



Intermountain Transportation Planning Region (IMTPR) Commission Meeting

April 3, 2026

10:00am-12:00pm

Eagle County BOCC Room

500 Broadway St, Eagle, CO 81631

Join by [Zoom](#)

Meeting ID: 996 9988 0372

One tap mobile:

+15642172000,,99699880372# US

+16469313860,,99699880372# US

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

-If you are in person and on a laptop, please mute your computer speakers completely and mute yourself on Zoom.

10:05am: Public Comments (Brian Pettet)

10:06am: CDOT Legislative Updates (Hannah Marians and Emily Haddaway)

10:21am: Front Range Community College Presentation (Susan Baillargeon)

10:31am: Approve July 2025 Meeting Minutes (All)

10:32am: Brian Pettet is Retiring! (Bentley Henderson)

10:42am: Chair Elections (Brian Pettet and Bentley Henderson)

11:15am: CDOT Updates

- County Meeting discussion
- Construction Update
- MMOF funding Update

11:50am: Partner Updates (All)



12:00pm: Meeting Adjourn (Brian Pettet)

Attachments:

Front Range Community College Presentation

July 2025 Meeting Minutes

IMTPR Bylaws

IMTPR Chair and Vice Chair Roles/Responsibilities

Signed Letters of Support (as of March 20, 2026): Town of Silt, Town of Vail, Town of Gypsum, Town of Red Cliff, Town of Parachute



Colorado LTAP

2026 Engagement Tour

(Virtual or In Person)

Colorado LTAP Presenters

Heather Carlson (CLTAP)

Susan Baillargeon (FRCC)

Sanjiv Gupta (CDOT)

Jean Millard (CLTAP)



Colorado LTAP

Workforce Development

*Roads Scholar I
Roads Scholar II
Supervisory Skills
& Development
Prgm
Colorado Road &
Bridge Institute
Heavy Equipment
Flagger
CDL*

Technical Assistance

*Equipment Loan
Lending Library
Safety Circuit Rider
Project
Coordination
Grant & Funding
Support*

Information Exchange

*Innovation
Contests (local,
regional, national)
Conference
Sponsorship
Wednesday
Workshops*

Contact / Requests

*Training Requests
Road Safety Audits
Project Support
Grant & Funding
Requests
Research Inquiries*



Project Coordination (Grant & Funding Support)

Our service is **FREE**
and we are here to
support **YOU!**

Technical Assistance

*Equipment Loan
Lending Library
Safety Circuit Rider
Project Coordination
Grant & Funding
Support*





AGENDA

- Colorado LTAP Training Program
- Highway Maintenance Management
- Safety Circuit Rider
- Project Funding and Support



Colorado LTAP Training Program



BY THE NUMBERS: 2025

County Representation



25 out of 64 counties attended (39%)

City/Town Representation



92 out of 273 municipalities attended (33.7%)

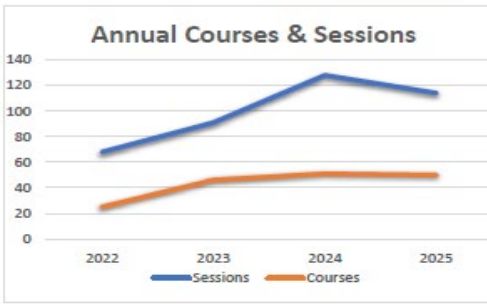
Annual Attendance Statistics

2310
Total Registrations

1278
Roads Scholar I Registrations

500
Roads Scholar II Registrations

297
SSDP Registrations





Get Credit for What you Know!



REGISTER NOW



&

GET CREDIT FOR WHAT YOU ALREADY KNOW!!

OSHA - 10

CO LTAP TCS
& MORE...

CO LTAP
ASSET MGMT
& MORE...

CO LTAP
ROADS
SCHOLAR I

FEMA
ICS 100, 200,
700 & 800

1

CREDIT

2

CREDITS

1

CREDIT

2

CREDITS

6

CREDITS

FRCC
CLASS

HWY 1000
HIGHWAY
MAINTENANCE &
OPERATIONS
SAFETY

HWY 1005
TRAFFIC
CONTROL

HWY 1010
ASSET
MANAGEMENT

HWY 1015
HIGHWAY
PREVENTIVE
CARE &
PRESERVATION
TREATMENTS

HWY 183 *
283
NATIONAL
INCIDENT MGMT
SYSTEM

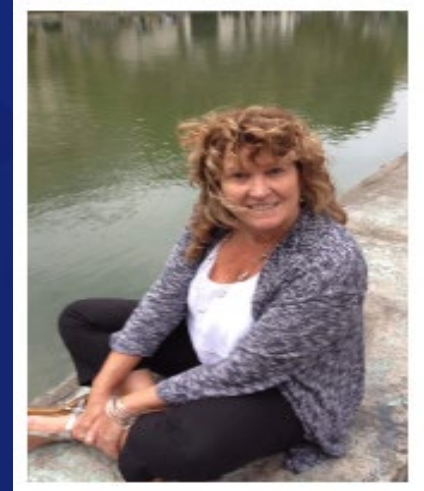
PLUS....NHI LEADERSHIP ACADEMY, AASHTO'S TC3 & MORE!



