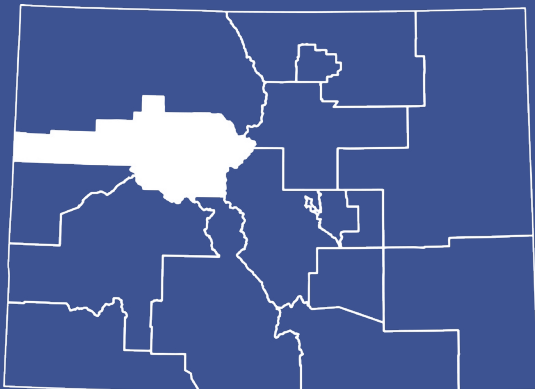


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Intermountain 2050 Regional Transportation Plan

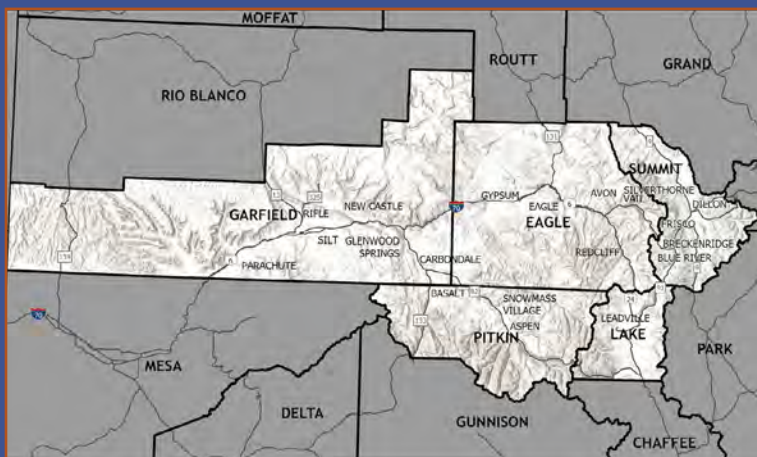


Counties:
Eagle, Garfield, Lake,
Pitkin and Summit

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



Regional Plan Introduction



Map of the counties in the
Intermountain Transportation
Planning Region

This Regional Transportation Plan (RTP) is the long-range transportation planning document that guides the continuing development of a multimodal transportation system for the Intermountain Transportation Planning Region (TPR). This plan has been developed in compliance with state and federal requirements, as outlined in the State and Federal Requirements section.

Accompanying the RTP is the region's Coordinated Public Transit and Human Services Transportation Plan as an appendix, in accordance with all Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) planning requirements. The plan communicates the Intermountain TPR's evolving transportation needs and priorities to CDOT and Colorado's Transportation Commission. This plan reflects the TPR members' input, data and background information and public sentiment. While the plan extends out 25 years to 2050, it also helps to

inform the development of the 10-Year Plan, which allows decision-makers to consider transportation investments in the Intermountain TPR today, tomorrow and in the future.

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



Letter from Region Chair

Dear Neighbor,

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

The Intermountain TPR began transportation plan development in Fall 2024. This document summarizes identified needs and resulting priorities and is a direct reflection of TPR member input, data analysis, and public feedback received via online, printed surveys and town halls.

This RTP has been developed in tandem with CDOT's Statewide Transportation Plan. Ensuring connectivity between the Intermountain TPR and the broader state transportation system is essential for regional mobility. Key elements of this plan will be integrated into the Statewide Transportation Plan to align regional and statewide efforts to create a cohesive and coordinated approach to transportation planning. Additionally, this plan aligns with ongoing planning efforts such as the Statewide and Regional Transit Plans and the Statewide Active Transportation Plan, supporting a multimodal approach to network development and project

identification. This coordination enhances regional connectivity, improves transportation efficiency, and ensures a seamless network that better serves communities across the Intermountain TPR.

Much of the discussion during preparation of this plan surrounded the priorities of the region. This includes tourism needs, impacts of oil and gas development on local and state roads, and the astounding importance of alternative modes of transportation to our residents and visitors, including transit, bicycle and pedestrian facilities. Current federal and state highway funding is wildly insufficient, and we need to continue the discussion at all levels to find new funding streams for our aging transportation infrastructure. In this time of limited funding for transportation, it is vital that the RTP reflects the overall priorities and needs for our area.

As a result, this plan is expected to be a living document that informs the decisions CDOT makes about the state's transportation system. The intention of the RTP is that it is periodically revisited by the TPR to ensure that we are on the right path to accomplish the vision and goals set forth in this plan. A list of the TPR's most important action items for implementation is catalogued in the final chapter of the RTP. I invite you to review this plan and become more engaged in the Intermountain TPR's transportation future.

Sincerely,



Brian Pettet
Intermountain
TPR Chair

Intermountain TPR Members

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

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



State & Federal Requirements

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

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

The Statewide Transit Plan, while not a federally required document, is required by the State of Colorado and the supporting Regional Coordinated Human Services and Transportation Plans must be completed to be eligible for federal funding through the FTA. Key themes are integrated into the Intermountain's RTP, and the full Regional Transit Plan is included in Appendix A.



Plan Development Process

This 2050 RTP was developed over approximately one year and included three primary phases: identification of transportation needs, verification of priority projects, and creation of the plan. The TPR and public input, along with a data-driven analysis, were critical to plan development.



