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GUNNISON COUNTY BOARD OF COMMISSIONERS
WORK SESSION MEETING AGENDA

DATE: Tuesday, June 11, 2024

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PLACE: Board of County Commissioners' Meeting Room at the Gunnison County Courthouse
(REMOTE OPTION BELOW)

9:00 am

- Tourism and Prosperity Partnership Board (TAPP) Update

10:00 am

- BREAK

10:15 am

- Colorado Department of Transportation (CDOT) Annual Region 3 Update
- Adjourn

Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <http://www.gunnisoncounty.org/meetings> prior to the meeting.

ZOOM MEETING DETAILS:

Join Zoom Meeting: <https://us02web.zoom.us/j/89798905619>

One tap mobile

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+13462487799,,82753657556#,,,,*471302# US (Houston)

AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item: Tourism and Prosperity Partnership Board (TAPP) Up

Action Requested:

Parties to the Agreement:

Term Begins:

Term Ends:

Grant Contract #:

Summary:

TAPP Update

Fiscal Impact:

Submitted by: Holly Perry

Submitter's Email Address: hperry@gunnisoncounty.org

Finance Review:

Required

Not Required

Comments:

Reviewed by: GUNCOUNTY1\PSolheim

Discharge Date: 6/5/2024

County Attorney Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

Certificate of Insurance Required

Yes No

County Manager Review:

Comments:

Reviewed by: GUNCOUNTY1\mbirmie

Discharge Date: 6/6/2024

Consent Agenda

Regular Agenda

Worksession

Time Allotted: 60 minutes

Agenda Date: 6/11/2024



June 11, 2024

Board of County Commissioners

Work session mid-year review

The purpose of this report is to supplement our presentation to the Board of County Commissioners with the details of our activities. The data contained within is how we developed our mid year report.

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Tourism

Summary

Tourism remains robust through the start of 2024. Thanks to a strong Q3 and Q4, 2023 ended down just 1% in Local Marketing District (LMD) collections behind 2022. Snow was slow at the start of the 2023/2024 ski season. The latter half of the season with more snow and terrain openings coincided with a boost in LMD collections. In the end, the ski season, November-March was up 13% in LMD collections. The increase in tax collections aligned with growth in passengers through the airport, organic and paid traffic to gunnisoncrestedbutte.com and lodging search volume.

For summer, our focus continues on trails and public lands access. We have expanded a gravel grinding specific push this summer and fall to encompass 20% of our non-snow spend. Generally, we are trending flat to last year as we forecast summer and fall bookings.

Winter 2023/24 Lodging Tax Results

While December and January were pacing relatively flat to previous years, as snow began to accumulate and more terrain opened on the resort, we saw a large increase in lodging tax revenue. In total, LMD collections from November-March were up 13%.

LMD Collections	2022 2023	2023 2024	YOY
November	110,094.52	127,046.45	15%
December	333,046.92	344,533.12	3%
January	318,774.21	302,775.95	-5%
February	327,664.69	459,681.85	40%
March	433,112.61	483,880.95	12%
Total	1,522,692.95	1,717,918.32	13%

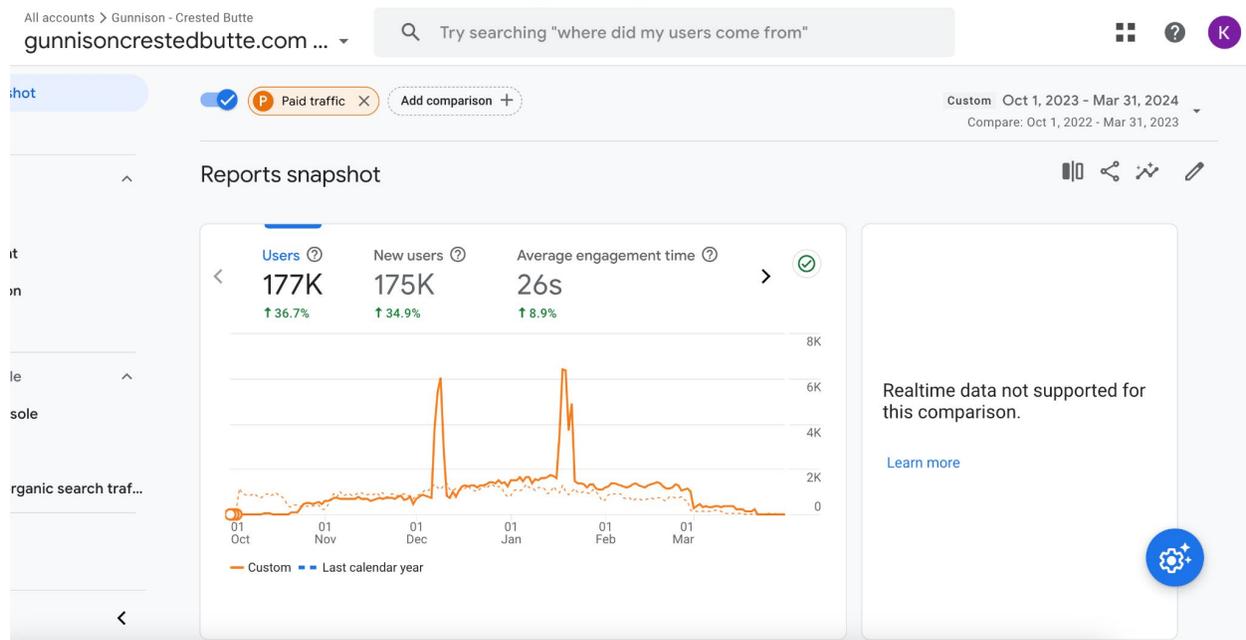
Winter 2023/24 Marketing Results

Winter paid marketing

We continued to lean into our extreme terrain and town appeal in our winter marketing. Despite a flat budget, we saw our metrics pacing ahead of previous years in line with LMD collections. For our paid efforts, we saw landing page views grow 30% over last year. For paid web traffic to our website, we saw a 37% increase in new users over last year. A full report of media buys can be found [here](#).

We also tracked search and referral volume through our lodging search widget called Book Direct. Search volume from October-March, the period where we run advertising, grew by 161%. Referral volume, or referrals to partner websites grew 67% over the same period.