Susan Baillargeon,
Program Director

Susan.Baillargeon@FrontRange.edu

(970) 204 -8175





CDOT Safety Circuit Rider



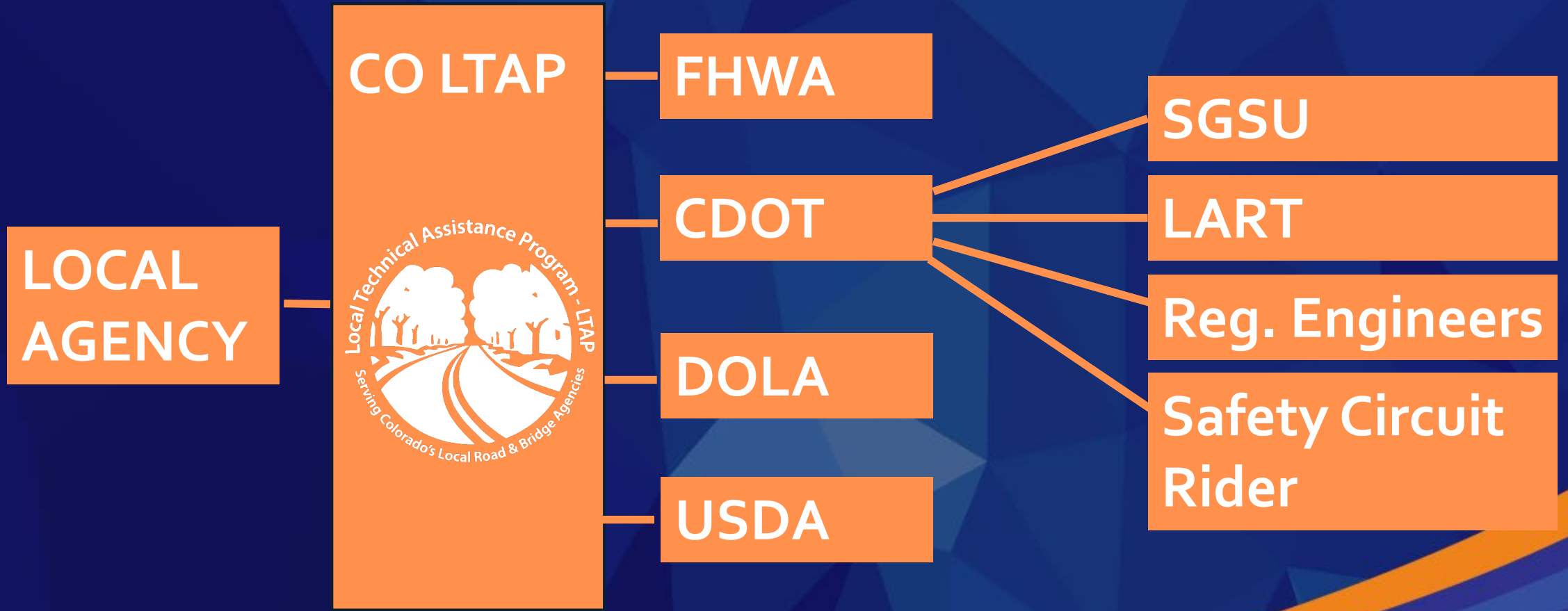
Sanjiv Gupta, P.E.
sanjiv.gupta@state.co.us
720-454-4766

Support the Safety Circuit Rider can provide:

- . Crash History
- . Traffic Volume
- . Road Safety Audit
- . Cost/Benefit Analysis of Proposed Improvements



Who do I talk to?





LTAP Project Funding and Support

Checklist to start the funding opportunity request

- Contact CLTAP via online request form
- Provide a brief problem statement via LTAP provided form
- Attend meeting with LTAP to discuss work completed and next steps
- Attend meeting with subject matter experts (SMEs) and area reps (LTAP organized and facilitates)



LTAP Project Funding and Support

Bonus Tips:

- Start NOW! — many applicants underestimate how long good preparation takes
- Engage community partners early** for letters of support — many grant programs value local backing
- Treat grant preparation as a **project management process** with timelines and checkpoints
- Helpful to identify a project manager and grant administrator (okay if you don't)



LTAP Project Funding and Support

Grant Readiness Checklist – **A Guideline**

1. Project Definition & Need

- Problem clearly defined (safety, condition, capacity, compliance, resilience)
- Existing conditions documented (asset age, condition rating, failure history)
- Project included in adopted plans (CIP, TMP, master plan, basin plan, facility plan)
- Quantified benefits identified (safety, water quality, flood risk reduction, service reliability)

2. Eligibility & Program Fit

- Agency and project eligible under target program
- Project aligns with state priorities (safety, climate resilience, equity, asset management)
- Funding category confirmed (planning, design, construction)
- Match requirements understood and achievable (cash vs. in-kind)



LTAP Project Funding and Support

Grant Readiness Checklist, con't.

