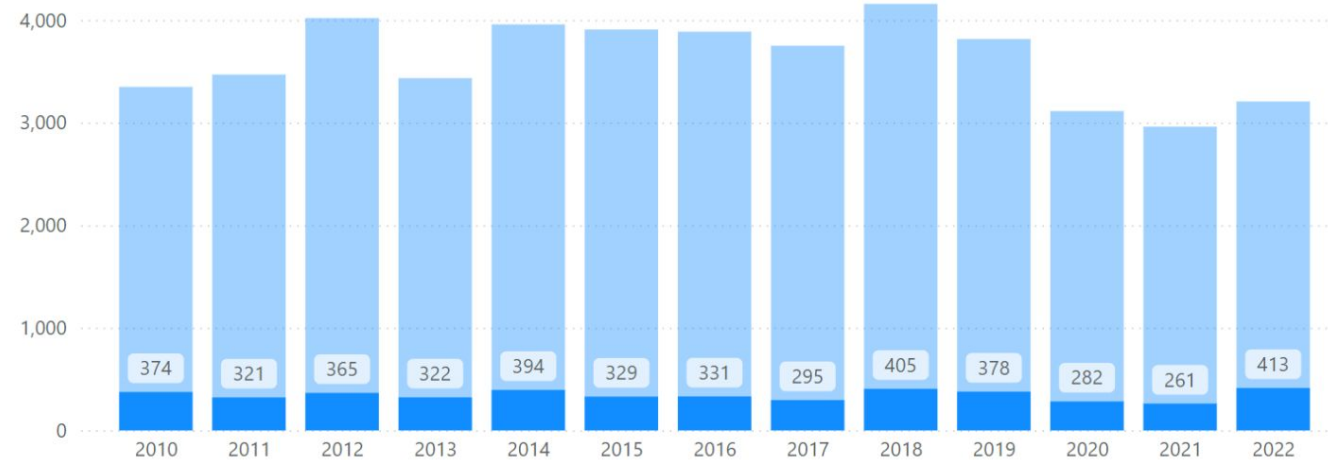


Wild Animal Crashes by County Dashboard

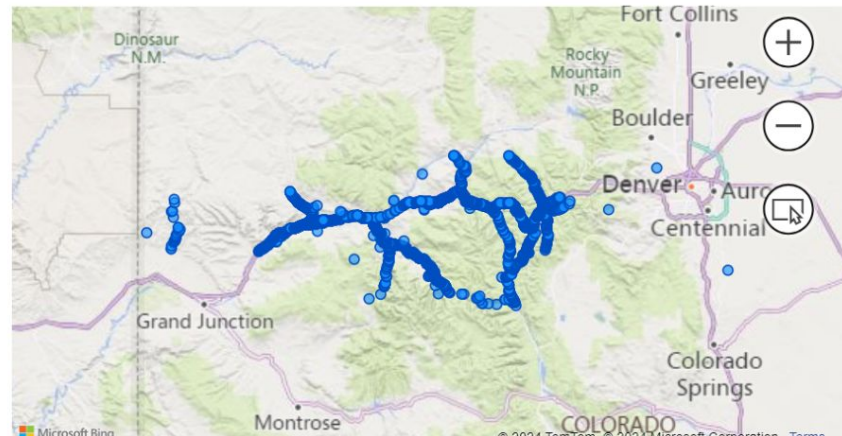
Wild Animal Crashes by County

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

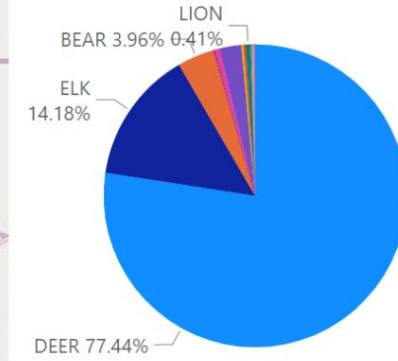
Wild Animal Crashes by Year