Paid web traffic, Oct. 2023 - March 2024 vs. same period previous year, [gunnisoncrestedbutte.com](#). Source: Google Analytics



Lodging Searches	2022 2023	2023 2024	YOY
October	2,042	1,060	-48%
November	2,490	3,695	48%
December	2,705	5,530	104%
January	2,910	12,268	322%
February	1,551	7,115	359%
March	392	1,829	367%
Total	12,090	31,497	161%

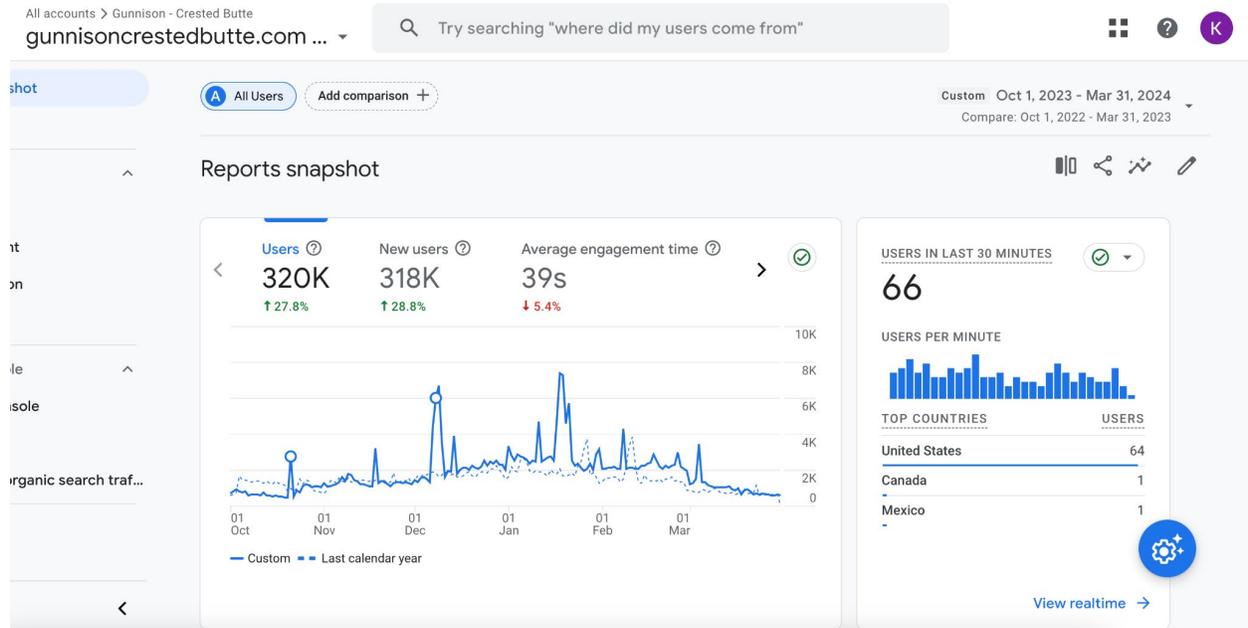
Lodging Referrals	2022 2023	2023 2024	YOY
October	1,093	556	-49%
November	1,270	1,569	24%
December	1,126	1,935	72%
January	1,415	3,629	156%
February	817	2,017	147%
March	471	628	33%
Total	6,192	10,334	67%

Winter organic marketing

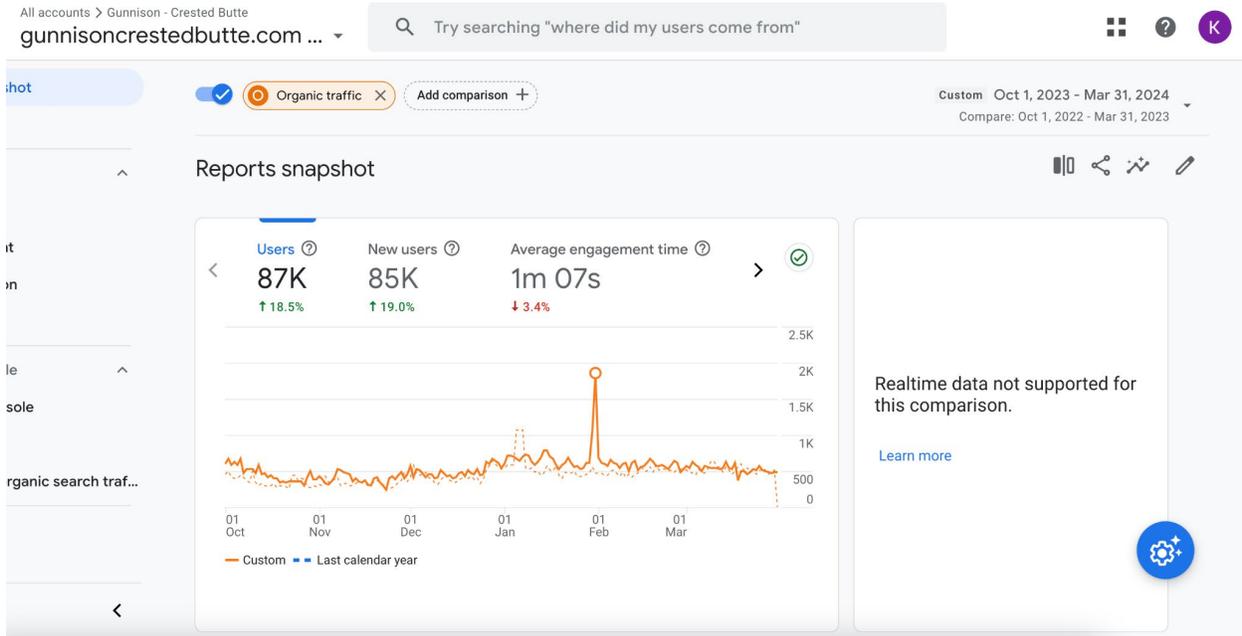
When we look at our organic efforts, or the traffic and impressions we don't pay for, we also saw growth in line with LMD collections. When comparing our organic web traffic to what it would cost us via a Pay Per Click campaign, it was valued at \$25.1k per month. We also saw growth in top 10 Google ranking keywords: 4,300 vs 2,700 (up 59% year over year). Over the last year, we have grown our email subscriber list from 42k to 62k subscribers, up 34%, through both paid and organic email lead generation efforts.

Organic social media followers are also up over the previous winter, and post engagement on Instagram and Facebook remains high due to our flexibility in the ever-changing landscape of social media.

All web traffic, Oct. 2023 - March 2024 vs. same period previous year, gunnisoncrestedbutte.com. Source: Google Analytics



Organic web traffic, Oct. 2023 - March 2024 vs. same period previous year, gunnisoncrestedbutte.com. Source: Google Analytics



Winter 2023/24 Airline Results

Winter air was a huge success with growth in both capacity and passengers flown. We flew more passengers than we have in the last several decades. The new approaches allowed for a strong completion rate of 98%+. This reliability builds confidence from our customers both visitor and local in depending on the flights. Despite strong bookings, the RTA did have to pay out the full minimum revenue guarantee for the Houston flights. This was due to lower fares and higher costs to operate the flight.

TAPP BoD Air Winter Air Update 05/16/24							
GUC	2019/20	2020/21	2021/22	2022/23	2023/24	YOY chng	YOY diff
Capacity	36,384	33,609	44,309	38,480	42,322	10%	3,842
PAX	24,012	19,407	29,463	26,268	30,306	15%	4,038
LF	66%	58%	66%	68%	72%		

Houston

- Sales increased 7.4% (348 arrivals)
- Cost increased 30%, primarily pilot pay and lesser extent opportunity cost
- MRG payout increased from almost break even to full \$525K cap (\$641K shortfall)

Winter reliability performance

- Gunnison at 98.4% compares to MTJ, HDN, etc, better than ASE
- On time (within 14 minutes) improved from 75% to 89%

Summer 2024 Marketing Focus

We have continued to see a return on our spending when it comes to our focus on trails, public lands and access that is in close proximity to fun mountain towns. This strategy has continued for 2024.