This is just a guideline

3. Project Readiness (Shovel-Ready Level)

- Conceptual or preliminary design complete (10–30%)
- Engineer's cost estimate with contingency and escalation
- Project schedule with key milestones
- Right of Way (ROW) ownership confirmed or acquisition plan defined
- Utility conflicts identified (especially for transportation projects) – should do during design phase



LTAP Project Funding and Support

Helpful Links:

- [Grants — Colorado Department of Transportation](#)
- [Notice of Funding Opportunities & Application Submissions Dates — Colorado Department of Transportation](#)
- [Build America, Buy America | Department of Energy](#)



Canon City - (low \$ and simple application)

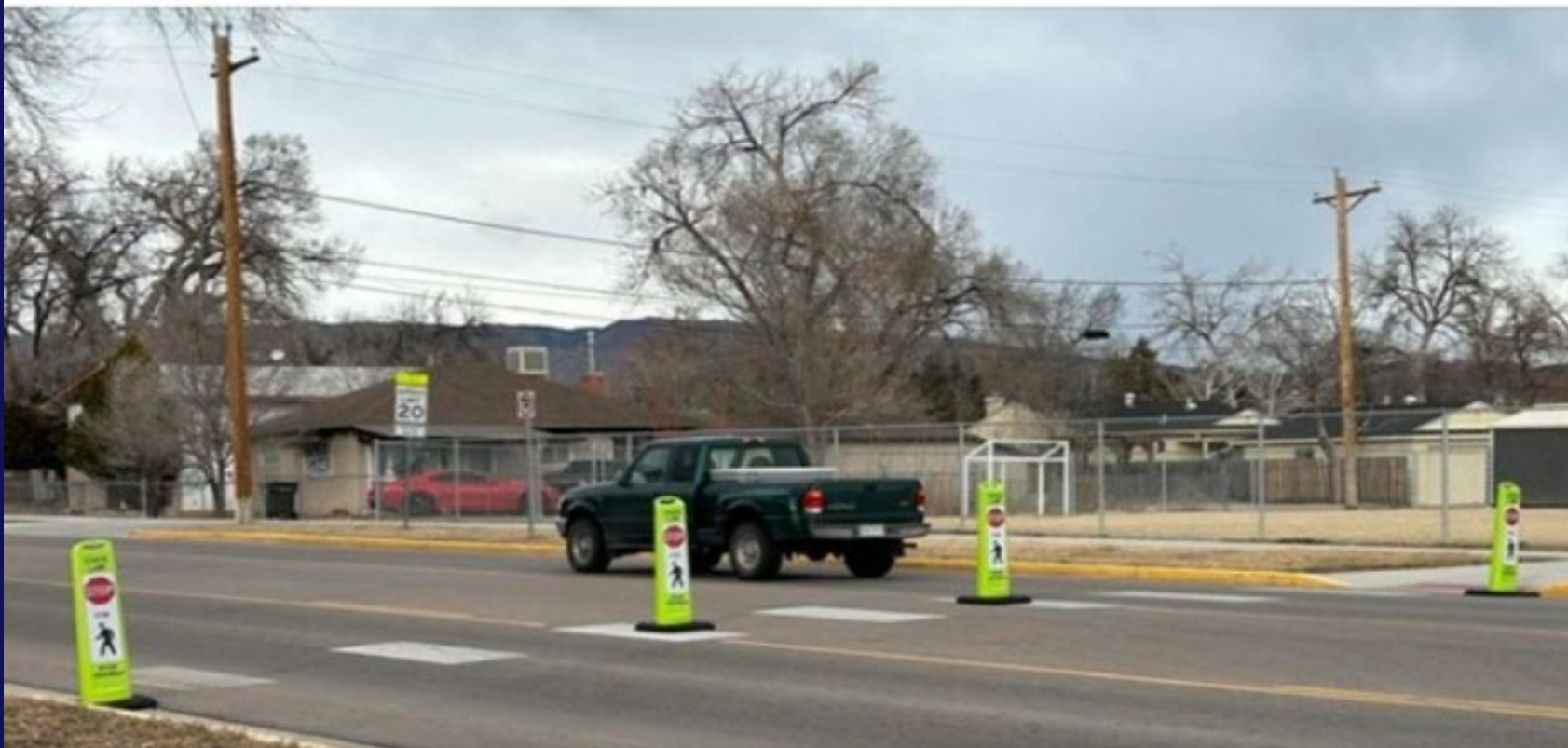


Washington Elementary School

March 5 at 7:00 PM · 🌐



Thanks to a successful grant application from Colorado Kids 1st, Washington Elementary School was able to purchase highly visible signage for two of our busiest crosswalks, improving safety for our students, parents and staff. Thanks Colorado Kids 1st!