Wild Animal Crash Locations

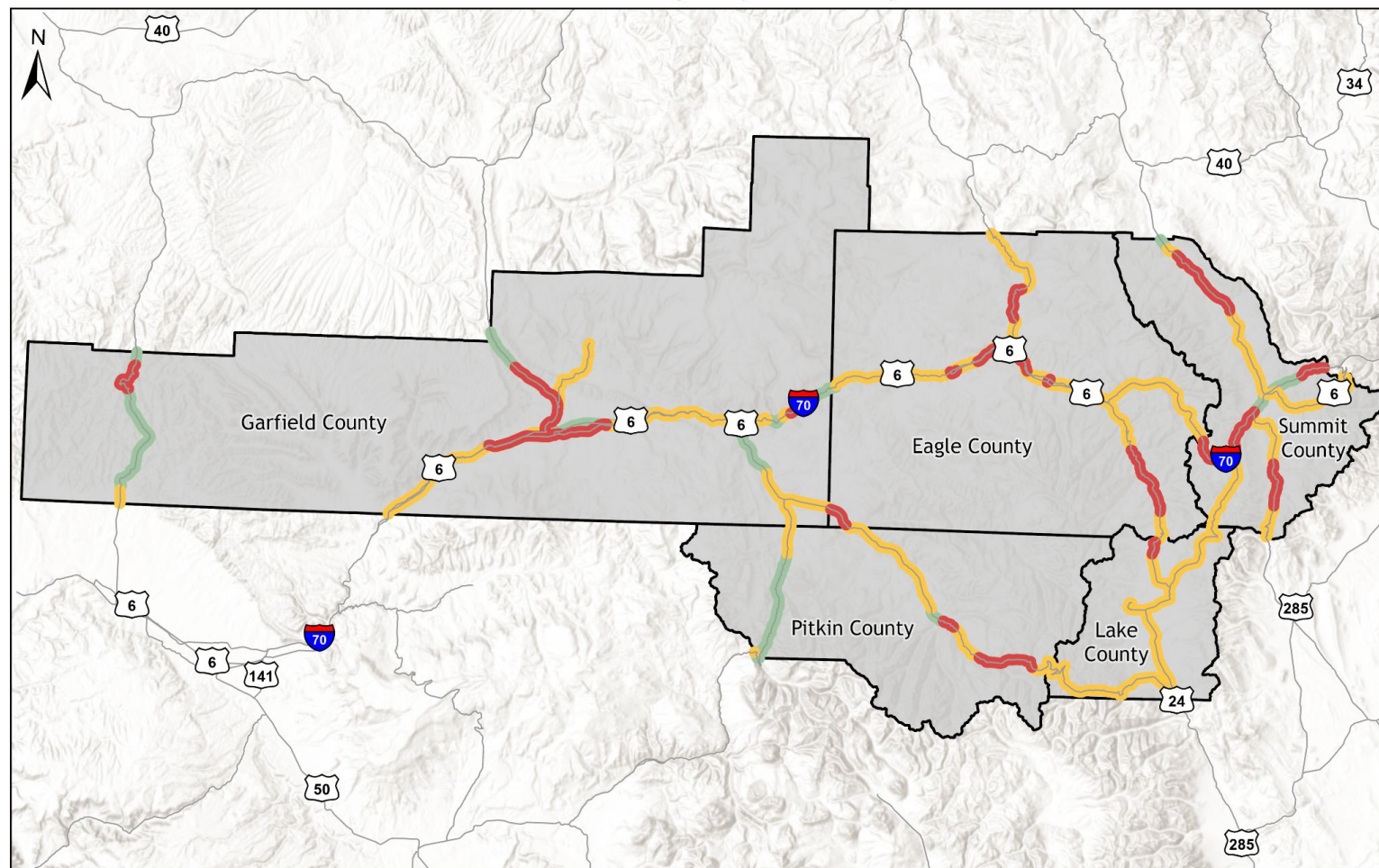


Wild Animal Types



Asset Management: Drivability Life - Highways

Intermountain Highway Drivability Life



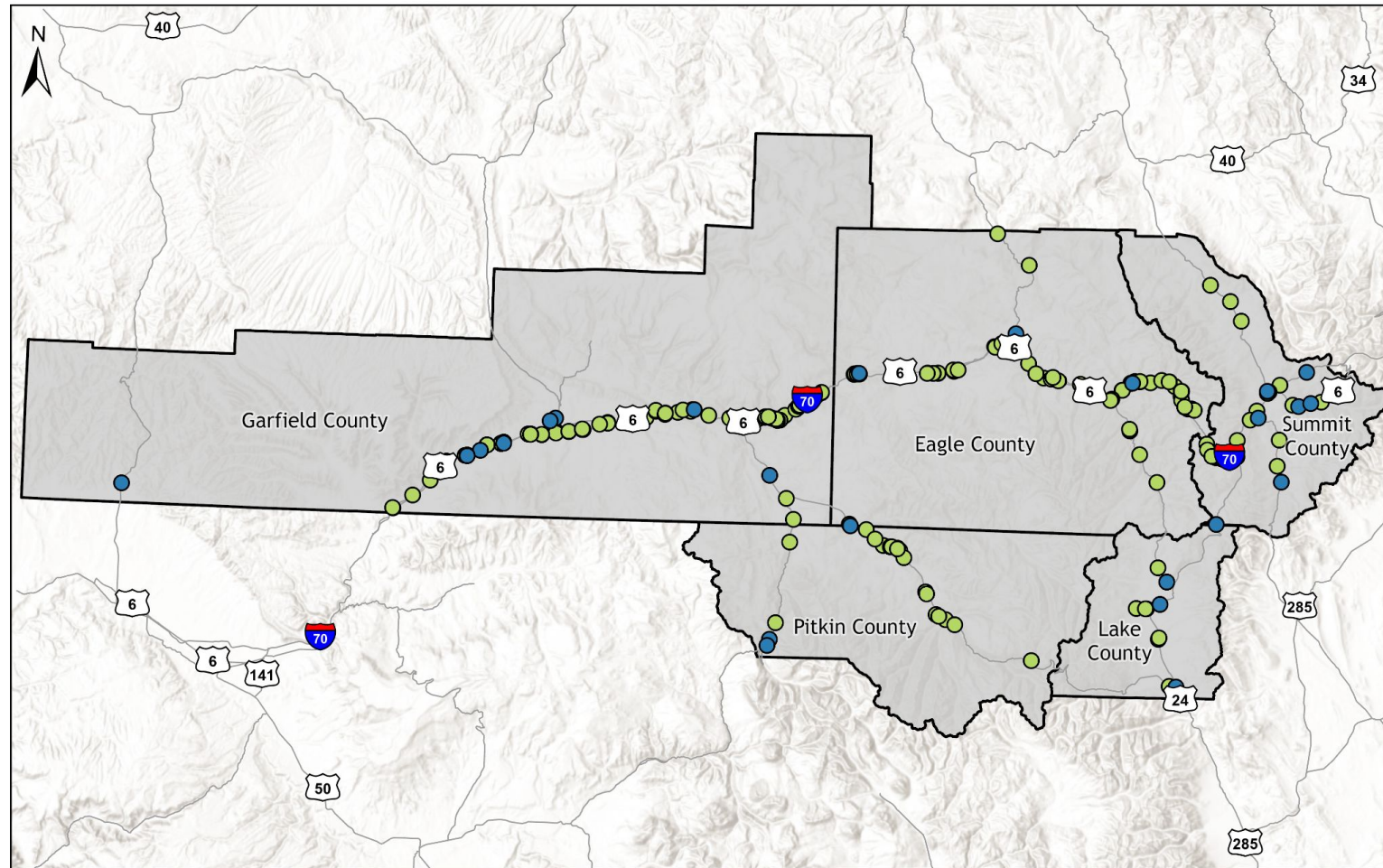
Highway Drivability Life