1.
Identification of
Transportation Needs



2.
Verification of
Priority Projects



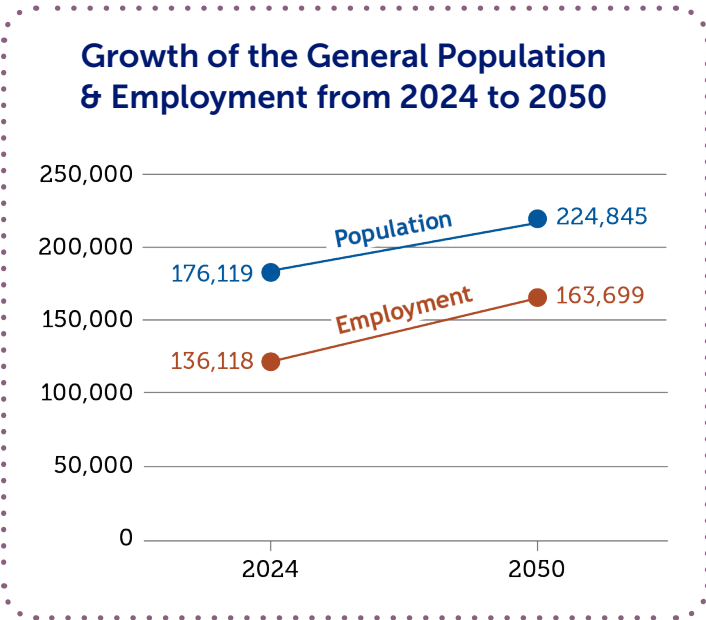
3.
Creation
of a Plan

Regional Transportation Story

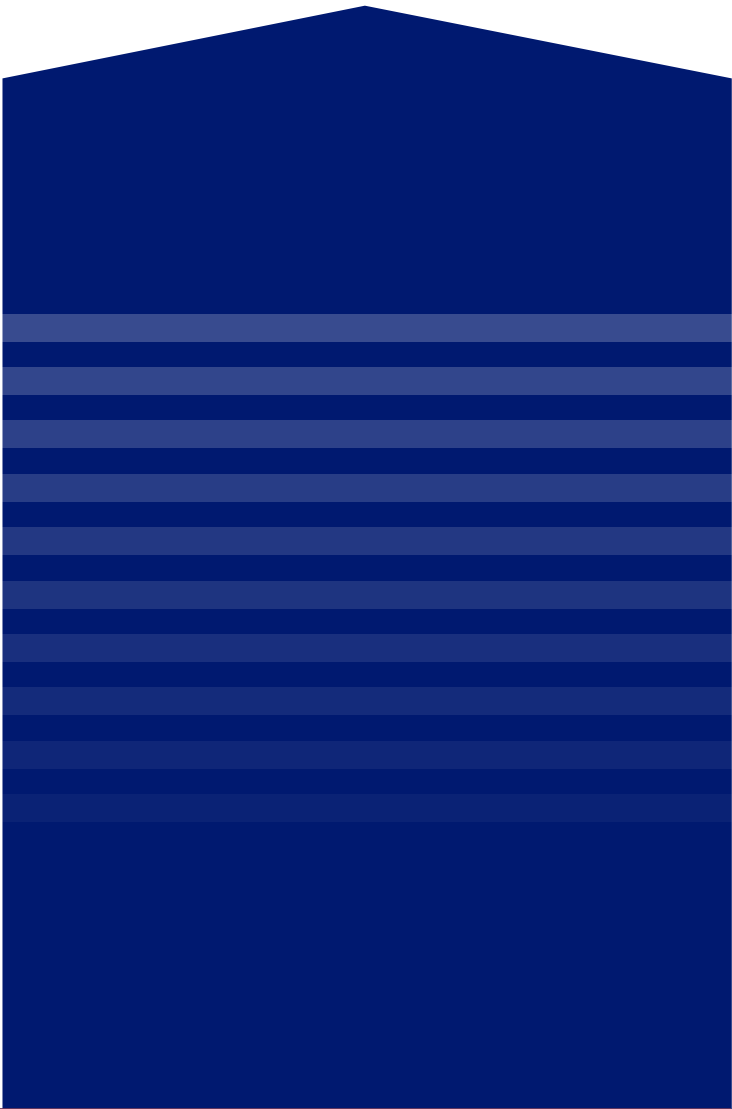
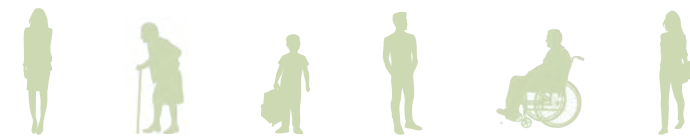
The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this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

Population & Employment

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



Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.



Historically Underserved Populations

Transportation – whether walking, rolling, biking, taking transit, vanpooling, carpooling, or driving a car – is a critical element of everyone’s daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.

When considering the Intermountain TPR’s mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and/ or have limited access to transportation services and facilities and the population totals in the Intermountain TPR are outlined in the table below.

Total Population	Youth Population	Older Adult Population	People of Color	People with Limited English Proficiency	Veteran Population	Low-Income Population	Zero-Vehicle Households	People with Disabilities
172,798 (100%)	36,039 (21%)	26,158 (15%)	57,906 (34%)	15,148 (9%)	7,336 (4%)	5,878 9%	2,812 (4%)	13,478 (8%)

Source: U.S. Census Bureau, American Community Survey (2019-2023) Note: Data is sourced from the American Community Survey and will have discrepancies with data sourced from DOLA.

It is essential to consider historically underserved communities when improving transportation systems to promote equity and create a more accessible and connected region for all community members.



Creating an Equitable Transportation System

Colorado’s statewide transportation and transit planning efforts consider the needs of all communities through an equity framework, ensuring that equity is meaningfully integrated into the planning process. This approach acknowledges that communities face unique challenges and have varying needs, particularly those that have been historically underserved. An equitable transportation

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

Where People Travel to Work (by County)

Eagle County

Eagle County (Live & Work): 57.2%

Pitkin: 9.4%

Denver County: 5.8%

Summit County: 3.8%

Garfield County

Garfield County (Live & Work): 51.0%

Pitkin County: 13.1%

Eagle County: 8.6%

Denver County: 4.5%

Lake County

Lake County (Live & Work): 25.0%

Eagle County: 17.4%

Summit County: 13.2%

Denver County: 6.0%

Pitkin County

Pitkin County (Live & Work): 64.1%

Eagle County: 7.0%

Garfield County: 5.7%

Denver County: 5.1%

Summit County

Summit County (Live & Work): 52.8%

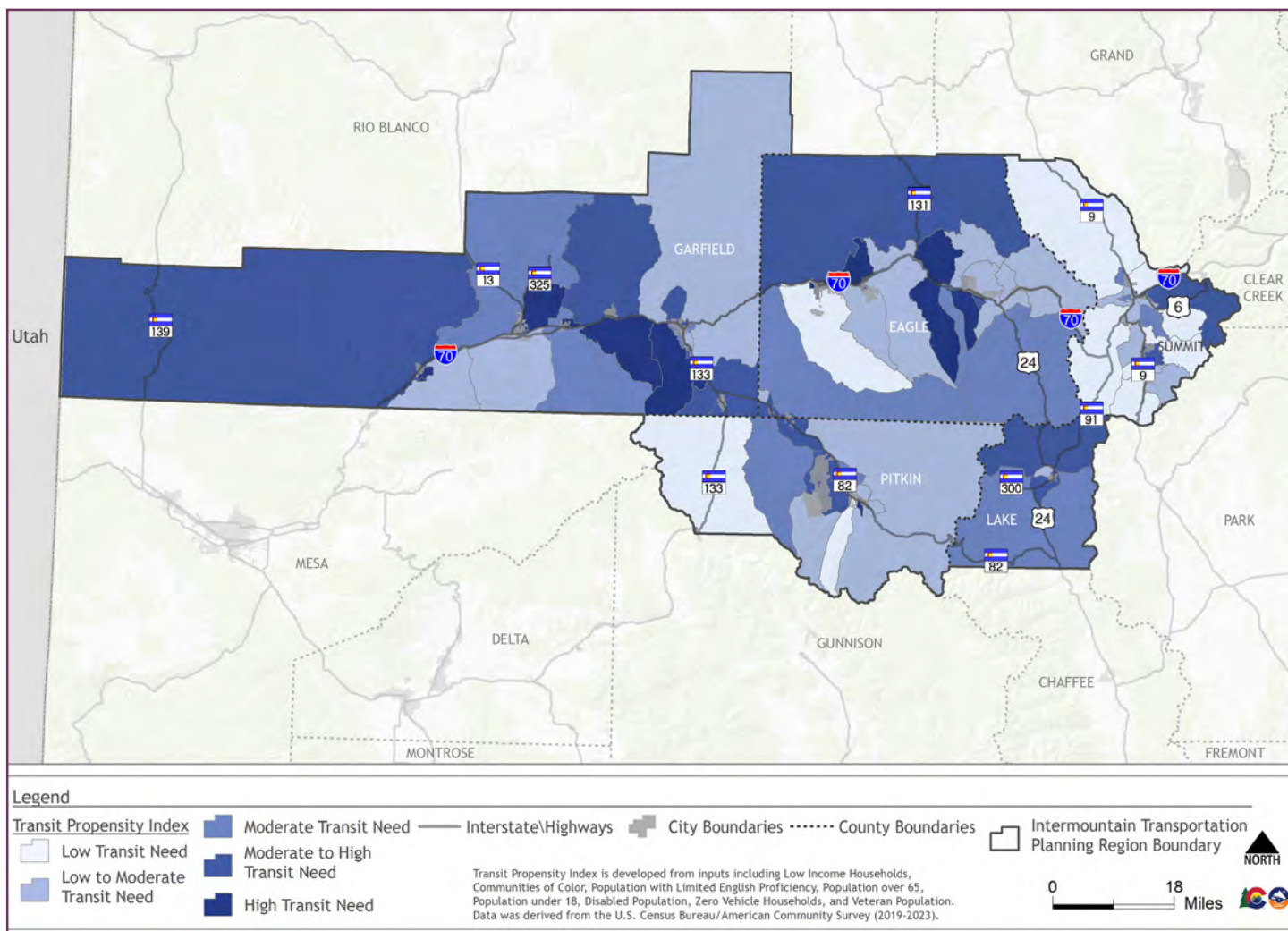
Denver County: 7.4%

Eagle County: 6.8%

Jefferson County: 4.4%

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

Identified Transit Need



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



Aging Population

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

The population of people 65 or older is expected to increase 50% from 2024 to 2050. This growth pattern will require special considerations when planning for a more accessible and connected transportation system in the region.