Eagle County - New Traffic Monitor





Project Coordination (Grant & Funding Support)

Our service is **FREE**
and we are here to
support **YOU!**

Technical Assistance

*Equipment Loan
Lending Library
Safety Circuit Rider
Project Coordination
Grant & Funding
Support*





Q&A?

and

THANK YOU!



Back-UP



Funding Project Examples

- **Canon City** – Low dollar grant for signage at crosswalks in front of schools – Colorado Kids First
- **Eagle County** - Low dollar grant to purchase traffic monitors - Edward Byrne Memorial Justice Assistance Grant Program (JGA)
- **South Fork** – Upgrading water system – USDA & DOLA
- **Berthoud** – Upgrading to a modernized signal system - NFRMPO funds
- **Pueblo** – New road & bridge office building – Congressionally Directed Spending
- **Manassa** – Bridge repair/replacement on 2 bridges – Off-System Bridge Program
- **Denver PD** – Small equipment purchases - Edward Byrne Memorial Justice Assistance Grant Program (JGA)
- **Mt. Crested Butte** - Recreation path rehabilitation & new playground – In process
- **Breckenridge** – Traffic attenuator – In process
- **Pikes Peak** - FEMA mitigation project funding – In process
- **Frisco** – street improvements, etc – In process



Grant Lifecycle

The post award phase comprises a significant amount of work over the duration of the award dates, which includes implementing the grant, reporting progress, and completing the closeout requirements.



The pre-award phase represents the beginning of the grant lifecycle, which includes announcing opportunities, submitting applications, and reviewing applications.

Once the final award decisions are made, the awarding agency sends a Notice of Award (NOA) to the entities selected for funding. The NOA is the official, legally binding issuance of the award. When you or your organization accepts the grant (i.e., by signing the grant agreement or by drawing down funds) you become legally obligated to carry out the full terms and conditions of the grant.



Grant Lifecycle and Associated Project Tools

- Project Status Report
- Meeting Agenda
- / Minutes Template
- Grant Applicant Roadmap
- Grant Funding Timeline
- Tollgate Review
- Issue Log
- Risk Analysis
- RACI
- Project Change Log
- Grants Learning Center
- American Traffic Safety Services Association (ATSSA)
- Project Closure
- Lessons Learned



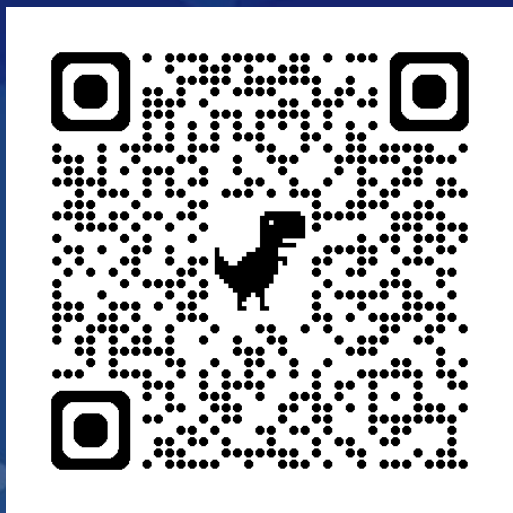
- The Grant Lifecycle
- Grants Learning Center
- Project Feasibility Questionnaire
- Project Proposal
- Project Charter
- Business Case
- Problem Statement
- The Discretionary Grant Application Process
- Meeting Agenda/ Minutes Template
- Rural Grant Applicant Toolkit
- Grant Applicant Roadmap

- Funding Agreement
- Grant Applicant Roadmap



Check out our Website:

New!
TECHNICAL
ASSISTANCE w/
Colorado LTAP





Intermountain Transportation Planning Region (IMTPR) Commission Meeting Notes

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

Summit Community & Senior Center
(Fremont and Loveland rooms)
0083 Nancy's Place, Frisco, CO 80443

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

-If you are in person and on a laptop, please mute your computer speakers completely and mute yourself on Zoom.

10:05am: Public Comments (Brian Pettet): *STAC's July meeting was cancelled, no updates*

10:06am: Greg Hall is Retiring! (Brian Pettet): *Tom Kassmel is the acting Director for Public Works*

10:10am: Approve April Meeting Minutes (All): *Motion by Tom Daugherty, second by Tom Gosiorowski. Motion passed unanimously.*

10:15am: IGA Updates (Brian Pettet): *City of Glenwood Springs, Town of Eagle and Town of Montezuma are all missing signed IGAs.*

10:20am: CDOT Updates

- Last call for comments and edits on the draft RTP (Phil Von Hake): *public review is happening in August.*
- Public comment report out (Phil Von Hake)
- MMOF funding update (Michael Snow): *There was an additional \$130,918 in MMOF funding after cuts were made. A motion was made to award \$30,920 to the Town of Avon and \$100,000 to the Town of Parachute. A motion was made to reallocate these funds by Jim Mann with a second by Tom Daugherty, the motion passed unanimously.*
- 10-year project list update (Jessi Spencer)
- Program East Engineering Update (John Kronholm): *John will develop a Package 6 Vail Pass fact sheet for the group to share with town and city councils. John is also available to present a status report to groups on the project.*