Gravel biking continues to grow, and we know we have a great product. Over the last several years we worked to establish ourselves as a gravel destination and have seen great engagement with this content. The route maps created by bikepacking.com had incredible engagement. This year, we are working to build on that interest by allocating 20% of our summer spend towards a full funnel gravel buy. Past buys were more about growing the brand and awareness. This year, we will be bringing the customer down further into conversion actions that we will track with a separate landing page and creative dedicated to gravel. Our hope is that we see conversion rates that mirror or outcompete our mountain bike focused campaigns.

We have continued to communicate updates around the Highway 50 closure and have created specific web pages dedicated to this. There is specific concern for the businesses around the closure, specifically the ones cut off from the Front Range. We have launched a \$5,000 social media campaign targeted directly towards the Western Slope to try and drive business to those that are cut off. In addition, our efforts here are to show that you can in fact get through the Highway 50 corridor, we are open for business.

Summer 2024 Outlook

Looking forward, summer is showing mixed signals. We can look at a number of metrics to get a sense of how summer might be shaping up. We can look at airline bookings, website performance (both paid and organic), as well as Key Data reporting that shows both direct tie in data and online scraped data.

Website performance is showing that our overall traffic is being buoyed by our growth in organic, we have had a slower start on paid traffic this summer. Some of this has to do with timing of our ad buys this year compared to last.

As we look at lodging search on our website, we are seeing that in April and May we are pacing up 77% in search and 14% in referrals.

The direct tie in data speaks directly to the properties, this data set is heavily weighted towards commercial lodging and Mt. Crested Butte. This data is showing that Occupancy is down a modest 3% while rate is up 7%.

The online scraped data is showing a little bit of a different picture. The online scraped data looks at availability on AirBnb and VRBO. The downside to this data is that it doesn't distinguish between an owner stay, a maintenance hold, or a paid stay. It just shows if the calendar is available or not. This report shows that Occupancy is up 5% while rate is down 1%. If we make assumptions about both these reports, it looks like we are pacing about flat to last summer.

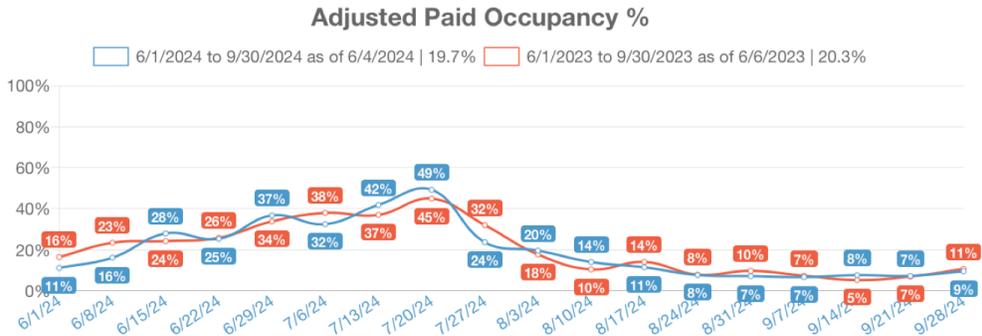
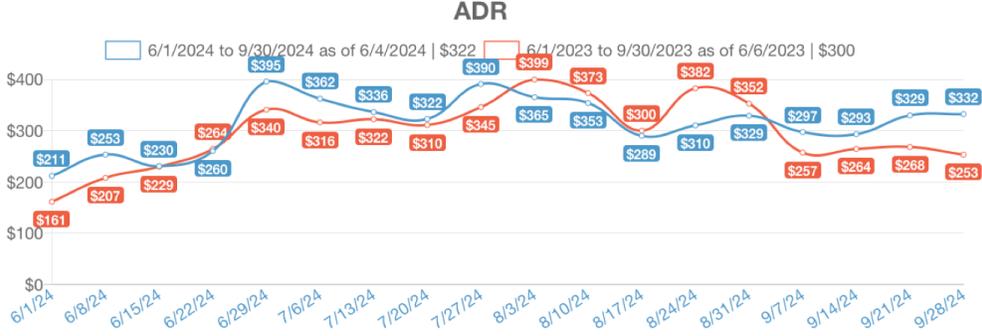
Lodging Searches	2023	2024	YOY
April	818	1,309	60%
May	1,971	3,618	84%
Total	2,789	4,927	77%

Lodging Referrals	2023	2024	YOY
April	630	693	10%
May	1,196	1,382	16%
Total	1,826	2,075	14%

Direct Tie in Data: As of 6/4/24 from 6/1/24-9/31/24 compared to the same time last year.
 Source: Key Data

Data Source: VR (Direct)

KPI	Value	Compared	Difference
ADR	\$322	\$300	7%
Adjusted Paid Occupancy %	19.7%	20.3%	-3%
Adjusted RevPAR	\$63	\$61	4%
Avg. Total Stay Value	\$1,642	\$1,771	-7%

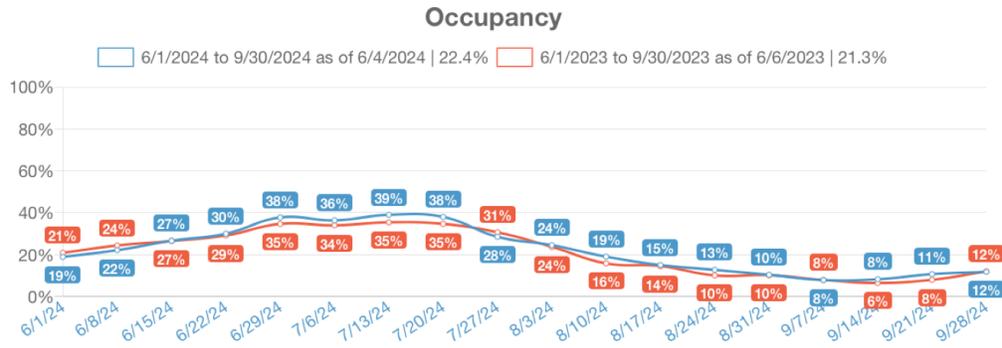
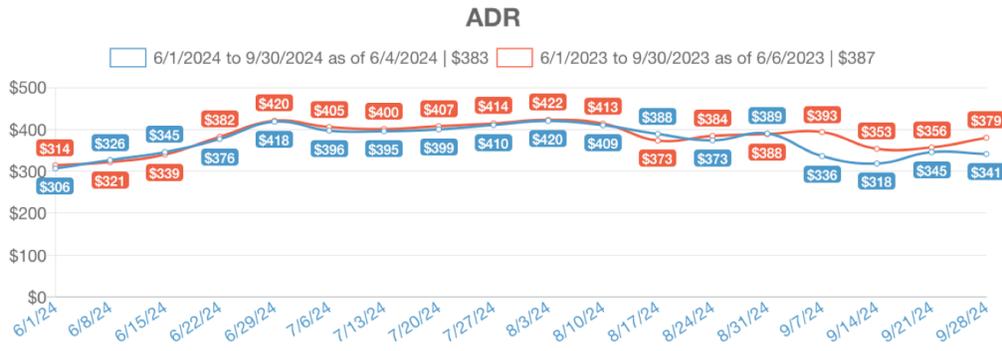