- High
- Moderate
- Low

Intermountain Transportation Planning Region

Asset Management All Bridges and Culverts

Intermountain All Bridges and Major Culverts

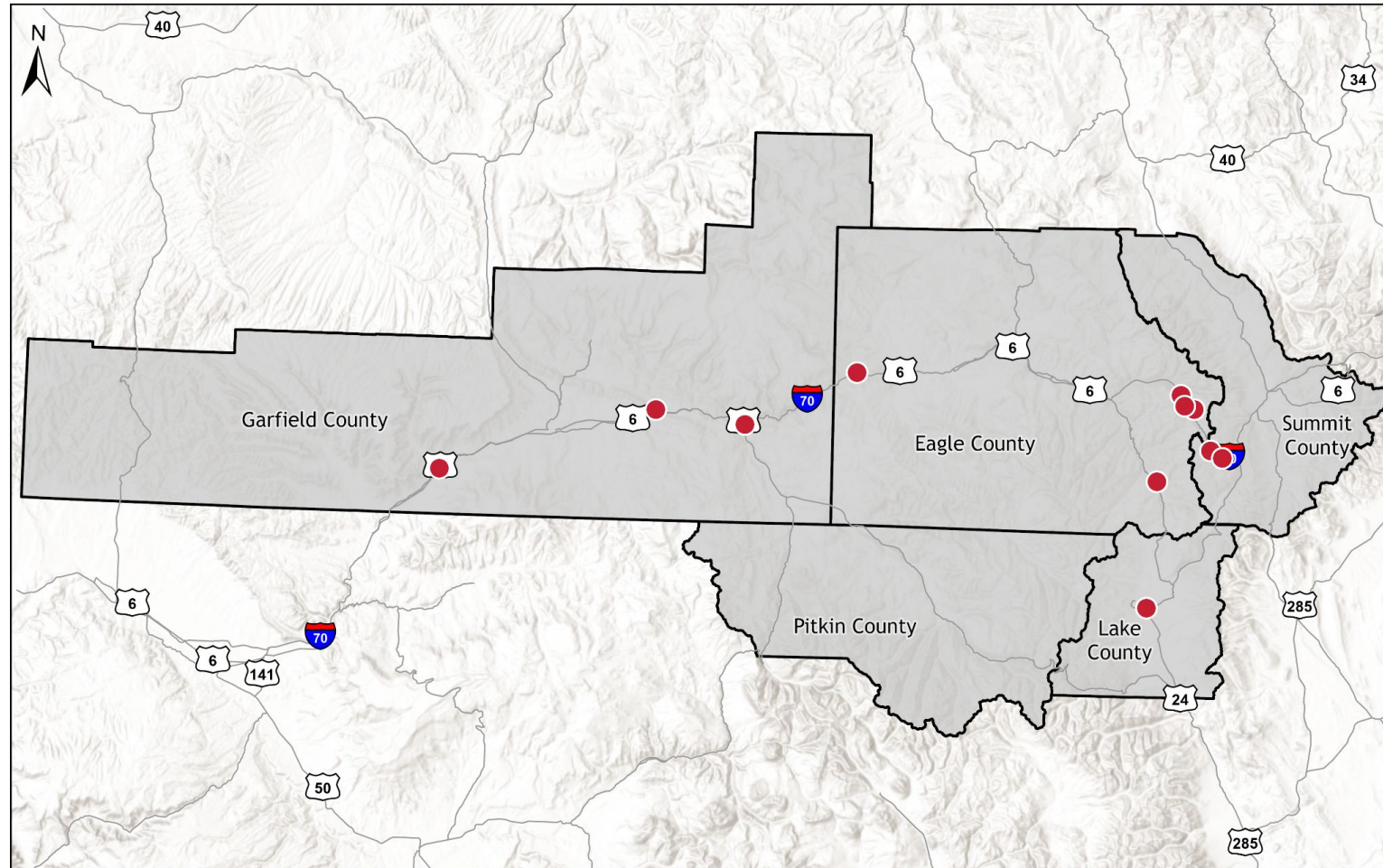


- Bridge
- Culvert

Intermountain Transportation Planning Region