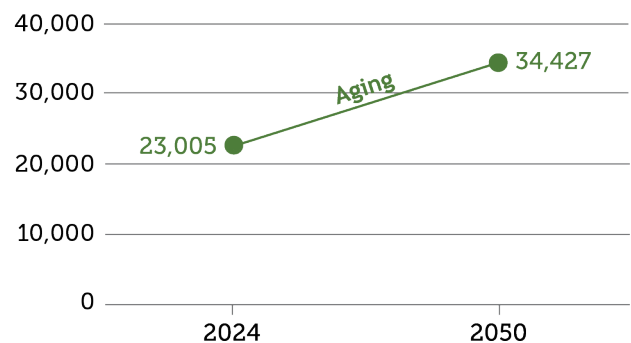
Vehicle Travel & Congestion

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

Road Conditions

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

Growth of the Aging Population from 2024 to 2050



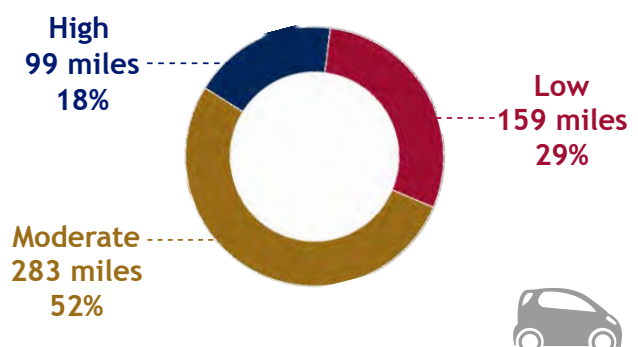
Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.

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



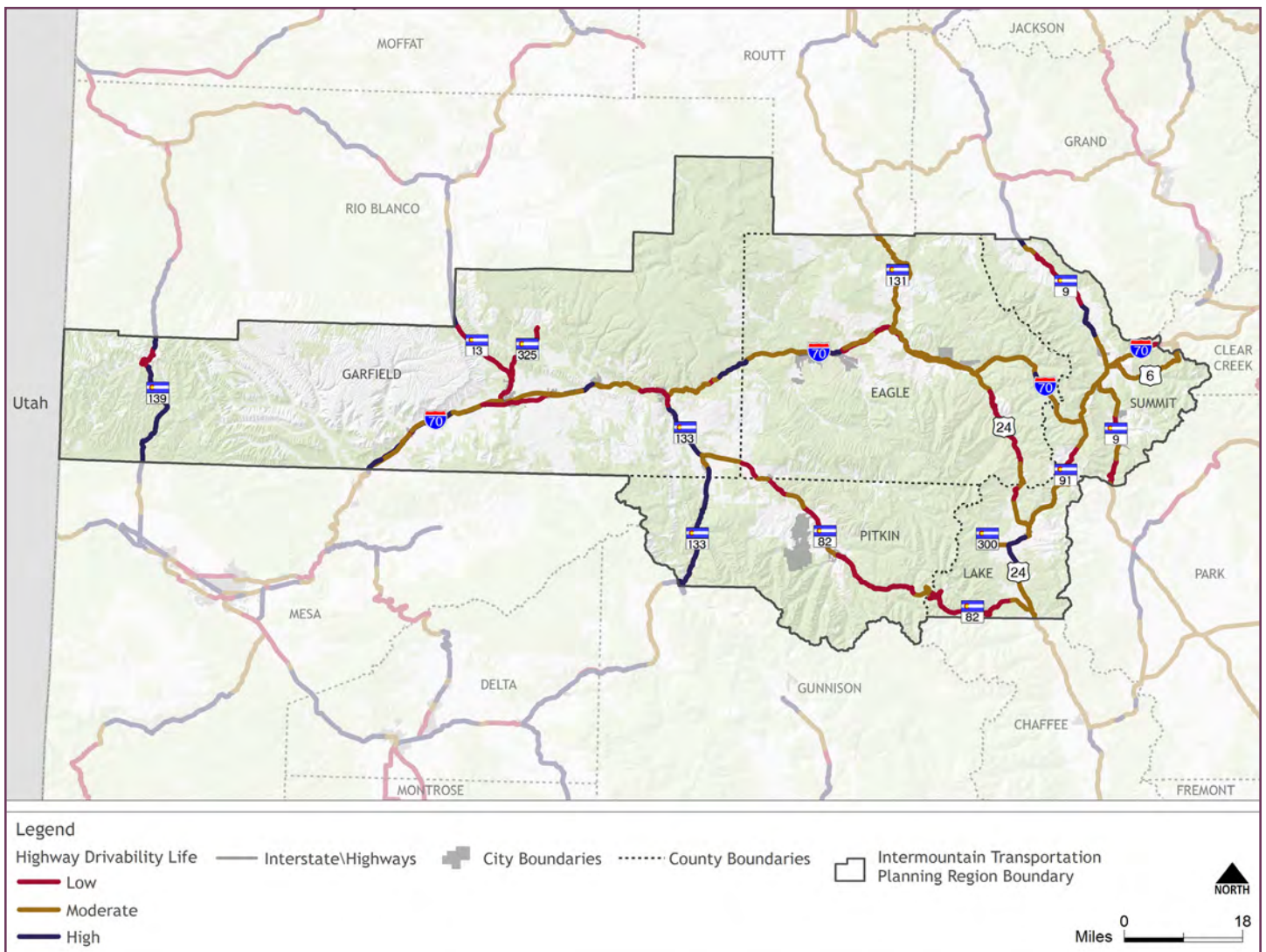
CDOT DTD, Travel Modeling Unit, 2024

Highways in the Region with Various Levels of Drivability Life



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

Drivability Life Map



The map above depicts highway drivability life in the Intermountain TPR. It is used to identify the remaining service life of roadways that need maintenance or improvements.

Colorado State Highway System Drivability Life Index 2022.

CDOT's Advancing Transportation Safety

Colorado's Advancing Transportation Safety (ATS) initiative is a statewide collaboration of public and private partners dedicated to improving transportation safety. Developed under the 2020-2023 Strategic Transportation Safety Plan, ATS builds on the Moving Toward Zero Deaths effort, and advocates for a unified, coordinated approach to key safety issues. The initiative aims to foster a strong safety culture and reduce fatalities and serious injuries on Colorado roadways through long-term investment and commitment.

Vulnerable Road Users (VRU)

VRU are defined as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), using personal mobility devices (e.g. walkers or wheelchairs), and those on foot in work zones. The 2021 Bipartisan Infrastructure Law (BIL) requires each state to identify areas where people who ride bikes and walk are at higher risk of being involved in a crash that results in a death or serious injury, and work towards making those locations and populations safer. CDOT is committed to this effort, actively working with local partners to implement data-driven safety improvements and ensure safer travel for users of all modes.

Top 3 Crash Factors Resulting in Injury or Death (2023)

1	2	3
Roadway Departures	Intersection	Aggressive Driving
287 Crashes	226 Crashes	101 Crashes

Source: CDOT Crash Database, 2025

VRU Crashes Recorded in the Intermountain TPR Resulting in Serious Injury or Death (2023)

9 Vulnerable Road Users

Source: CDOT Crash Database, 2025





Colorado Freight Corridors

Colorado Freight Corridors are key transportation routes in Colorado that are critical for local, regional and national goods movement. Highways that have been identified as Freight Corridors are critical because they support Colorado's economy by connecting industries to markets, integrating multimodal networks like rail and air, and ensuring reliable, cost-effective movement of goods. Together, these corridors cover more than half of all state highway system lane miles. Four Colorado Freight Corridors pass through the Intermountain TPR, and include US 6, CO 13, CO 24 and I-70.

Transit

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

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

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

Airports

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



Aerial view of the Aspen-Pitkin County Airport.



A pocket park and public restroom facility by the Visitor's Center on Leadville's Main Street.



The Vail Pass bike path is 14.8 miles long. It runs along I-70 between Copper Mountain and East Vail.