Online Scraped Data: As of 6/4/24 from 6/1/24-9/31/24 compared to the same time last year.
 Source: Key Data



Data Source: Airbnb/Vrbo combined

KPI	Value	Compared	Difference
ADR	\$383	\$387	-1%
Occupancy	22.4%	21.3%	5%
RevPAR	\$86	\$82	4%
Revenue	\$22,983,689	\$20,755,368	11%

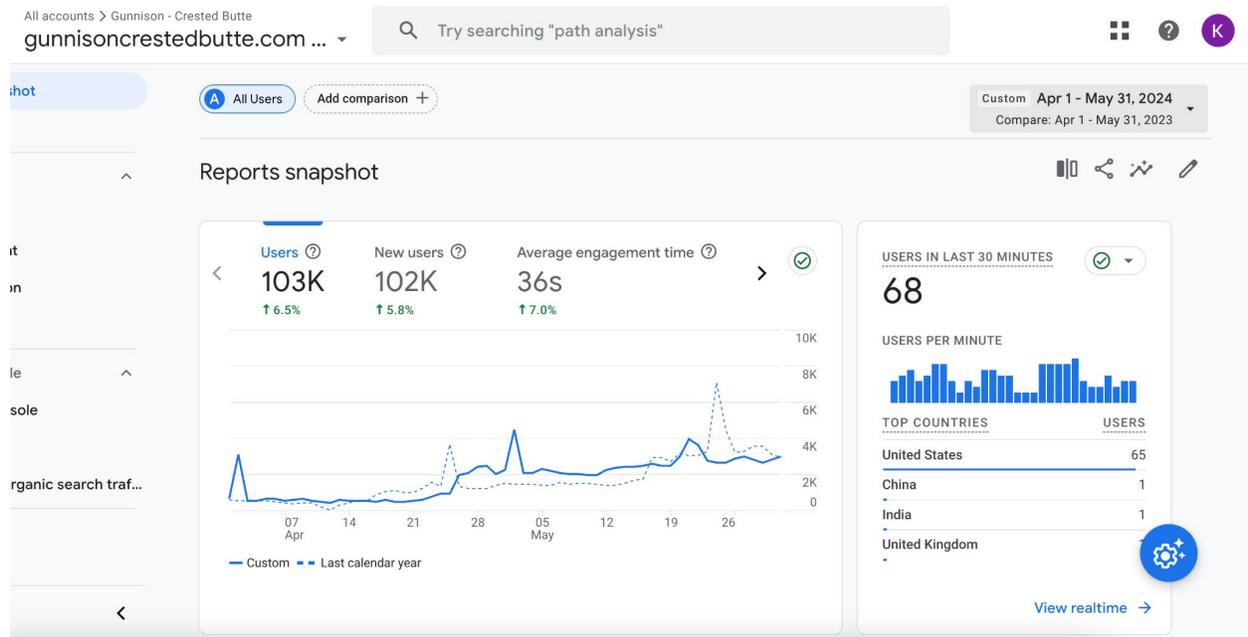


Spring website traffic

We have seen a marked increase in organic traffic this spring. Recent Google algorithm updates have likely rewarded our site, but some of these organic gains are likely due to some technical web development improvements and an aggressively early start to summer content production.

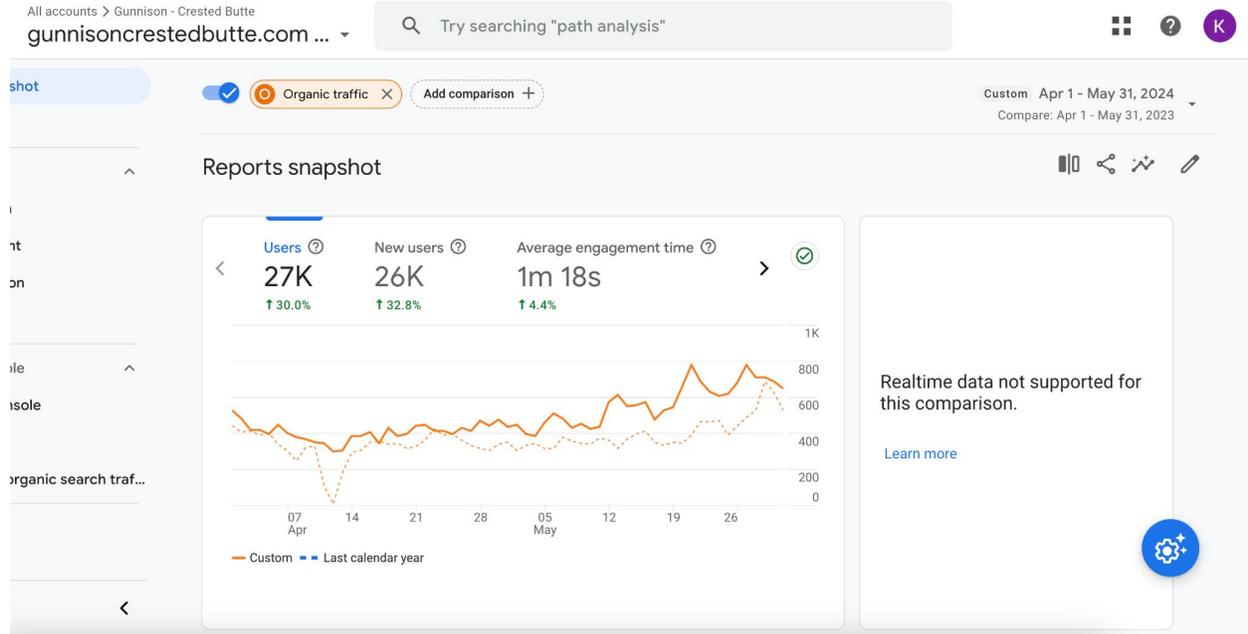
All web traffic, April-May 2024 vs. same period previous year, gunnisoncrestedbutte.com.