Asset Management: Bridges in Poor Condition

Intermountain Bridges in Poor Condition

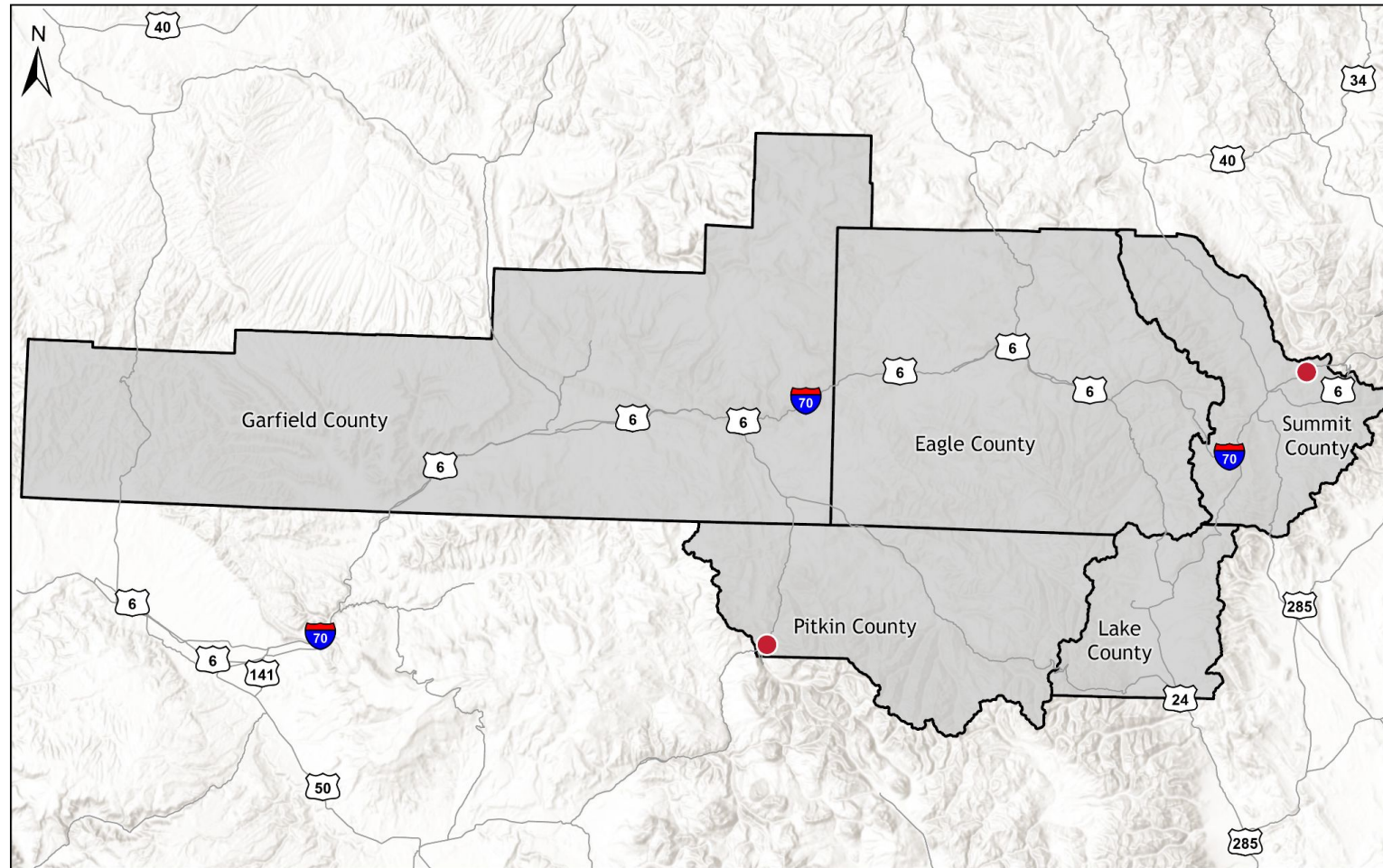


● Bridges in Poor Condition

■ Intermountain Transportation Planning Region

Asset Management: Culverts in Poor Condition