11:45am: Partner Updates (All)

12:00pm: Meeting Adjourn (Brian Pettet)

Meeting Presentations:

-10-year plan updates

-MMOF updates

-CDOT R3 PEE Project Updates

**Intermountain Regional Planning
Commission (RPC), representing the
Intermountain Transportation Planning
Region (IMTPR)**

Regional Planning Commission Bylaws

April 18, 2025

Article I. Name

The name of this organization shall be the **Intermountain Regional Planning Commission (IMRPC)**.

Article II. Organization

The Commission shall be governed by the Intermountain Regional Planning Commission (IMRPC) Intergovernmental Agreement (IGA), the policies and guidelines set forth in these bylaws, and all applicable state and federal laws and regulations. The area served by the Commission is the Intermountain Transportation Planning Region (IMTPR), as designated by the Colorado Department of Transportation (CDOT) in Planning Rules (2 CCR 601-22).

The Intermountain Transportation Planning Region (IMTPR) is the geographic area, which is governed by the Intermountain Regional Planning Commission (IMRPC). The IMRPC is made up of various elected/appointed officials and/or staff from each city, town, county, and statutory Regional Transit Authority within the IMTPR.

Article III. Purpose

The Commission shall promote regional transportation planning, cooperation, and coordination among federal and state government, local or special-purpose governments, and transportation stakeholders within the IMTPR, and will:

- A. Provide a forum to identify, study, and recommend solutions to IMTPR transportation concerns.
- B. Develop and formalize policies involving IMTPR transportation planning and coordination of federal and state funding assistance.
- C. Serve as a vehicle for the collection and exchange of transportation information and expertise.
- D. Develop and approve IMTPR transportation plans in accordance with relevant federal, state, and local laws, regulations, and policies.
- E. Encourage action and implementation of regional plans and policies for transportation improvement by local, state, and federal agencies.
- F. Maintain an IMTPR Contact List that includes IMRPC members, all general and relevant special-purpose local governments, and private or public organizations and individuals with an expressed or implied stakeholder interest in transportation planning.

Article IV. Membership

- A. The members of the Commission shall include the Colorado Department of Transportation (as a

nonvoting member), each statutory Regional Transit Authority within the IMTPR, and those county and municipal governmental entities located within the IMTPR boundaries that have completed an IGA Certificate of Participation, which include:

- a. Town
 - b. City
 - c. County
- B. The Commission may impose conditions upon such membership as it deems necessary to preserve the structure and integrity of the Commission, including, but not limited to requiring financial support for its continued operation.
- C. Any member may withdraw from the Commission upon giving not less than 60 days' advance written notice. Such notice shall be delivered to the Chair of the Commission. No such withdrawal shall serve to excuse the payment of any sums or performance of any obligations agreed to be paid or performed prior to the giving of such notice, or the payment of any sums for services performed during the 60-day period of notice.

Article V. Representation

- A. The business of the Commission shall be conducted by representatives of its members, determined as follows:
- a. One (1) representative or a designated alternate, respectively, of each county and each municipal member, and each statutory Regional Transit Authority within the IMTPR. The Governing body of any member organization may appoint, at their discretion, voting and alternate voting representatives to the Commission. Members shall appoint representatives from their governing bodies or from staff.
 - b. The Regional Transportation Director of CDOT Engineering Region 3, or their designee (a nonvoting member).
 - c. Voting memberships may be granted to state or federal entities at the discretion of the Commission. Such membership shall not be conditioned upon contribution to the Commission and may be terminated by the Commission at its discretion.
- B. Non-voting participation may be granted to any public or private entity involved in transportation [or air quality] with conditions for such participation to be determined by the Commission. The Commission may terminate such participation at its discretion.
- C. Each representative serving on the Commission shall serve at the direction of the entity the member represents. Vacancies occurring on the Commission shall be filled in the same manner as is provided for in the original designations.

Article VI. Officers

- A. The officers of the Commission shall consist of a Chair and a Vice Chair.
- B. Each officer shall serve a term of two years. Nominations and elections shall be held at the first meeting of the calendar year on even years. There shall be no terms limits.
- C. Vacancies in any office shall be filled by a regular vote of the Commission.
- D. The duties of the officers shall be as follows:
- a. The Chair shall preside over all meetings of the Commission.
 - b. The Vice Chair shall serve in the absence of the Chair and shall assist the Chair and perform such other duties as may be assigned by the Commission.
 - c. The Chair will represent the Commission on the Statewide Transportation Advisory Committee (STAC) to review regional and statewide transportation plans, amendments, and updates, and to advise CDOT on the needs of transportation systems in Colorado. The Commission shall annually designate the Vice Chair to represent the Commission in the event the Chair cannot attend a STAC meeting.