Source: Google Analytics

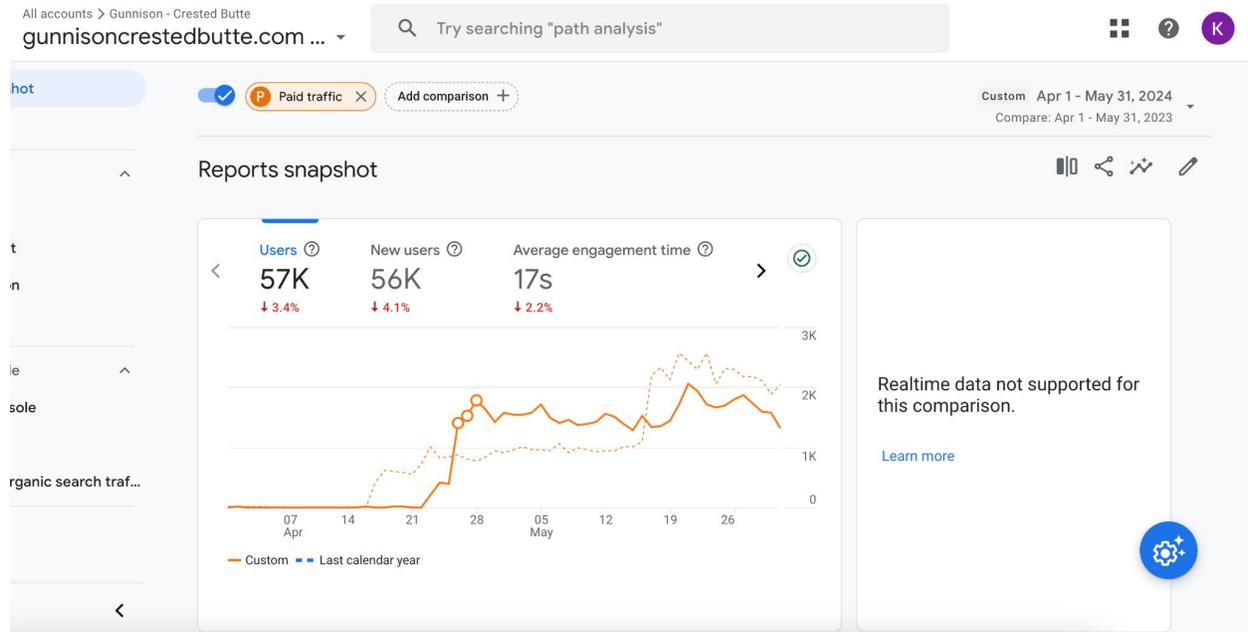


Organic web traffic, April-May 2024 vs. same period previous year, gunnisoncrestedbutte.com.

Source: Google Analytics



Paid web traffic, April-May 2024 vs. same period previous year, gunnisoncrestedbutte.com. Source: Google Analytics



Summer 2024 Air Outlook

Overall our summer commercial air capacity is about flat to last year. There continues to be small adjustments to the schedule. Overall, passengers booked are up very slightly from last year. While we don't currently have booking data on the JSX flights, they are nearly doubling their service during the peak summer months, June 27th-August 19th. This is a good sign that they are performing well.

United has announced that they will continue the second daily flight from Denver through the entire fall off season. This is a doubling of our shoulder season service. The connectivity that a second flight allows is not just a boon for our visitors, but also our local business travelers. This is an indication that GUC is able to sustain not just as a leisure airport, but also as a business airport. This expanded shoulder season service is extremely important to our economic development efforts. We are working hard to fill these flights. If we can show United success this fall, the hope would be that we could establish year round twice daily service from Denver.

Stewardship

“Doo” Colorado Right

The [“Doo” Colorado Right](#) program is in its second year of funding from the Colorado Tourism Office (CTO). It is not common for programs to be funded for multiple years in a row. The huge success from last year convinced the CTO that it was worth funding again. They even invited us to participate at the Outside Festival to promote the program. \$40,000 from the state is being matched by \$20,000 from TAPP and \$6,000 from other destination partners across the state. This year, we will be distributing 4,600 kits via 37 distribution partners from every corner of the state. While this program is budgeted under stewardship, it does touch on all the missions of TAPP. Every kit has the Gunnison Crested Butte logo printed on it, and this program aligns our brand with outdoors and stewardship driving the right type of tourism to our area. While it is too soon to tell for this year, the program garnered countless press hits and significant organic web traffic to our website in year one. We hope to replicate this marketing success in year two. PACT is a local exporting company and the program has garnered exposure and growth for their company driving our goals in economic development. In addition, we worked with the Wright Collegiate Challenge and Outdoor Industry MBA students from Western on crafting survey language to go along with the kit. This program continues to showcase the Gunnison Valley as an outdoor industry hub while also teaching folks to take care of our public lands.

In-market Messaging

Based on the priorities set forth in the Sustainable Tourism and Outdoor Recreation Committee's (STOR's) strategic plan, TAPP is overseeing and funding an in market messaging campaign during the busiest 6 weeks of the summer. TAPP has allocated \$5,000 towards a campaign that is targeted just to people that are physically in the Gunnison Valley to feed them messaging that aligns with STOR's priorities and utilizes the CTO's Do Colorado Right assets. We are only doing buys that performance and engagement can be tracked so that we can benchmark these buys against our other media buys to see if it is worthwhile in the future.

Law Enforcement Saturation Patrols

STOR's communication subcommittee recommended to the STOR board that they consider enforcement to be coupled with communication efforts. TAPP has committed \$3,000 towards this program so law enforcement can have a larger presence during some of the busiest weekends in the summer. This will be paired with in-market messaging on how to behave while appreciating our public lands.

Rady Outdoor Industry Engineering

**TAPP Review – OIE/Blister Labs projects & Post-bach program
June 2024**

OIE Labs and Post-bach program

The OIE projects have been worked on throughout the academic year; however, the bulk of the work is performed during the Rady Summer Undergraduate Research Opportunity. Significant innovation and progress in our projects typically occur during this summer program due to the extended time that students and faculty can dedicate to these endeavors.

This summer research program will focus on two main aspects: 1) wrapping up three of the Blister Labs projects and 2) starting one new project. Project summaries are provided below.

In summer 2024, we will have 15 undergraduate partnership students working on four different OIE-focused projects.

- 1) Mountain bike wheel testing – final data analytics
 - o Students will be working with a graduate student at CU Boulder to analyze all data sets that were collected through the dynamic modeling system. This data is difficult to interpret, and partnership students will work with researchers from CU Boulder to finalize the results.
 - § 1-2 podcasts
 - § 1-2 articles for publication
- 2) Ski testing 1) ski flex - analyze and interpret data and 2) boot flex - setting up the testing system
 - o Students will be analyzing data that was collected over the winter to interpret ski flex results, both in the lab and in situ (in the field).
 - o Students will be designing and setting up a system for boot flex testing.
 - § 2-3 podcasts
 - § 2-3 articles for publication
- 3) Technical fabric testing – interpreting the results
 - o Finalize results for the fabric testing and continue to test materials where gaps in the data are missing.
 - 1-2 podcasts
 - 1-2 articles
- 4) EV bike batteries – set-up the system, collect data, and interpret results
 - o Students will work on designing a system to test the efficiency of bike batteries. The system will be built, and data will be collected and interpreted. Most likely, this project will continue into capstone next year.
 - 1-2 podcasts
 - 1-2 publications

Post-bach program:

There will be two post-bachs that will begin work this summer and officially start their one-year contracts in the fall 2024. Both candidates applied for the post-bach position and were interviewed by ICELab.