Bicycling & Walking

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

The facility mileage statistics are based on a 2017 CDOT inventory that documented striped bike lanes, bikeable shoulders, shared-use paths and sidewalks along Colorado's state highways. Corridors were identified using 2023 Strava data, which tracks annual trip activity by roadway

segment. Segments ranking in the top quartile of activity within each TPR are classified as High Bicycle Activity.

Facility Mileage

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

High Bicycle Activity Corridors

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



Scenic Byways

Colorado's 26 Scenic and Historic Byways are officially designated routes each having irreplaceable and distinctly characteristic intrinsic qualities, which include scenic, historic, recreational, cultural, archaeological and natural. The byway corridor includes the right-of-way and adjacent areas such as viewsheds, main streets, point of interests, overlooks, sites and attractions within the region.

Each byway has its own Corridor Management Plan outlining the byway's goals, strategies and responsibilities, as well as protecting their intrinsic qualities, specifically for community livability and visitor experience. Included in the Intermountain TPR are Dinosaur Diamond (CO 139), Top of the Rockies (CO 91 and US 24), Twin Lakes (CO 82) and West Elk Loop (CO 133).

Economic Vitality

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

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

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



Intermountain TPR's Transportation Focus Areas

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

Safety For All

Well-maintained roads are essential to the quality of life for residents, employers, visitors and the movement of freight. The Intermountain TPR faces challenges such as severe winter weather, rockfall, wear and tear from cars and heavy vehicles, and low redundancy. Roadway conditions are critical on CO 9, CO 13, CO 82, CO 91 and I-70, where closures inhibit emergency vehicles, access to essential services, and the delivery of necessary goods such as medical supplies and groceries.

Communities in the region depend on resilient roadways to avoid closures that impact access and connectivity. Well-maintained roads, clear signage and accessible crossings are essential for preventing accidents, protecting vulnerable road users, and ensuring a safe, reliable transportation system. Prioritizing roadway maintenance not only enhances safety but also supports economic vitality by enabling people to travel efficiently within and through the Intermountain TPR. Maintaining critical assets such as roadways, bridges, and winter maintenance operations is key to sustaining connectivity and mobility in the region.



Freight & Rail

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

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

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

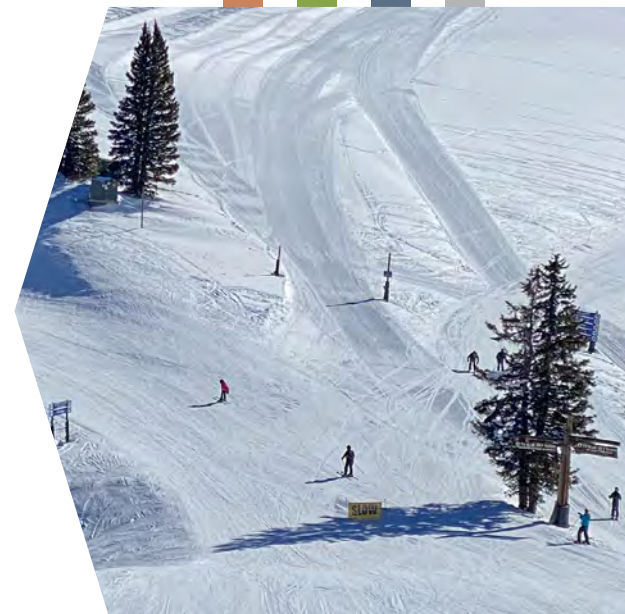
Tourism

Tourism is a top economic generator for the Intermountain TPR that takes place year round. Attractions in the region include scenic byways, high demand bicycle corridors, popular winter and summer resort destinations and federal lands. Tourism in the Intermountain TPR depends on the resiliency of roadways, particularly for communities that rely on a single corridor for connectivity, such as Snowmass Canyon and Glenwood Canyon's reliance on CO 82.

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

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

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





Land Use & Growth

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

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

Interregional Transit & Multimodal Connectivity

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

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

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

Travel & Infrastructure Resiliency

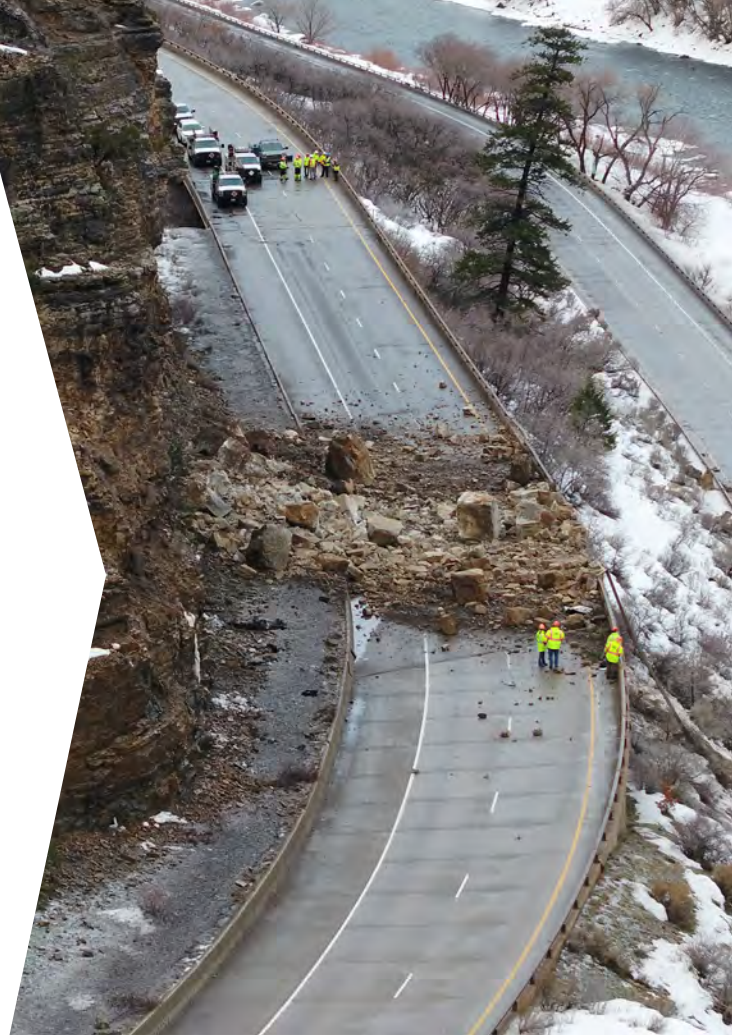
Resiliency refers to the ability of communities to recover from, adapt to, and thrive amid changing conditions or disruptions while maintaining sustainable growth, and dependable infrastructure systems. In the Intermountain TPR, the rugged and mountainous terrain, combined with a largely rural context,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

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

Road Conditions

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

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





Environmental Mitigation

Transportation, like all human activities, affects the environment. The rules governing the statewide and regional planning process require CDOT to consider environmental impacts potentially caused by transportation projects.

These planning regulations require plans and projects to be coordinated with other local, state and federal agencies to identify and discuss how to maintain projects and restore the environments impacted by the transportation projects.