Intermountain Major Culverts in Poor Condition

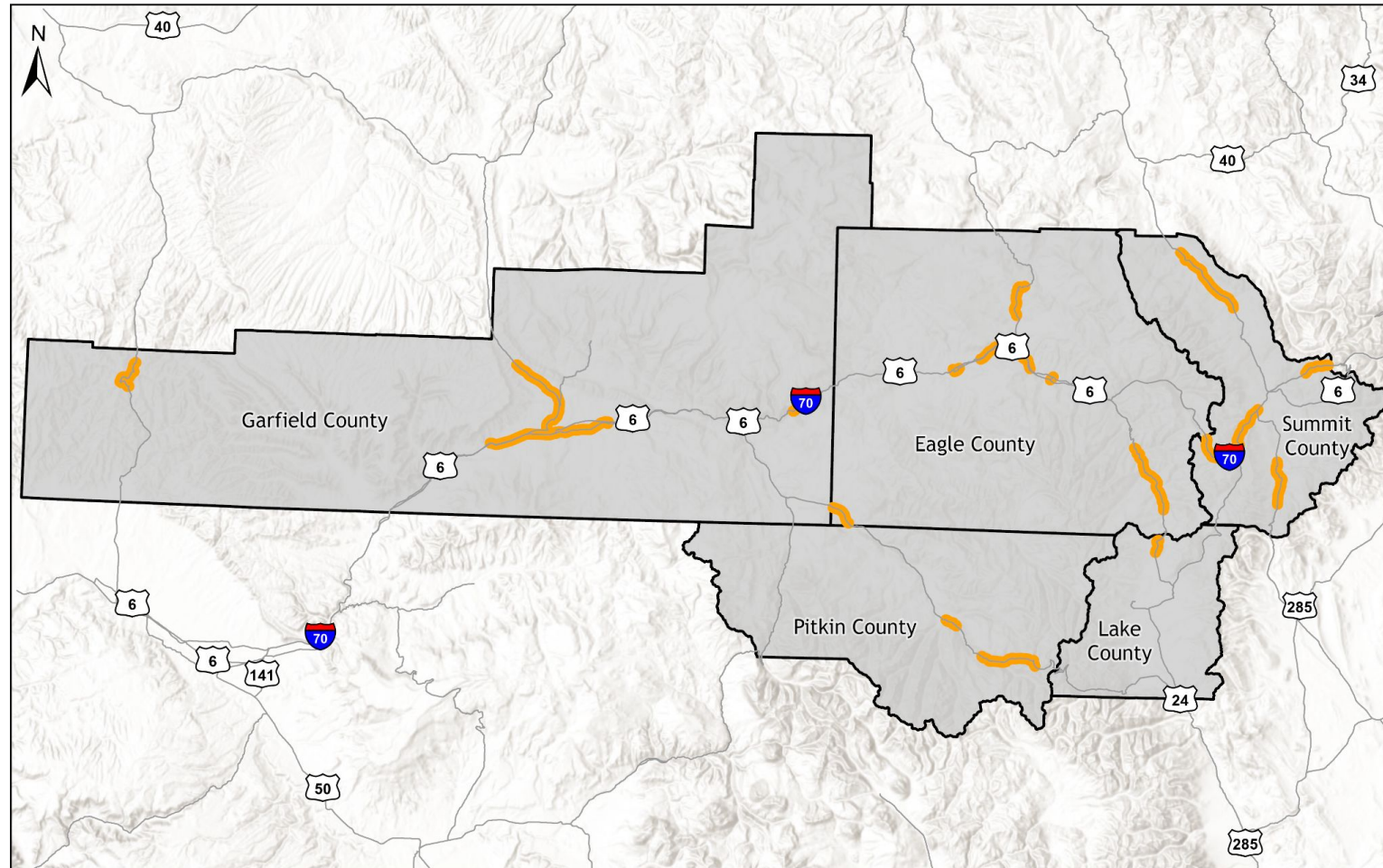



● Major Culverts in Poor Condition

■ 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

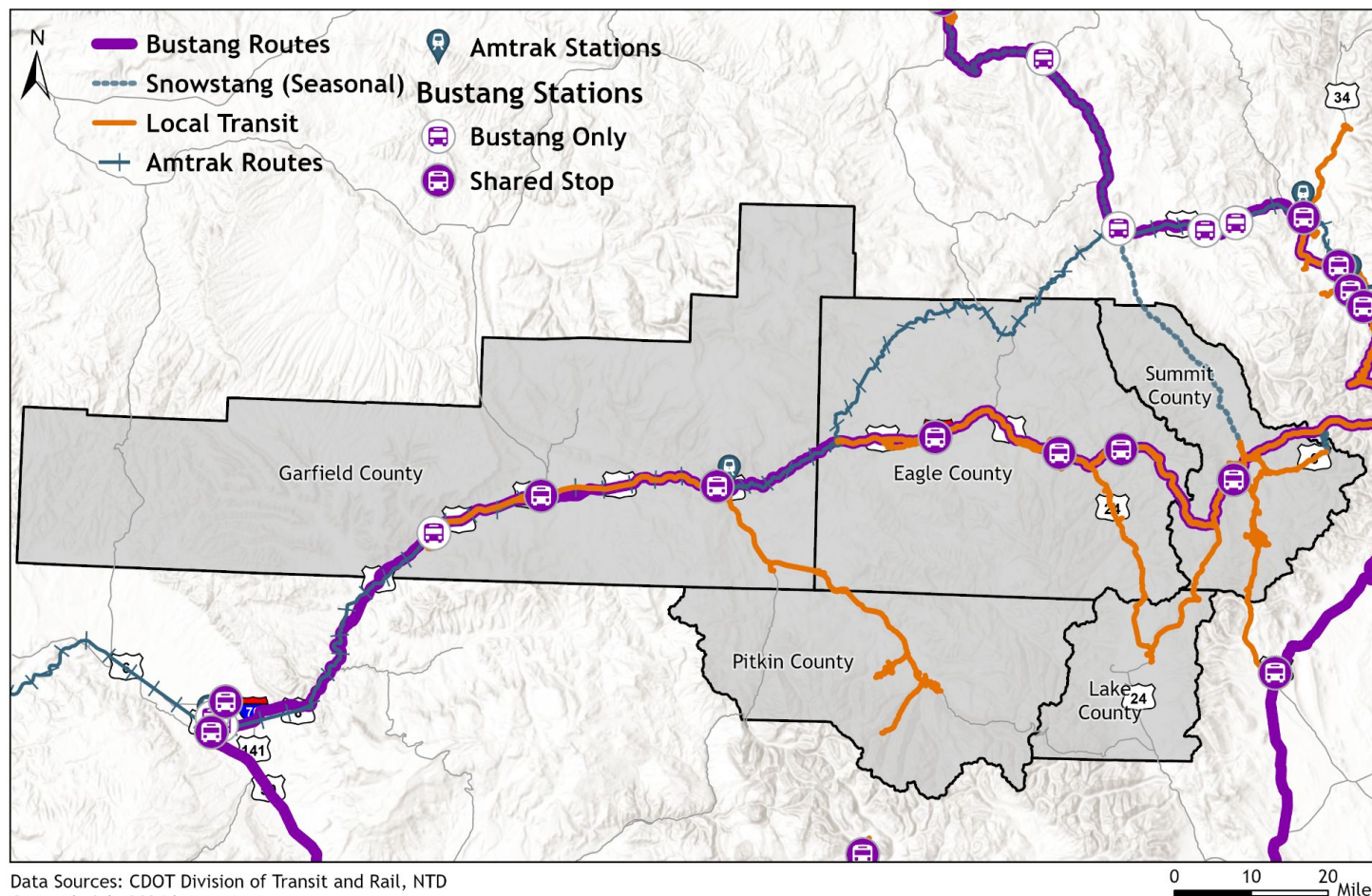
Do you have feedback on the transit data we've collected?