- Jayden Omi (CS graduate '23) – Jayden will work on RMBL collaborations and drone work with a local entrepreneur.
- Tyler Baker (ME graduate '24) – Will support OIE projects along with companies associated with the OIE program

RMBL/Rady Atmospheric

RMBL-Rady Update to TAPP/Gunnison County, May 30, 2024

Rady Collaborative Research Projects Enabled by TAPP

This collaboration has supported 4 Rady faculty and 15 undergraduates on RMBL-related projects through this summer. Students will continue working on RMBL collaboration projects throughout the 24-25 academic year, including the year-long Senior Capstone experience in the first joint ME-CS capstone project and several core and elective courses throughout the mechanical engineering and computer science curriculums.

Machine Learning and Classifying Snow: Travis Hainsworth (Rady faculty) and Griffin Moyer (Western computer science undergraduate) have been working with Ian Breckheimer (RMBL) on a machine learning model for classifying snow from drone and satellite imagery. Initial results are promising with ~99% accuracy.

Developing Sensor Suite to Measure Surface Energy Balance: Ian Breckheimer and Kevin Terry (Rady Faculty) have been designing and developing an advanced sensor suite to analyze land surface balance. The suite will measure incoming and outgoing radiation, soil temperature, heat flux, and meteorological variables such as air temperature, humidity, wind speed, and precipitation. This system will provide comprehensive data insights into surface energy balance dynamics. This will be a major project for Rady undergraduates this summer.

Leaf Area Images: Plant leaves are the main filter between plants and the atmosphere mediating the transfer of carbon and water between the ground and the atmosphere. As part of a larger project to use ground-based measurements, remote sensing techniques, and advanced modeling algorithms to efficiently leaf surface area in a given area, Amanda Henderson (RMBL) has used time available to her because of TAPP to support to work out field and drone methods. We anticipate this will be a major summer project involving Western undergraduates this summer, with support from the Department of Energy for undergraduate research.

Animal Weight and Snowpack: Rady Computer Science/Mechanical Engineering faculty have plans for a summer project to develop a snowpack measurement device, inspired by animal weight sensing mechanisms, to understand the supportiveness of mountain snowpack for supporting the load of different animal species. A reliable tool will help land managers think about how to manage landscapes for animals like lynx and elk for which winter transit is critical.

Snowpack onset and persistence: Because of support from TAPP Ian Breckheimer has been able to extend satellite-based estimates of snowpack onset and persistence back to 1985, improving current estimates that only extend back to 1993. This is important scientifically (e.g., increases statistical power of scientists wishing to link biological and climatological processes) and management (e.g., the Upper Gunnison River Water Conservancy District is conducting drought planning and this potentially enables a stronger baseline to determine drought conditions).

Staffing

RMBL: TAPP funding has allowed us to shift staffing/resources around to increase personnel time focused on the collaboration and related science, as well as to seek additional funding. Additionally, the funds allowed us to hire a full-time summer drone tech to help with generating and processing imagery.

Rady: TAPP funding has created capacity to support student projects related to the collaboration. As part of the collaboration, Rady hired a post-baccalaureate student to focus on drone-specific projects and support all RMBL-sponsored projects over the summer. This role aims to help graduates explore and develop opportunities in the Gunnison Valley, supporting students who wish to remain in the valley and contribute to its economic growth.

CU-Boulder Collaboration: Jenifer Blacklock and Ian Billick visited the Engineering and Computer Science program at CU-Boulder with the explicit goal of establishing collaborations between RMBL and CU-Boulder faculty. Based upon that visit we have 3 CU-Boulder faculty spending time in residence in Gothic this summer. This benefits the RMBL-Rady collaboration and also helps Rady and the valley more fully leverage the main campus (e.g., for locally based projects, generating more external funding, etc.).

Economic Development/Jobs/Housing: TAPP support for this collaboration is motivated by the goals helping support Rady and Western be more successful as well as job creation. The collaboration helps Rady by serving as a unique differentiator for attracting students and helping attract CU-Boulder faculty to working in the valley. In terms of job creation we identify a number of initiatives.

Congressionally designated funds for overflights, \$975,000 (funded) over 18 months: We have received a congressionally directed grant through NASA to support plane-based collection of hyperspectral data. In order to detect change, we will repeat flights done in 2018 that targeted the drainages above Crested Butte. Additionally, with a management and scientific focus on fire, we will add drainages in the Taylor Basin. About 30% of the award will go towards salaries to people living in the county. This project, which will be done in collaboration with NASA's Jet Propulsion Laboratory and will likely play a significant role in developing standards for planned satellite technology, creating opportunities for Rady, science, and job creation.

Congressional designed funds for North Village, \$1.5 million (pending): With support from Rady, RMBL submitted a request to both senators for \$1.5 million to support infrastructure costs for the RMBL portion of North Village. This would be a significant step towards creating a year-round science campus in the north end of the valley, involving RMBL and Rady. This project includes a significant amount of housing, seasonal as well as year-round, addressing Commissioner Liz Smith's question about integrating housing and job creation. Such a campus would create the physical infrastructure to support significant job creation.

Fire research, ~\$1 million/year for 10 years (pending): We have a non-profit that has expressed a strong interest in investing ~\$1 million/year in the county, including a dedicated staff position, in integrating fire policy, management, and science, leveraging significant scientific and policy investments around fire. The overflight listed above and the DOE work on fire are important elements of attracting this investment.

NSF post-baccalaureate proposal, ~\$3 million (pending) over 3 years: RMBL and Rady submitted a collaborative proposal that would scale up the post-baccalaureate program to 10 students/year, with much of the award going towards salary for people living in Gunnison.

Start-up: We have start-up in development that would leverage the RMBL and Rady collaboration. They are moving towards incorporation and initial fundraising.

Future opportunities: These successes are creating unique federal funding opportunities with NASA, DOE, and NSF. While these programs require multi-year commitments, there are reasonable opportunities over the next 5-10 years to see long-lasting investments on the order of tens of millions of dollars per year.

Economic Development

Summary

The ICELab continues to achieve success towards the mission of creating more high paying jobs in Gunnison County. Local exporters working with the ICELab continue to grow their networks, hire employees and build a stronger economy for everyone in the valley. The coworking space is at capacity with a waitlist for private office space. Gunnison county’s reputation as an outdoor industry hub also continues to grow through the many pieces that have been here historically as well as those the ICELab team has created or grown. Empowering and supporting entrepreneurs to build and scale businesses continues to be a focus for the ICELab to build another leg on the Gunnison Valley economic stool.