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

Intermountain TPR Vision & Goals

Vision

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

Goals

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



What We've Heard

Over the past year, CDOT officials engaged with community members, including local and regional stakeholders, through several ongoing planning efforts. This includes through the Statewide Transportation Plan, accompanying Regional Transportation Plans, Statewide Active Transportation Plan, Strategic Transportation Safety Plan, Transit Connections Study, and the Colorado Freight Plan. As a part of these efforts, public engagement played a key role in gathering valuable feedback on the current state of transportation across Colorado. These outreach efforts included in person meetings, phone calls via Telephone Town Halls, and online through social media. We heard from many residents throughout the Intermountain TPR and obtained the opinions and knowledge of those who live and work in this area, and as a result outlined the following priorities:

Fix Our Roads

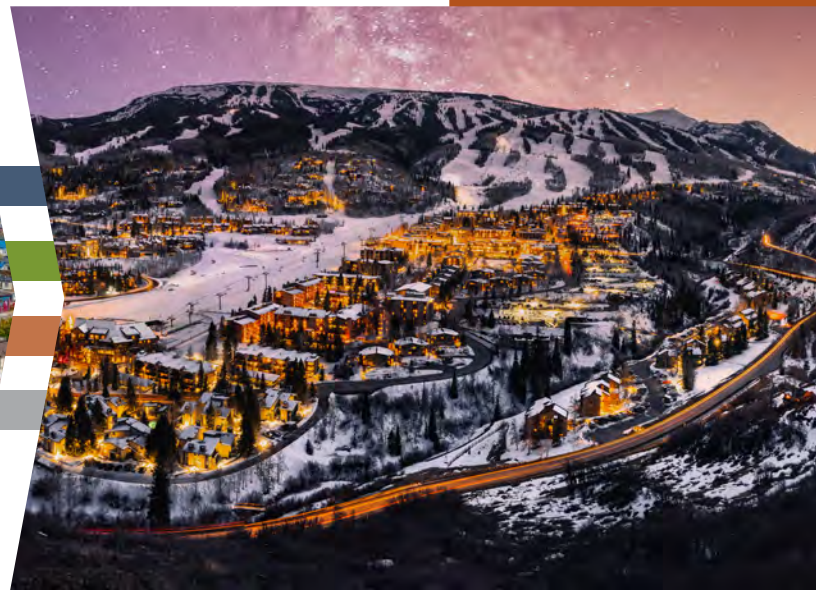
- Improving the condition of our roads, which includes addressing potholes and surface damage to pavement, is ranked as the most important priority.

Advancing Transportation Safety

- The main safety concern in this region is speeding and reckless driving, followed by winter weather maintenance.
- Improving traffic education and enforcement can also help address aggressive and distracted driving.

Sustainability Increasing Transportation Choice

- Improving transit accessibility and service is a top priority, followed by a strong interest in improving walking and biking infrastructure.



Policy Guiding Statewide Transportation Plan Goals & Performance Measures

CDOT Policy Directive (PD) 14 was designed to help guide the development of CDOT’s long-range statewide plan, as required by federal statute. The goals listed in the policy include: Advancing Transportation Safety, Fix Our Roads and Sustainably Increase Transportation Choice. PD 14 provides a guiding framework, allowing regions to adapt their project prioritization and planning processes to best reflect their unique needs.

PD 14 will be reevaluated annually to ensure its guidance remains aligned with legislative changes. This regular review will also help integrate updated information into the annual budget, the Statewide Transportation Improvement Plan, the 10-Year Plan and related amendments.

Complete Projects

What is a “complete project?” A complete project considers and prioritizes both people and places, ensuring transportation solutions fit the surrounding context to deliver context sensitive mobility solutions. Complete projects integrate as many project components as feasible to make the project more competitive for evaluation related to as many elements as possible – such as roadway improvements, safety measures, transit and active transportation – to create well-rounded, multimodal projects.

This approach supports PD 14 and enhances competitiveness for and inclusion in the 10-Year Plan and other available discretionary funding, along with maximizing modal integration and improving cost effectiveness. Additionally, complete projects support improved access and connectivity between travel modes for projects across the state (e.g. walking access to a transit station). The goal of a complete project is to integrate roadway, safety, transit, active transportation and other modal components into projects to make them complete.

Complete Projects Concepts



People



Safety



**Cost
Effectiveness**



Mobility



Choice



Demand



Context

Intermountain Transportation Projects

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

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

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

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

Development of Project List



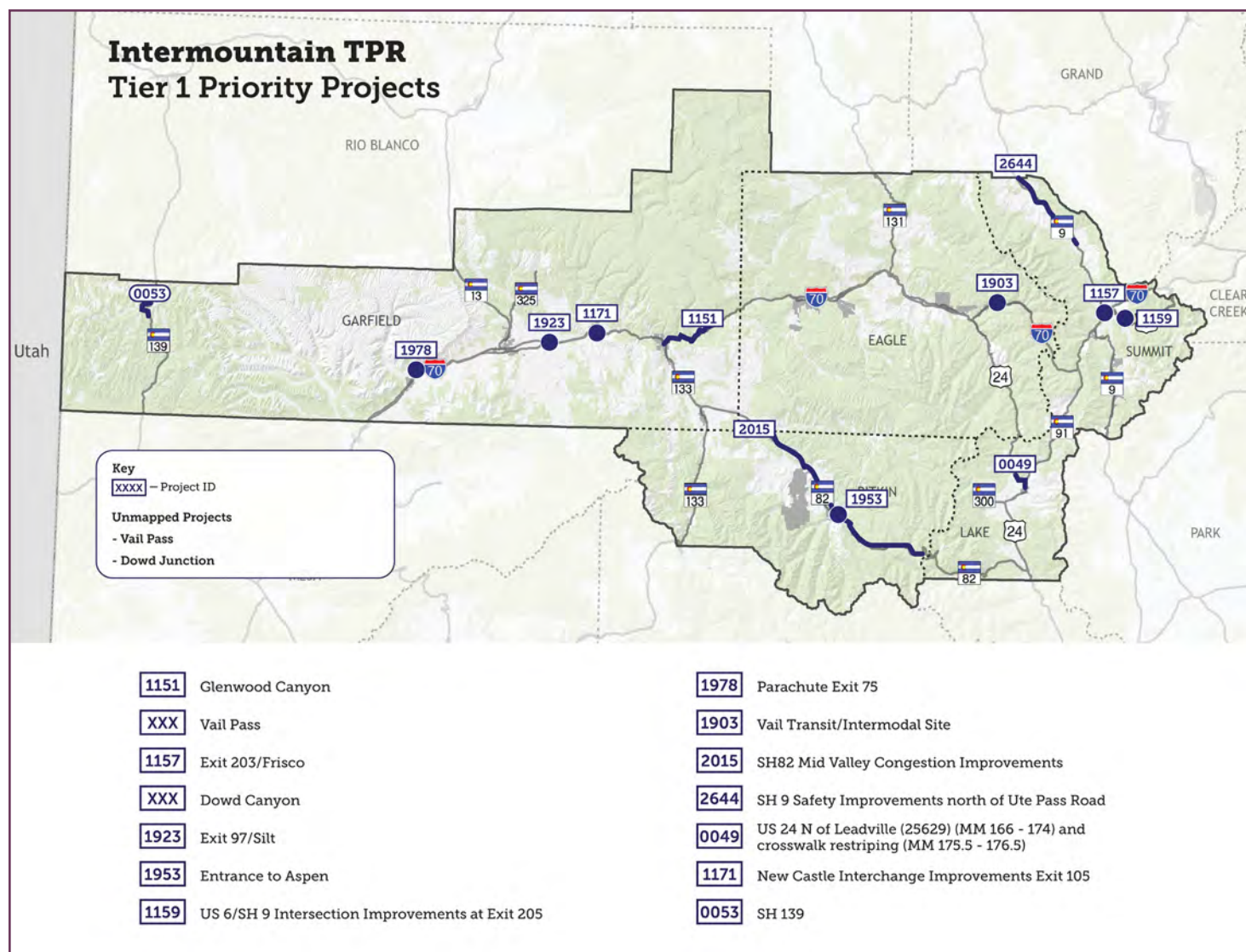
Regional Priorities

To ensure projects align with regional and statewide priorities, the Intermountain TPR utilized PD 14, Statewide Planning Goals and Performance Measures, and region-specific prioritization criteria to guide project selection for this plan. These criteria help evaluate and prioritize investments based on key transportation needs, ensuring a connected, safe and resilient transportation system. The Intermountain prioritization criteria included:

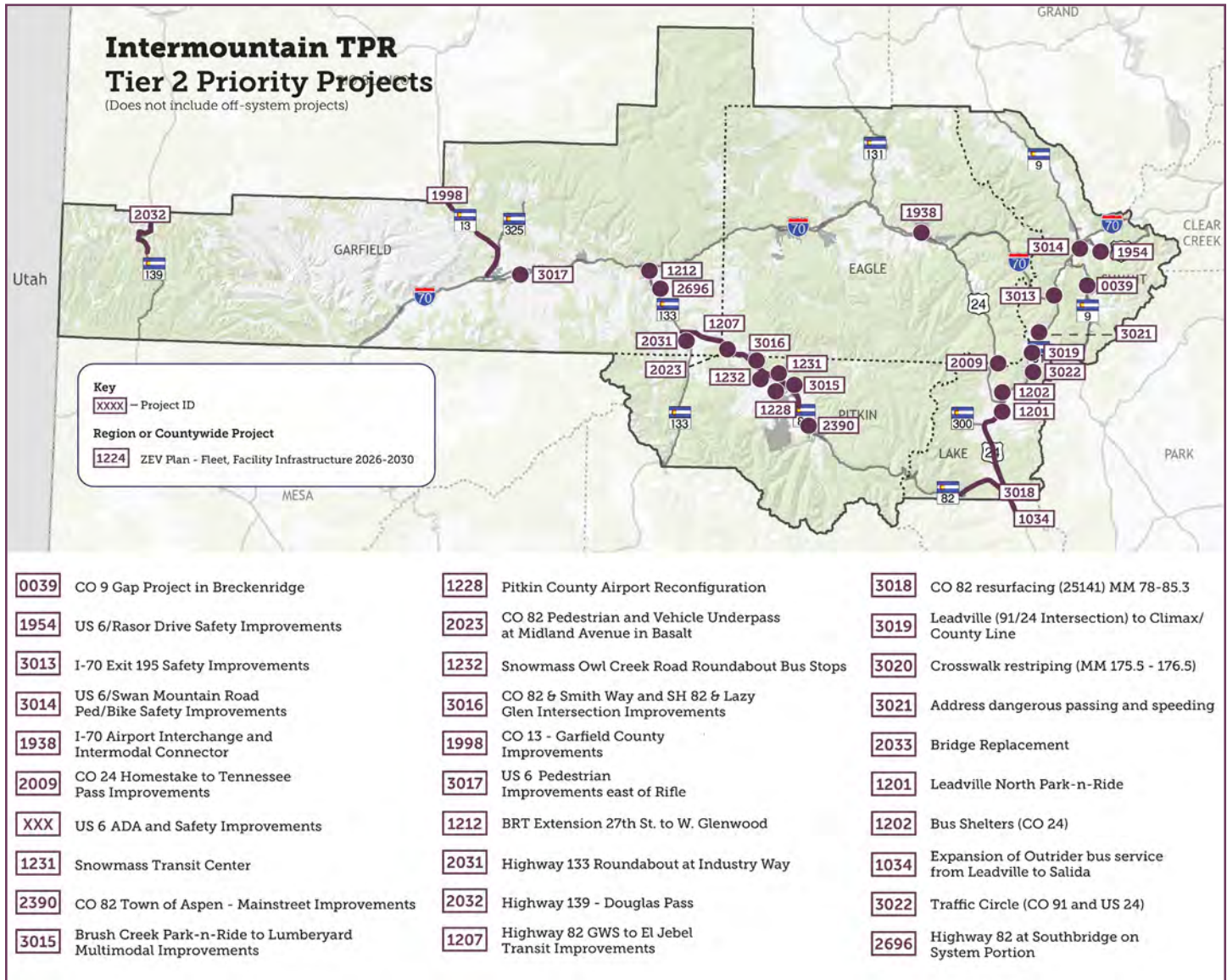
- Asset Management
- Cost Effectiveness
- Economic Impact
- Equity
- Land Use and Growth
- Local/Community Support
- Mobility and Infrastructure Resiliency
- Quality of Life and Public Health
- Regional or Statewide Impact
- Safety for All

Intermountain TPR's Top Project Priorities: Tier 1

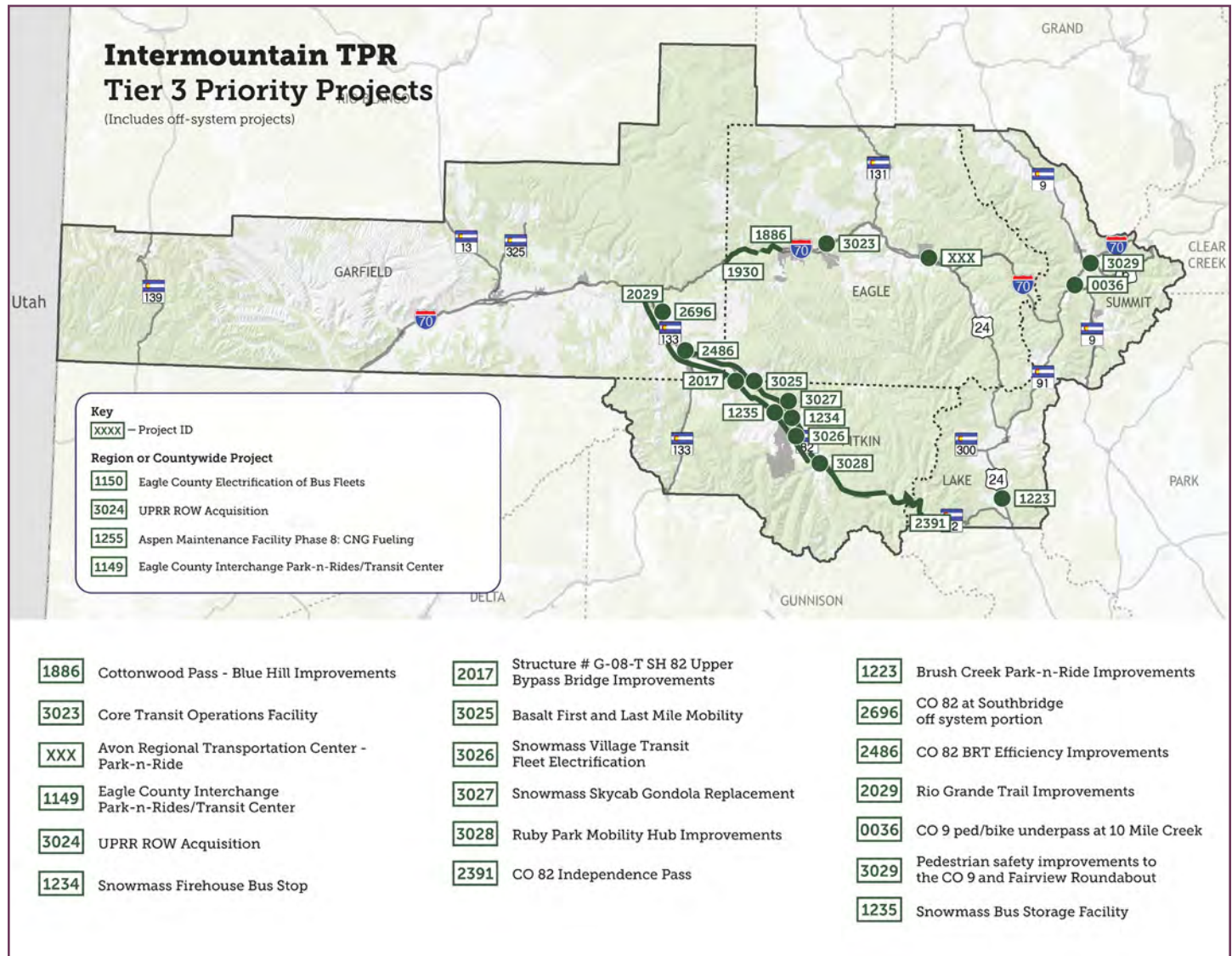
Within each tier, projects are not in a specific order.