Article VII. Meetings, Voting, and Quorum

- A. The Commission shall meet on at least a quarterly basis, at a time and place set forth in the minutes and posted on the IMTPR website, in accordance with The Colorado Open Records Act, (CORA) C.R.S. § 24-72-201 to 206.
- B. The Chair may call a special meeting outside of the regular meeting schedule with 72 hours' notice provided to the Commission and the public.
- C. All meetings of the Commission and its committees are open to the public. The public is welcome at meetings and may express their opinions at such times as designated by the agenda or when recognized by the Chair. All meetings are subject to the Colorado Open Records Act, (CORA) C.R.S. § 24-72-201 to 206.
- D. Each Commission member jurisdiction shall carry one (1) vote, either in person or virtually.
- E. 50 percent plus one voting member of the IMRPC membership must be present to constitute a quorum to conduct official business. No proxies are allowed.
- F. In a situation where an IMRPC decision is desired on a letter of support, convening of a special meeting, and/or items of a similar action, the decision-making process may be conducted through an email among all voting members determine if there is any opposition to the proposed direction. If there is opposition, the issue must be brought to an advertised meeting for formal consideration. If no opposition by the Commission is communicated within 2 business days, the proposed direction will be deemed approved.

Article VII. Committees

The Commission may establish working committees as necessary and shall provide for the appointment of the membership of said memberships.

Article IX. Administration and Finance

The IMTPR Administrator shall provide administrative support for the Commission's business and its duties as Administrator are as outlined in an MOA executed by the Commission Chair. The Chair and the Commission Administrator shall be responsible for making meeting agendas and meeting minutes available to the public by posting them on the Commission website and making them available to CDOT for posting on CDOT's planning website. The agenda should include a set time to receive public comments. Any public comments made will be recorded and posted on the IMTPR website.

Article X. Conflicts of Interest

Whenever a member has cause to believe that a matter to be voted upon would involve the member in a conflict of interest, the member shall announce the conflict of interest and abstain from voting on such matter.

Article XI. Amendment

These Bylaws may be amended by an affirmative vote of a two-thirds majority of the representatives present and vote according to the vote system described in Article V at any regular meeting of the Commission, provided at least 30 days' written notice of the proposed amendment has been provided to the members.

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

[DATE]

The Honorable Michael Bennet
The Honorable John Hickenlooper
United States Senate

Dear Senators Bennet and Hickenlooper:

On behalf of Eagle County and the undersigned partners, we are pleased to express our strong support for the Town of Red Cliff's request for \$1,851,869 in Fiscal Year 2027 Congressionally Directed Spending for the Red Cliff Downtown Streetscape and Drainage Improvements project.

This project will reconstruct Monument Street and Water Street within Red Cliff's historic downtown core, replacing deteriorated roadway infrastructure and installing modern storm drainage systems to address long-standing flooding and icing conditions. These improvements are critical to ensuring safe and reliable access for residents, emergency services, local businesses, and visitors traveling through the community.

Red Cliff is located along a designated scenic byway and provides access to surrounding recreation areas. The project corridor also serves as a primary transportation route connecting residents to regional employment centers in the Vail Valley, where many residents commute for work. Existing roadway and drainage deficiencies create safety hazards, particularly during winter conditions, and contribute to ongoing infrastructure deterioration.

As a small rural community of approximately 280 residents, this project will benefit the entire population by improving the safety, accessibility, and long-term reliability of the Town's primary transportation corridor.

This project is fully designed and ready for construction. Federal investment will allow the Town to move forward immediately, leveraging local commitment and ensuring long-term reliability of critical infrastructure in a small rural community with limited financial capacity.

Eagle County, IMTPR, the Red Cliff Board of Trustees, and local businesses collectively support this request and respectfully urge your consideration of funding for this important project.

Sincerely,

Name, Title
Eagle County

Name, Title
Intermountain Transportation Planning Region (IMTPR)

Duke Gerber, Mayor
Red Cliff Board of Trustees

Name, Title
Manager, Local Businesses



January 21, 2026

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 for the Town of Gypsum's submission for a planning grant under the FY 2026 Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program. Gypsum has taken proactive steps to identify critical community needs and is prepared to advance the next phases in planning, environmental review, and final design for the I-70 Eagle Airport Interchange Project.

This project addresses a well-documented regional need for transportation capacity and connectivity and is listed as one of the priority projects for the planning region. It will deliver significant benefits, including:

- **Enhanced access to the Eagle County Regional Airport**, which set a record with nearly 290,000 enplaned passengers in 2024 and is a key economic driver for western Colorado.
- **Improved freight movement along the I-70 corridor**, supporting commerce, reducing delays, and improving safety.
- **Expanded economic development opportunities**, unlocking growth for local businesses and tourism.