Goals and Metrics

Year	2019		2020		2021		2022		2023	
Cumulative Metrics	Goal	Actual	Goal	Actual	Goal	Actual	Goal	Actual	Goal	Actual
Companies Recruited	1	1	2	2	3	4	4	4	5	4
Jobs Created	5	5	12	22	20	33	30	46	45	62
Jobs >\$50k/60k Created	1	3	3	6	5	10	8	29	13	34
Revenue \$ Increase	\$200,000	\$847,000	\$700,000	\$1,144,971	\$1,500,000	\$1,633,426	\$2,500,000	\$4,134,013	\$4,000,000	\$5,847,376
WCU Interns/Grads placed	2	5	4	13	7	19	11	23	16	34

ICELab Advisory Board

A new advisory board has been created for the ICELab. This board is in place to act as a sounding board for the ICELab as an organization as well as a support system for TJ as he is stepping into the Acting ICELab Director role. The board is composed of the below members who represent businesses and institutions in both ends of the valley:

- Noach Eckhouse - Advisory Board Chair

- Jake Thomas - Co-Founder Pact Outdoors
- Jeni Blacklock - Rady/Western Colorado University
- Andris Zobs - ID Sculpture
- David Assad - Financial/ED Mentor
- Nick Klaus - Elevation Hotel

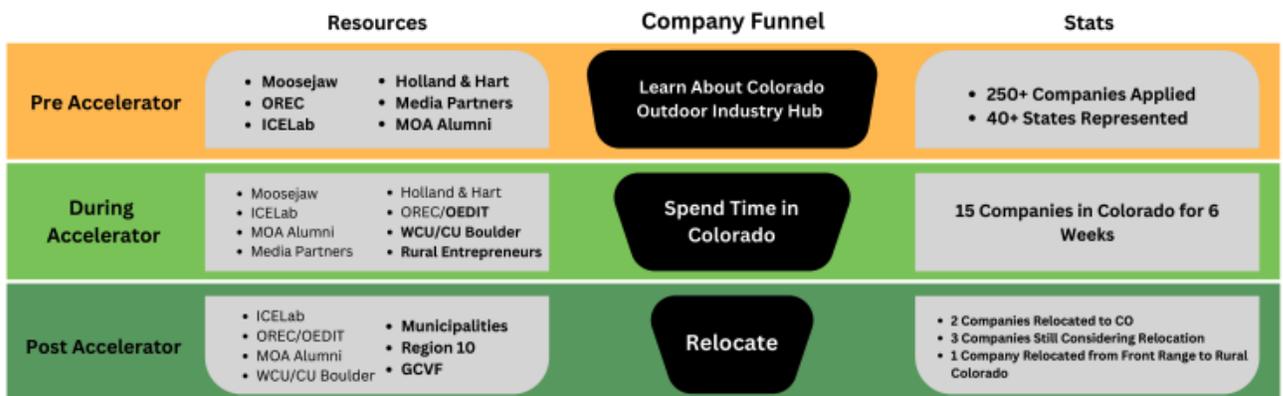
National Level Accelerator

The Moosejaw Outdoor Accelerator (MOA) will no longer be taking place. Moosejaw was acquired by Dick’s Sporting Goods and the ICELab lost Moosejaw as title sponsor of the accelerator.

The accelerator was a key piece of the ICELab’s programming and proved to be a successful venture that we are working to replace. [This article](#) is a testament to the success that the Moosejaw Outdoor Accelerator achieved.

The below graphic represents the resources that the ICELab makes available to companies who go through an accelerator program. It also highlights stats indicative of the success of MOA over the last four years.

ICELab Outdoor Accelerator



We are currently working with the Colorado OEDIT and OREC offices on grant funding that would support an outdoor accelerator program. This is multi-year funding that would be distributed over three years. The availability of these grant funds will be determined by the end of June 2024.

Outdoor Industry Funding Summit

The Outdoor Industry Funding Summit (OIFS) is taking place for the fourth time this upcoming September in Crested Butte. This invite-only summit brings resources and

opportunities together by connecting vetted investors and early-stage company founders who are seeking investment. Two days are spent in the beautiful Gunnison Valley forging meaningful relationships and gaining cutting-edge industry insights from a lineup of guest speakers. This program allows us to not only connect with potential future investors, but also with startup companies. These early stage companies are the most likely candidates to move operations to the valley similar to Pact Outdoors and Gnara.

We have 12 investors confirmed to attend OIFS in September. This has grown from the first OIFS which took place in February of 2023 where we had seven investors. Building a robust network of investors adds a tremendous amount of value for the local companies that we are working with daily. The biggest hurdle for companies we have worked with at the ICELab is their ability to find investment and OIFS has created one possible solution to that hurdle.

Funding for this event comes through partner sponsorship. These partners are another piece of the resource network that the ICELab has built to support entrepreneurs. Investment groups, law firms, financial service providers, startup banks and creative agencies are eager to support OIFS and the value that the event provides to entrepreneurs.

GUC Airport Displays

The ICELab's Local Business Showcase is a way for the Gunnison Valley to exhibit the products and services that are exported outside of Gunnison County. This display will be in the Gunnison Crested Butte Regional Airport (GUC), where travelers can see it as they arrive and depart to and from Gunnison and Crested Butte. Residents and visitors alike can enjoy learning about what the business community is up to and how to support local entrepreneurs from the airport advertising.

The requirements for displaying in our display cases are:

- Must be either headquartered or have a majority employee base in Gunnison County
- Must be exporting goods or services outside of Gunnison County or have an export plan built
- Must have goods or services in stock/ready to be provided
- Must complete application form in full
- Must provide full airport advertising display 5 days before the display period at the airport begins
- Must provide ICELab metrics from year prior and for the 5 years going forward (Revenue, # employees in county, # of high paid employees in county, # of WCU interns/recent grads employed). ICELab metrics are always held with confidentiality and are only reported out in large groups that obfuscate any individual company metrics. These metrics provide support to the ICELab and its funders on how economic development efforts in the valley are progressing.

There are three rotations per year for airport advertising and three companies will be in each rotation. The rotations are February to May, June to September and October to January.

No company can display goods/services for more than one rotation per year and rotations can not be consecutive. Companies can choose their preferred rotation depending on seasonality of their product or sales cycles.

The first rotation of companies are in the display cases now and include Pact Outdoors, Gnara and JJ's Jeeps.