Intermountain TPR's Top Project Priorities: Tier 2



Intermountain TPR's Top Project Priorities: Tier 3



Intermountain TPR Priority Project List: Tier 1

ID	Project Type	Highway	Project Name	Project Description
1151	Highway	I-70	I-70 Glenwood Canyon Critical Asset Repairs	Address critical safety needs by removing old, deficient guardrail and replacing it with current standard guardrails.
1161	Highway	I-70	I-70 Vail Pass	Consists of various corridor improvements on Vail Pass.
1157	Highway	I-70	I-70 and CO 9 (Exit 203) Interchange Improvements	Improves the capacity of the interchange on the westbound ramp and I-70 bridge. It also improves the eastbound ramps and adjacent intersection that affects this interchange around the Frisco exit on I-70, Exit 203.
1952	Highway	I-70	I-70 Dowd Canyon	Various improvements along the Dowd Canyon on the I-70 Mountain Corridor.
1923	Highway	I-70	I-70 Interchange Improvements (Garfield County)	Various safety improvements to the interchanges along I-70 through Garfield County including Silt, New Castle, and Parachute.
1953	Highway	CO 82	CO 82 Entrance to Aspen	Includes improvements determined by the CO 82 Entrance to Aspen 1998 Record of Decision.
1159	Highway	I-70	US 6/CO 9 Intersection Improvements (Exit 205)	Various improvements to Stephens Way and Wilderness Road Intersections on CO 9 at I-70, Exit 205.
1978	Highway	I-70	I-70 Parachute (Exit 75)	Update and improve safety at the main Parachute interchange at Exit 75.
1903	Transit	I-70	Vail Transit/Multimodal Site	Design and construction of a new multimodal site in Vail.
2015	Highway	CO 82	CO 82 Mid-Valley Congestion Improvements	Access and safety improvements along CO 82.
2644	Highway	CO 9	CO 9 Safety Improvements north of Ute Pass Road	Resurfacing on CO 9 north of Ute Pass Road to the Summit and Grand County lines.
49	Highway	US 24	US 24 North of Leadville Resurfacing and Crosswalk Restriping	Resurfacing and restriping on US 24 from approximately MP 175.5 to 176.5.
1171	Highway	I-70	I-70 New Castle Interchange Improvements (Exit 105)	Upgrades to the current four-way stop at the intersection of I-70 Spur Road/US 6 with a roundabout recommended in the I-70 Corridor Study.
53	Highway	CO 139	CO 139 Paving North of Douglas Pass	Reconstruction and improving shoulders and drainage on CO 139 Douglas Pass. Paving will take place on CO 139 from mile point 32 to 35, north of Douglas Pass.

Intermountain TPR Priority Project List: Tier 2

ID	Project Type	Highway	Project Name	Project Description
39	Highway	CO 9	CO 9 in Breckenridge	N/A
1954	Highway	US 6	US 6/Rasor Drive Safety Improvements	N/A
3013	Highway	I-70	I-70 Safety Improvements (Exit 195)	N/A
3014	Highway	US 6	US 6/Swan Mountain Road Pedestrian/Bike Safety Improvements	N/A
1938	Highway	I-70	I-70 Airport Interchange and Multimodal Connector	Design and construction of a new I-70 interchange and connector road at mile point 143 to provide congestion relief, emergency egress and system resiliency.
2009	Highway	CO 24	CO 24 Homestake to Tennessee Pass Improvements	Resurfacing CO 24 rural road.
TBD	Highway	US 6	US 6 ADA and Safety Improvements	N/A
1231	Highway	CO 82	Snowmass Transit Center	Design and construction of a new transit center in Snowmass.
2390	Highway	CO 82	CO 82 Aspen Mainstreet Improvements	Safety and intersection improvements within the Town of Aspen.
3015	Highway	CO 82	Brush Creek Park-n-Ride to Lumberyard Multimodal Improvements	N/A
1228	Highway	CO 82	Aspen/Pitkin County Airport Reconfiguration	Improved passenger connection between Airport Bus Rapid Transit (BRT) Station and the airport, consistent with the Airport Master Plan.
1224	Transit	CO 82	Aspen Maintenance Facility Phase 7	Expansion of the indoor area and canopy storage space for an estimated 20 buses.
2023	Highway	CO 82	CO 82 Pedestrian and Vehicle Underpass at Midland Avenue in Basalt	Vehicle and pedestrian underpass at Midland Avenue in Basalt.
1232	Highway	CO 82	Snowmass Owl Creek Road Roundabout Bus Stops	Incorporated in Owl Creek Road roundabout development.
3016	Highway	CO 82	CO 82 and Smith Way/CO 82 and Lazy Glen Intersection Improvements	N/A
1998	Highway	CO 13	CO 13 Garfield County Improvements	N/A

Intermountain TPR Priority Project List: Tier 2 (continued)

ID	Project Type	Highway	Project Name	Project Description
3017	Highway	US 6	US 6 Pedestrian Improvements East of Rifle	N/A
1212	Transit	CO 82	27th Street to West Glenwood Bus Rapid Transit Extension	Expansion of parking by 65 spaces, either surface or structured.
2031	Highway	CO 133	CO 133 Roundabout at Industry Way	N/A
2032	Highway	CO 139	CO 139 Douglas Pass	Stabilization and reconstruction the roadway template on Douglas Pass in Garfield County. This is a potential \$7 million Federal Lands Access Program project and will require a match.
1207	Highway	CO 82	CO 82 Glenwood Springs to El Jebel Transit Improvements	Create a local bus circular system for Basalt and El Jebel.
3018	Highway	CO 82	CO 82 Resurfacing	Located from MP 78 to 85.3.
3019	Highway	CO 91/ US 24	CO 91/US 24 Intersection and Leadville to Climax Mine	N/A
2033	Highway	CO 300	CO 300 Bridge Replacement	N/A
1201	Transit	US 24	Leadville North Park-n-Ride	Creates a new Park-n-Ride in Leadville.
1202	Transit	US 24	US 24 Bus Shelters	Creates four new bus shelters in Leadville.
1034	Transit	US 24, US 50, US 285	Expansion of Outrider Bus Service from Leadville to Salida	Increase Outrider bus service between Salida and Leadville. This assumes one roundtrip per day year round with the purchase of two vehicles.
3022	Highway	US 24	CO 91/US 24 Roundabout	N/A
2696	Highway	CO 82	CO 82 at Southbridge On-System Portion	CO 82 roadway safety improvements in conjunction with the City of Glenwood Springs off-system bridge project.

Intermountain TPR Priority Project List: Tier 3

ID	Project Type	Highway	Project Name	Project Description
1886	Highway	I-70	Cottonwood Pass/Blue Hill Improvements	Addition of Cottonwood Pass, with associated upgrades, to the State highway system.
3023	Transit	N/A	Core Transit Operations Facility	N/A
3178	Transit	N/A	Avon Regional Transportation Center Park-n-Ride	N/A
1930	Highway	I-70	Eagle Valley Trail Completion	N/A
1149	Highway	I-70	Eagle County Interchange Park-n-Rides/Transit Center	Eagle County Park-n-Rides adjacent to I-70 at interchanges within Eagle County, with the goal for these to be transit centers with structured lots (Gypsum, Eagle, Wolcott, Edwards, Avon, Minturn).
1150	Transit	I-70	Eagle County Electrification of Bus Fleets	Consists of replacing bus fleets in Eagle County with electric buses and provide charging stations and necessary infrastructure.
3024	Highway	N/A	Union Pacific Railroad Right of Way Acquisition	N/A
1234	Transit	CO 82	Snowmass Firehouse Bus Stop	Allows for transfers to regional Roaring Fork Transit Authority service.
1235	Transit	CO 82	Snowmass Bus Storage Facility	Creates or updates a Snowmass bus storage facility.
2017	Highway	CO 82	CO 82 Upper Bypass Bridge Improvements	Improvements to bridge structure G-08-T on CO 82.
3025	Highway & Transit	N/A	Basalt First and Last Mile Mobility	N/A
3026	Transit	N/A	Snowmass Village Transit Fleet Electrification	N/A
3027	Transit	N/A	Snowmass Skycab Gondola Replacement	N/A




Intermountain TPR Priority Project List: Tier 3 (continued)