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 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?



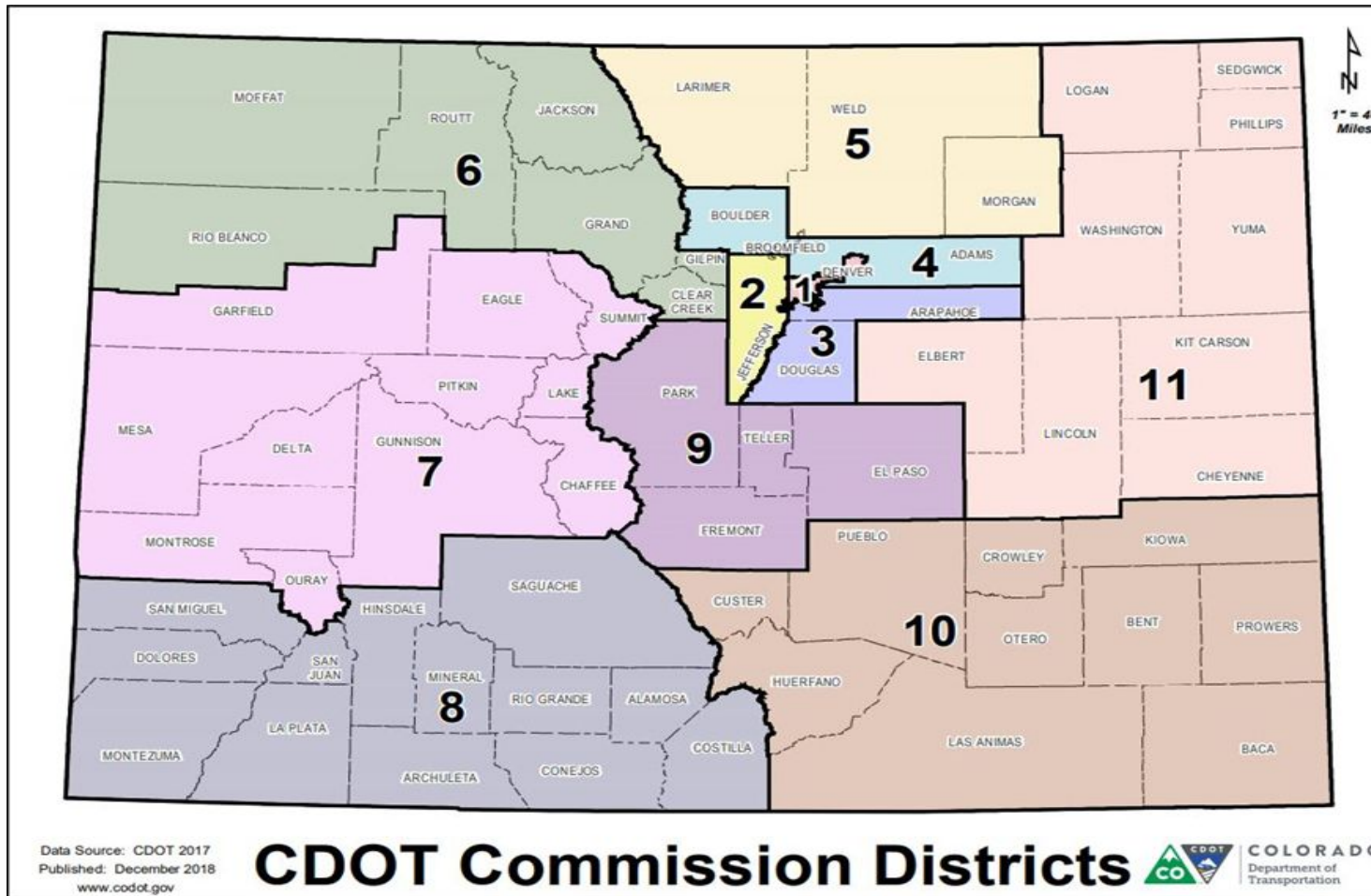
COLORADO

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)