The interchange vision began in the 1990s with a concept study and an environmental assessment, followed by a completed design in 2010. However, construction funding never materialized. Since then, continued population growth (143% in Gypsum and Eagle from 2000-2023), increased freight traffic, and expanded airport use have only amplified the urgency of this project. BUILD grant funds will enable essential updates to prior work, completion of a refreshed environmental review, and advancement toward construction, building on the recently completed feasibility study and strong regional momentum.

The I-70 Eagle Airport Interchange is critical to supporting anticipated growth. It will reduce congestion by approximately 30% at the adjacent Eagle Interchange (and 20% at the existing



Gypsum interchange), extend the lifespan of existing infrastructure, enhance multimodal safety and efficiency (including for buses and pedestrians), and provide a resilient alternate route during I-70 disruptions – critical for wildfire or flood evacuations and emergency response.

This project aligns closely with BUILD program priorities, including:

- **Safety:** Reducing crash risks and improving emergency access and evacuation routes.
- **Economic Competitiveness:** Enhancing freight efficiency, tourism, and regional economic growth.
- **Quality of Life:** Improving mobility, community connectivity, and access for families commuting to jobs, schools, and health care.

Regional collaboration is strong, with the Town of Gypsum partnering closely with Eagle County, CDOT, FHWA, and other stakeholders to ensure coordinated planning and implementation.

For these reasons, we urge your full consideration of this application. The BUILD grant will be pivotal in advancing a project that benefits the Town of Gypsum, the regional transportation infrastructure of the I-70 corridor, and the State of Colorado. Thank you for your leadership and for considering this vital investment.

Sincerely,

Brian Pettet

Chair, Intermountain Transportation Planning Region (IMTPR)



January 28, 2026

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 25090

Re: Parachute's Application for the Highway 6 and 1st Street Mobility, Revitalization, Reconstruction, and Safety (Parachute MOVES) Project.

Dear Secretary Duffy,

As Chair of the Intermountain Transportation Planning Region (IMTPR), I am writing to express my enthusiastic support for the Town of Parachute's Highway 6 and 1st Street Mobility, Revitalization, Reconstruction, and Safety (Parachute MOVES) Project. With USDOT funds, the Town will 1.) construct and replace failing roadways, sidewalks, curbs, and gutters along 1st Street/US 6; 2.) improve pedestrian and cyclist safety with bulb outs, bike lanes, crosswalks, and ADA ramps, including new and improved sidewalks leading to the existing pedestrian bridge over I-70; 3.) add new bus stops to increase access to jobs and services in the area through the local transit system; 4.) eliminate blight conditions to improve the appeal of downtown by installing new lighting, landscaping, and signage; and 5.) construct improvements and improve traffic flow at the Town-operated I-70 visitor center and rest area. When built, the Project will create and enhance a vital connection for the community, including for the approximately 70,000+ national and international visitors stopping at the I-70 rest area annually and for students traveling to and from nearby schools.

The IMTPR continues to support Parachute's MOVES Project because:

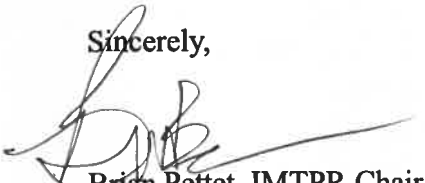
- The Project will replace failing sections of US 6/1st Street in downtown Parachute from Railroad Avenue to Russey Avenue.
- The Project will improve traffic conditions for the nearby I-70 visitor center/rest area.
- US 6 / 1st Street has failing pavement, crumbling concrete, and inadequate drainage that creates standing water, leading to blight conditions.

- US 6/1st Street has inadequate street widths, poor circulation, and a complete lack of active transportation infrastructure.
- The high speeds on the rural, dimly lit state highway, along with a lack of pedestrian crossings, create ongoing unsafe conditions for vehicles and pedestrians.
- The Project will transform the downtown corridor into a vibrant economic development hub by inviting increased tourism and linkages to the growing outdoor economy.
- The Project will dramatically increase foot traffic to downtown businesses and spur small business opportunities.

The Project will be shovel-ready by the middle of 2026, has undergone extensive community engagement and planning, and is supported by residents and businesses. The current state of the US 6 downtown corridor is detrimental to the community's overall safety and livability, and it is impeding economic growth and vitality. Parachute has a generational opportunity to transform the community, but needs federal investment now.

We respectfully urge your full consideration of this important and timely grant application.

Sincerely,



Brian Pettet, IMTPR Chair





The Honorable Sean Duffy
Secretary U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 25090

Re: Town of Red Cliff BUILD Grant Application – Red Cliff Sole Access Resilience & Safety Project

Dear Secretary Duffy,

As Chair of the Intermountain Transportation Planning Region (IMTPR), I am writing to express IMTPR's strong support for the Town of Red Cliff's application for BUILD funding for the Red Cliff Sole Access Resilience & Safety Project.