ID	Project Type	Highway	Project Name	Project Description
3028	Transit	N/A	Ruby Park Mobility Hub Improvements	N/A
2391	Highway	CO 82	CO 82 Independence Pass Improvements	Safety, stabilization and shoulder improvements on CO 82 Independence Pass.
1223	Transit	CO 82	Brush Creek Park-n-Ride Improvements	Creating 500 additional parking spaces for the Bus Rapid Transit (BRT) system along with other improvements and amenities.
1225	Transit	CO 82	Aspen Maintenance Facility Phase 8: CNG Fueling	Construction of a compressed natural gas compressor station and fueling facility with CNG-compliant building modifications.
2486	Transit	CO 82	CO 82 Bus Rapid Transit Efficiency Improvements	Roaring Fork Transit Authority plans to increase service, particularly during peak hours, to address increasing demand and to provide more consistent BRT service between seasons. If RFTA receives support from Garfield County, RFTA may increase frequency, coverage and span of service to address those needs.
2029	Highway	CO 133	Rio Grande Trail Improvements	
36	N/A	CO 9	CO 9 Pedestrian/Bike Underpass at 10 Mile Creek	The final segment of a larger project that began in 2004 to widen CO 9 from Frisco to Breckenridge to four lanes. This project constructs two roundabouts, signal improvements and new pedestrian connections, including an underpass.
3029	Highway	CO 9	CO 9 and Fairview Roundabout Pedestrian Safety Improvements	N/A
2696	Highway	CO 82	CO 82 at Southbridge	Construction of new off-system bridge over the Roaring Fork River west of CO 82, near the Glenwood Springs Airport.

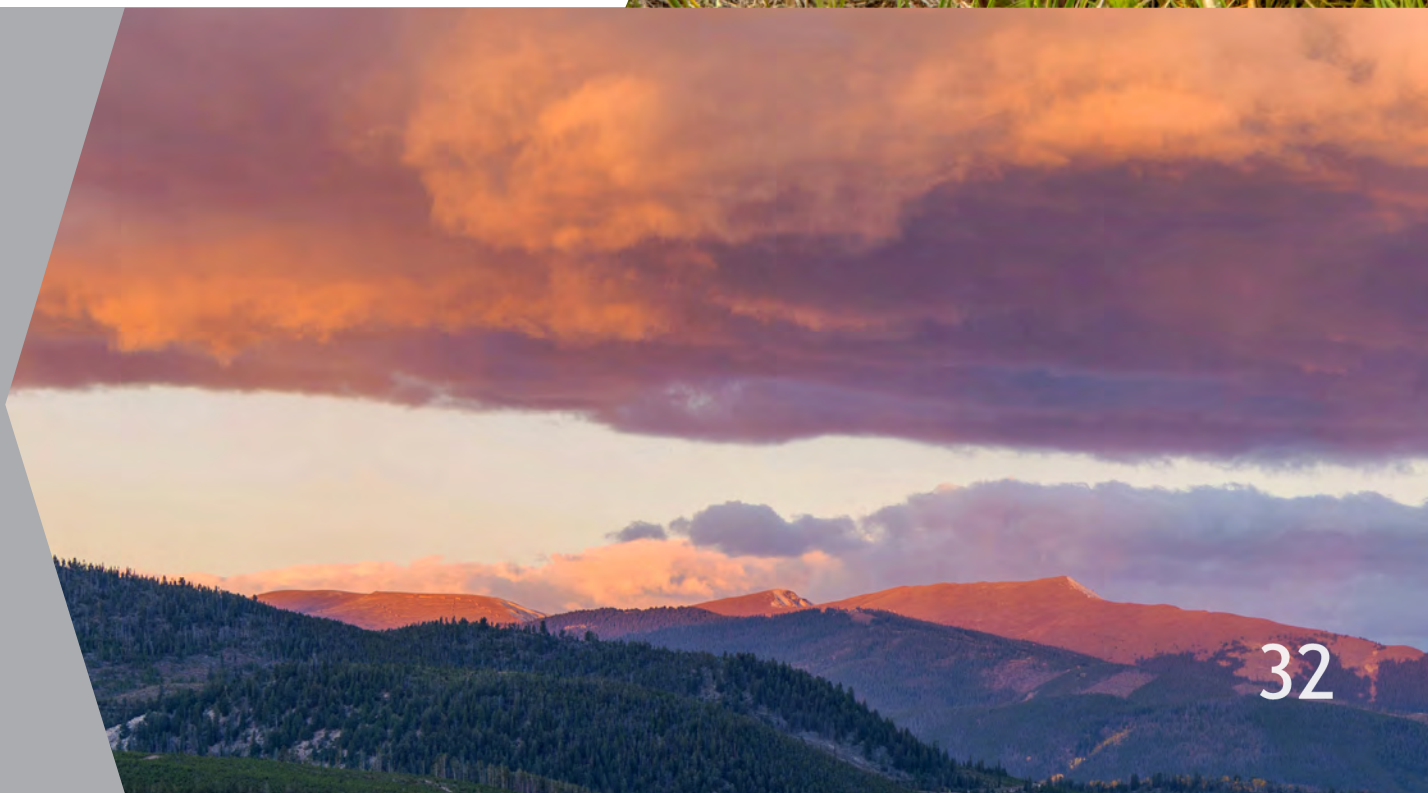
Relation to the Colorado Statewide Transportation Plan

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

Additionally, as a part of this planning effort, Coordinated Public Transit and Human Services Transportation Plans and the Statewide Transit Plan were developed concurrently to ensure aligned multimodal improvements in TPR project lists. The RTPs identify contextual solutions that support the statewide vision and initiatives.



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



Transportation Funding

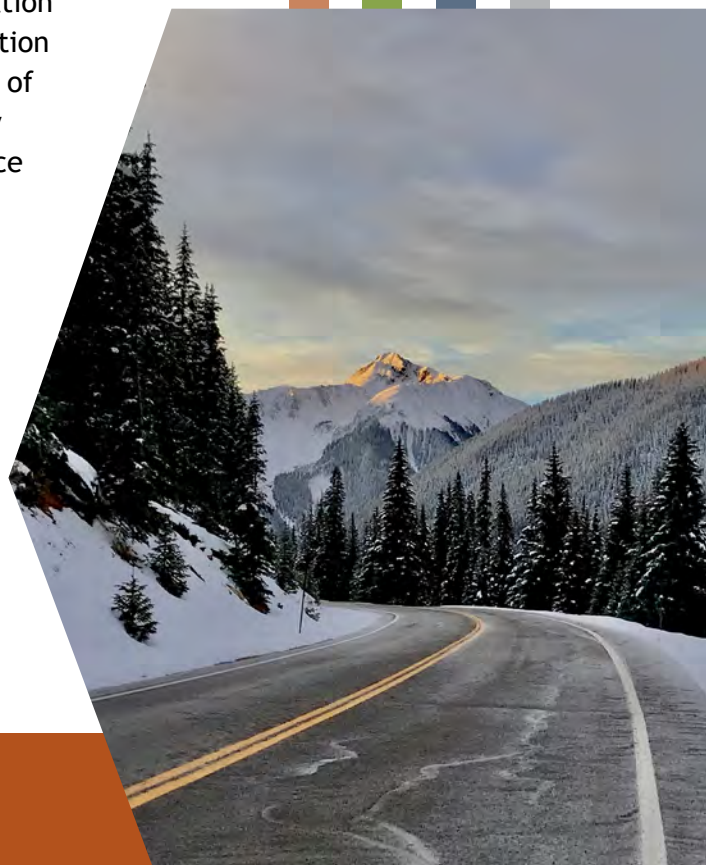
There are three documents, with varying detail, that outline the projects that will pertain to the Intermountain TPR:

- Comprehensive list of project needs in the region (Appendix B)
- TPR's priority projects (pages 23 to 30)
- 10-Year Plan Update (Strategic Funding — if TPR projects are selected during the update process)

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

Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a [10-Year Strategic Project Pipeline](#). The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended.

The Intermountain TPR projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort. For the longer term, 25-year planning horizon, the Intermountain TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2035.



Intermountain TPR's Implementation Strategies

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

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





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To Learn More

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