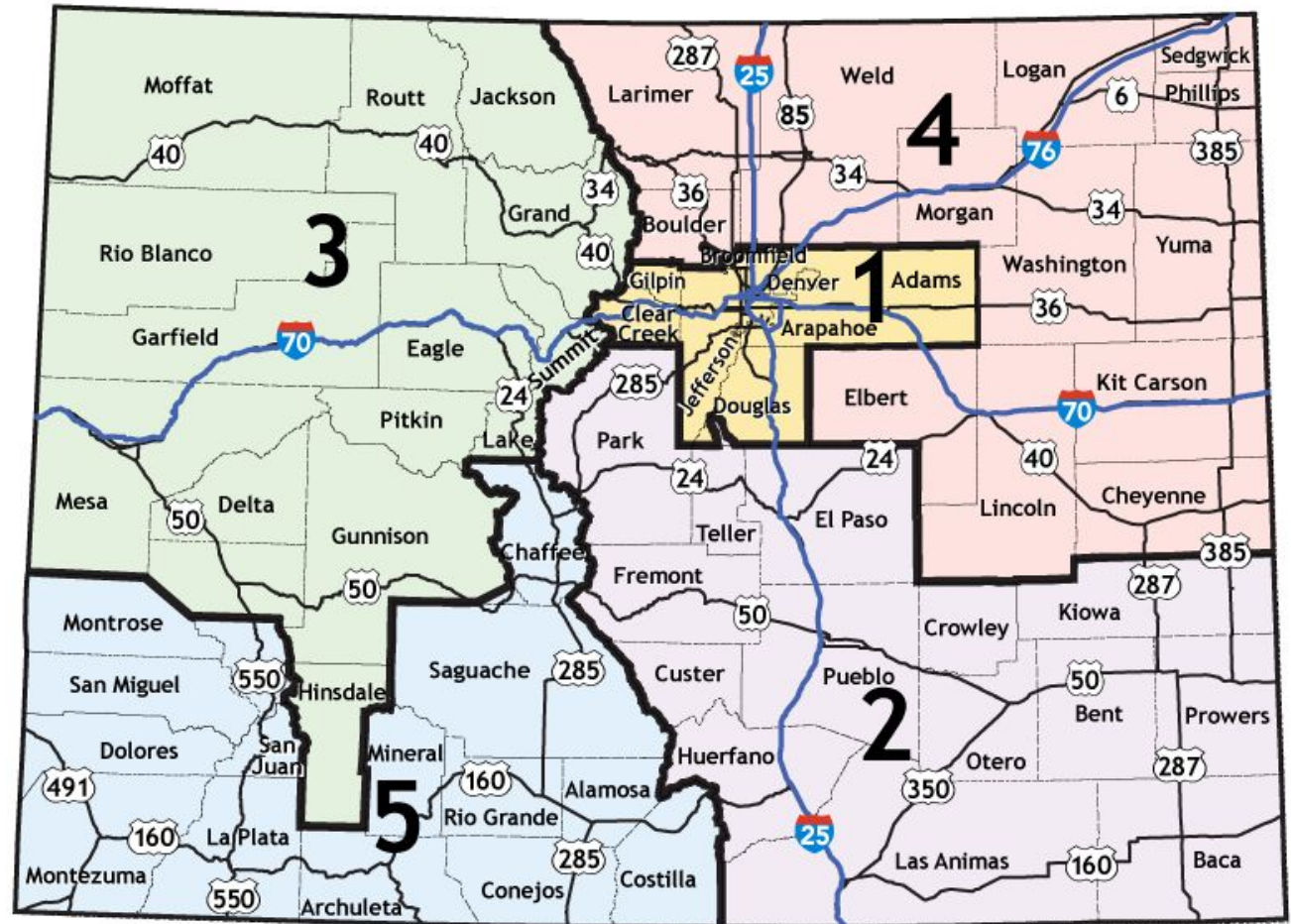
All of these funds come to the Region by various formulas and with various spending criteria