Eagle Street, Water Street, and Monument Street represent the only vehicular ingress and egress routes connecting Red Cliff to U.S. Highway 24. These corridors provide sole access for residents, school transportation, emergency response, freight delivery, and essential services. Water Street is the only corridor capable of accommodating large vehicles, including school buses and regional fire apparatus.

Located at approximately 8,750 feet in elevation, Red Cliff experiences winter conditions for up to nine months annually. Existing pavement deterioration, inadequate drainage infrastructure, and shallow floodplain exposure create systemic safety and reliability risks for this rural mountain community.

The IMTPR supports this project because:

- Eagle Street and Water Street are the Town's only access routes to and from U.S. Highway 24.
- Water Street is the sole corridor capable of supporting large emergency and school transportation vehicles.
- Portions of the corridor lie within FEMA Zone AO shallow flooding areas, increasing the risk of roadway overtopping during storm events.



- The existing roadway network lacks continuous ADA-compliant sidewalks and pedestrian separation.
- The primary school bus stop is located at the intersection of Water Street and Eagle Street within the project limits.
- Monument Street connects the majority of residential neighborhoods to Eagle Street, making this corridor critical for internal community mobility.
- High-elevation freeze–thaw cycles accelerate pavement failure and increase winter icing hazards.
- Infrastructure failure along this corridor would isolate the entire community of 267 residents.

This project will improve systemic safety, enhance climate resilience, strengthen emergency access reliability, and support economic stability in a rural workforce community within Eagle County.

The Red Cliff Sole Access Resilience & Safety Project is 100% designed and shovel-ready, demonstrating strong local commitment and readiness to proceed upon award. The Town is leveraging anticipated state funding and local in-kind contributions to provide a significant non-federal match.

IMTPR recognizes this corridor as regionally significant transportation infrastructure and strongly urges USDOT to give full and favorable consideration to this important rural investment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Pettet', is written over a horizontal line. The signature is fluid and cursive.

Brian Pettet, Chair
Intermountain Transportation Planning Region (IMTPR)



February 2, 2026

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 BUILD 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 BUILD 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,

Brian Pettet

Chair, Intermountain Transportation Planning Region (IMTPR)



February 2, 2026

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

RE: Support for the BUILD Grant Program Application for the Arrive Vail project

Dear Secretary,

On behalf of the Colorado Intermountain Transportation Planning Region (IMTPR), I am writing as Chair to express my strong support for the Town of Vail's application to seek funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the Arrive Vail project. This project, which expands and enhances the Vail Transportation Center (VTC), has been identified as the number one transit priority project in the IMTPR region and is a priority project in both the 2050 Colorado Statewide Transportation Improvement Plan and the 2050 Colorado Statewide Transit Improvement Plan. The project also has committed funds from the Town of Vail and the Colorado Department of Transportation (CDOT) with other funding pending from other partners. The project will advance regional and statewide resiliency, mobility, and connectivity to and through rural communities along Interstate 70 (I-70) and Western Colorado.

Vail is a participating stakeholder in the IMTPR. The 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.

Vail is home to one of the largest free transit systems in the nation, serving residents and visitors with a seamless, multi-modal transportation hub. Currently approximately 6 million people pass through the VTC each year. As demand grows with expanded local and regional transit services including Vail Transit, CORE Transit, Bustang, and Pegasus, the need for a next generation expanded VTC is clear. This project, Arrive Vail, will provide a world-class mobility hub/arrival center to support transit needs for the next 50+ years, enhancing connectivity, efficiency, safety and sustainability. Guided by the Go Vail 2045 Vail Transportation & Mobility Master Plan, this expansion will ensure Vail and the IMTPR remains a leader in mountain mobility.



The Town is seeking funding for the final design and construction of Phase I of the Arrive Vail project. Phase I construction will double both bus bay capacity and shuttle/van/taxi/rideshare capacity and provide significant pedestrian experience and safety improvements. This project responds to the documented need for regional transportation capacity solutions in Vail and will provide significant transportation access benefits as well as economic development opportunities throughout the region.

The town has already completed a needs assessment, conceptual design and has just begun schematic design and preliminary plans development. The town has also engaged with the community, private businesses, CORE Transit, CDOT and FHWA to move this project forward. To date, the completed and on-going work has been partially funded by the awarded state Multi Modal Options Fund (MMOF) grant and currently has committed funds from the Town of Vail and CDOT to continue moving this project forward. With the project's large cost and significant regional impact, it is imperative that Vail continue to pursue and engage opportunities to fund the entire project. This BUILD grant will be a catalyst to start project construction and allow for Phase I to be nearly fully funded, with the balance expected to be funded in the near term by project partners.

Please consider this letter an expression of our full support of the town of Vail's submission for the BUILD grant program. Vail has taken the necessary steps to keep this project moving forward and is ready to begin the next phase in design and construction.

Sincerely,

Brian Pettet

Chair, Intermountain Transportation Planning Region (IMTPR)

970-920-5392

brian.pettet@pitkincounty.com