Statewide RPP Distribution

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

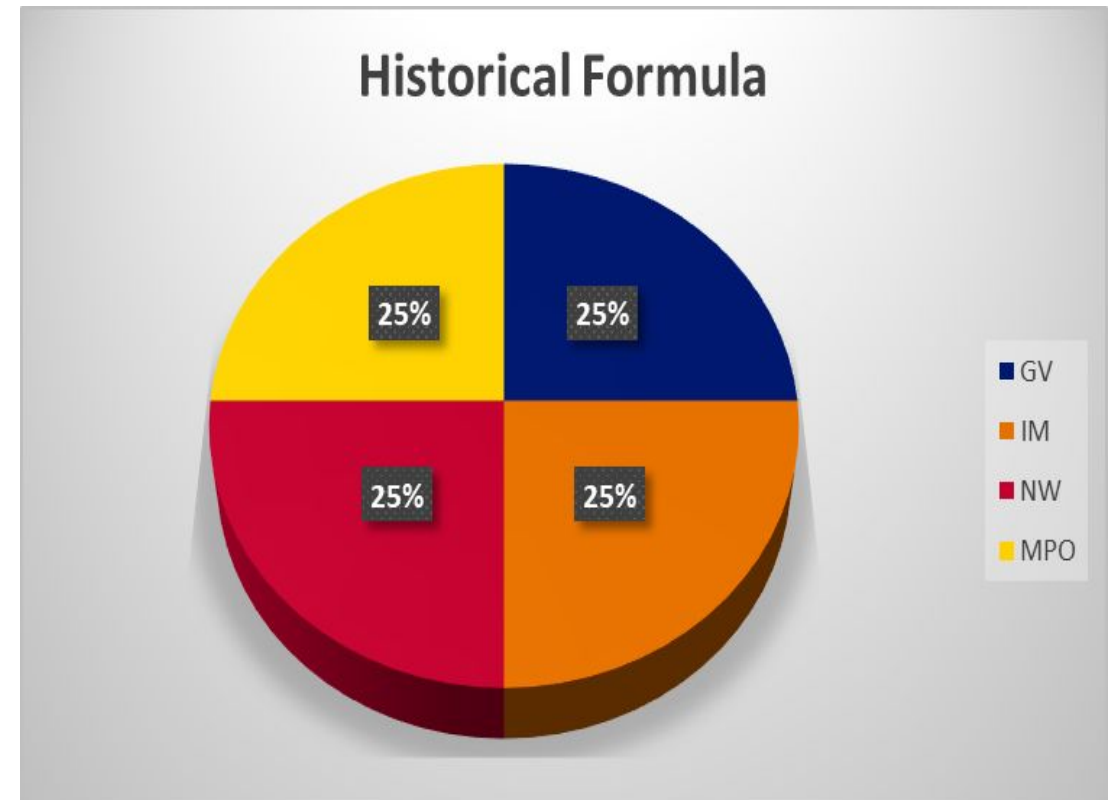
1. 33.5%
2. 19.9%
3. 14.3% = about \$ 7M/year
4. 23.2%
5. 7.1% = about \$ 3.5M/year





History of Region 3 distribution of RPP and Strategic Funding

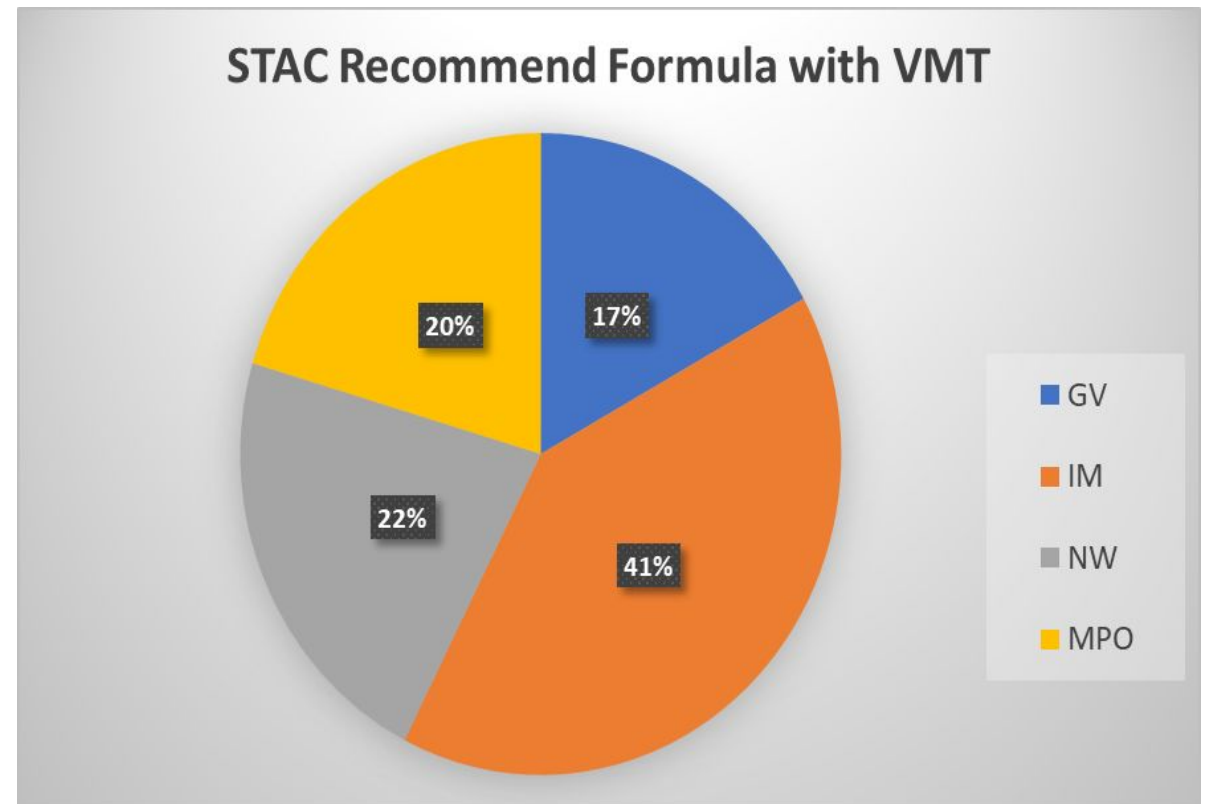
- Equal Share per TPR/MPO
 - Reviewed and shown equitable in 2007
 - State RPP formula was based on Lane Miles, Vehicle Miles Traveled (VMT), and Annual Average Daily Traffic (AADT)
 - Summit County was added to Region 3 in 2013
 - Population was added into HQ formula in 2015 but not taken into account 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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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

Questions & Discussion

- Program guidance may be found at codot.gov/programs/planning/grants/mmof-local
- For questions or comments, please contact:
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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