Kooler Building

- Space available to all exporting companies in the valley
 - Any company who is exporting outside of the county is eligible to be a tenant of the space.
 - Exporting can mean exporting goods, services or headquarter functions. Exporting headquarter function meaning they are building a company that will have locations outside of the valley with a headquarters in the valley. They are exporting the service of HQ functions to their own business internally.
 - For the companies who are exporting outside of the county or those who are scaling to do so, commercial space is a real challenge. The main needs that the ICELab sees are around light industrial warehouse and distribution space.
 - Companies who are headquartered out of the ICELab are outgrowing the existing space available.
 - This space is attractive because it better fits the needs of the exporting companies who are currently tenants in the ICELab as well exporters who are not currently in the ICELab:
 - Office space
 - Warehouse/storage space
 - Dedicated area to assemble and package products
 - Capability to receive freight shipments
 - FedEx/UPS pick-up
 - [Colorado Outdoors](#) in Montrose is a great case study for space like this.
- Subsidy projected to be short-term
 - Market rate on commercial space is not realistic for the majority of the promising entrepreneurs in the valley.
 - The subsidy provided by the ICELab on a shared commercial space is meant to incentivize growth and foster an innovative and thriving entrepreneurial community.
 - The estimated monthly cost of the new space is \$7,400 - \$7,500
 - The expected revenue generated renting $\frac{2}{3}$ of the space is \$4,770/month
 - The ICELab expects this subsidy to sunset in 12-14 months
 - This space would be leased on a NNN 3 year lease
- Space Improvement

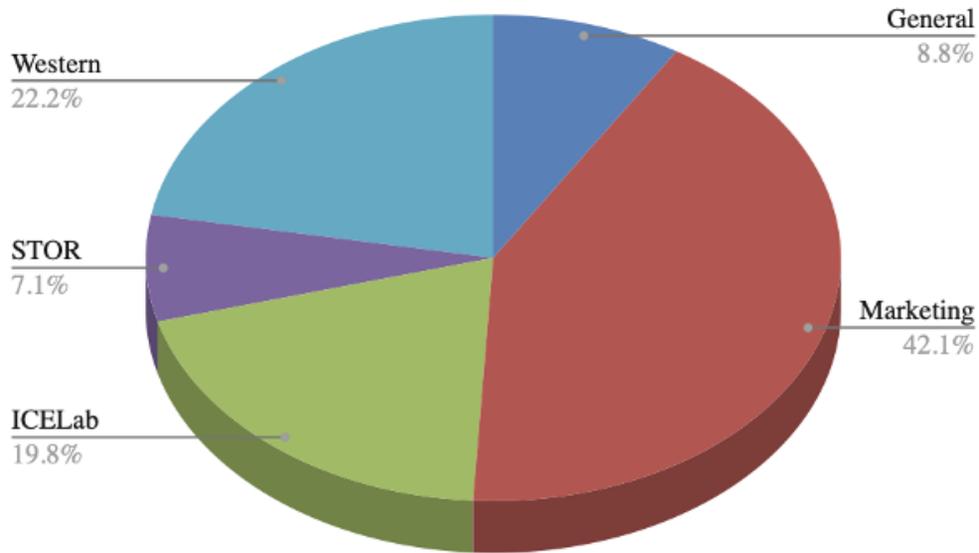
- The ICELab would be responsible for the upfront cost of improving and updating the space to fit the needs of the local companies
- These improvements would include:
 - Office Furniture
 - Storage/Shelving
 - Packing/distribution infrastructure
 - Potential build out of a second bathroom
 - Parking lot security improvements (fence, cameras, etc.)
- $\frac{2}{3}$ of space already subscribed
 - The ICELab has roughly $\frac{2}{3}$ of the new space planned to be filled from the start which leaves room for existing company expansion, company creation as well as company recruitment.
- Company Retention
 - The ICELab has the mission of creating more high paying jobs in Gunnison County. We support exporting companies to be the focus of driving success towards that mission. A key piece of the puzzle is to keep the companies in the valley as they grow and scale. [This Colorado Sun article](#) does a great job of explaining the loss of CO companies to acquisitions and reconsolidations.
 - We see this space as a way to retain the jobs, and community enhancement that these companies contribute to the valley.

Finance Update

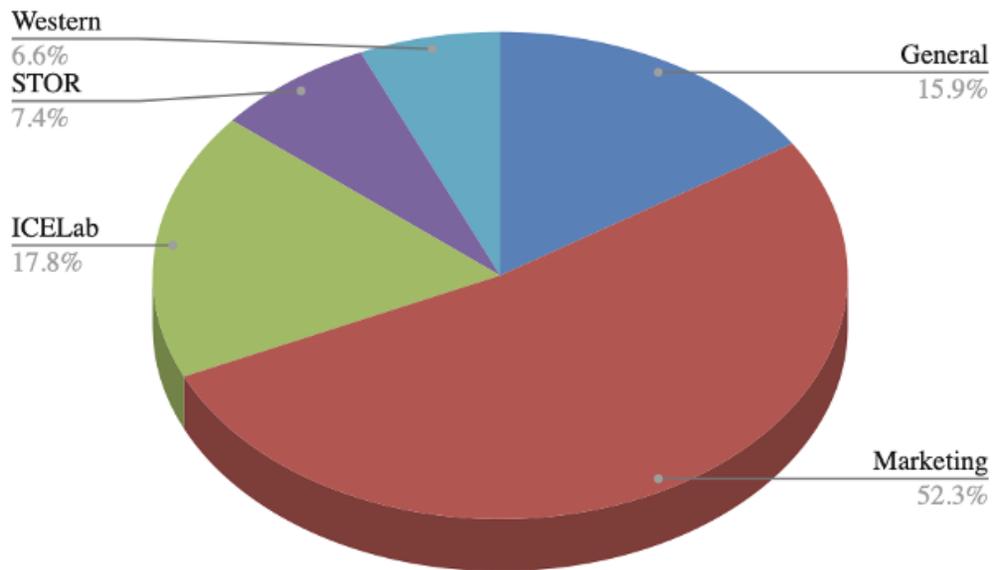
Income Jan-Apr \$1,122,057.70
 Expense Jan-Apr \$ 886,868.13
 Net \$235,189.57

Overall, we are tracking relatively close to budget. The main differences have to do with timing and some priorities shifting since the creation of the budget. As we look at our various classes, our General spend is \$61k over budget. This all has to do with timing. There were staff 401k payments and data contract payments that both were budgeted for 2023, but did not actually hit until 2024. For ICELab, we have under spent by \$21k because the Moosejaw Accelerator is not happening. Currently our Marketing spend is \$84k over budget. This has to do with timing of billings for our winter campaigns. A large bill that was budgeted in 2023, did not hit until 2024. Finally, our Western class is pacing \$141k under budgeted spend. The difference here has to do with the shifts in spending surrounding Blister Labs and towards the Rady Atmospheric programming.

Budget by Class Jan-Apr



Actual by Class Jan-Apr





LMD Mid-Year Review
June 2024

Intro

- ▶ Synergies
- ▶ Efficiency and technology
- ▶ Trails, summer and winter
- ▶ Increasing the amount of money coming into the valley from outside



Winter results

- ▶ LMD collections Nov-Mar +13% YOY (pg 2)
- ▶ Paid results (flat spending) (pg 3-4)
 - ▶ Landing page views +30%
 - ▶ Paid web traffic +37%
 - ▶ Lodging search on our website +161%
 - ▶ Lodging referrals from our website +67%
- ▶ Organic results (pg 4-6)
 - ▶ Web traffic valued at \$25.1K per month
 - ▶ Users up 19%
 - ▶ Top 10 Google ranking keywords up 59%
 - ▶ Email subscribers +34%



Winter air results

- ▶ Stellar winter air results (pg 6-7)
 - ▶ Capacity +10%
 - ▶ Passengers +15%
 - ▶ 98%+ completion
- ▶ Houston MRG



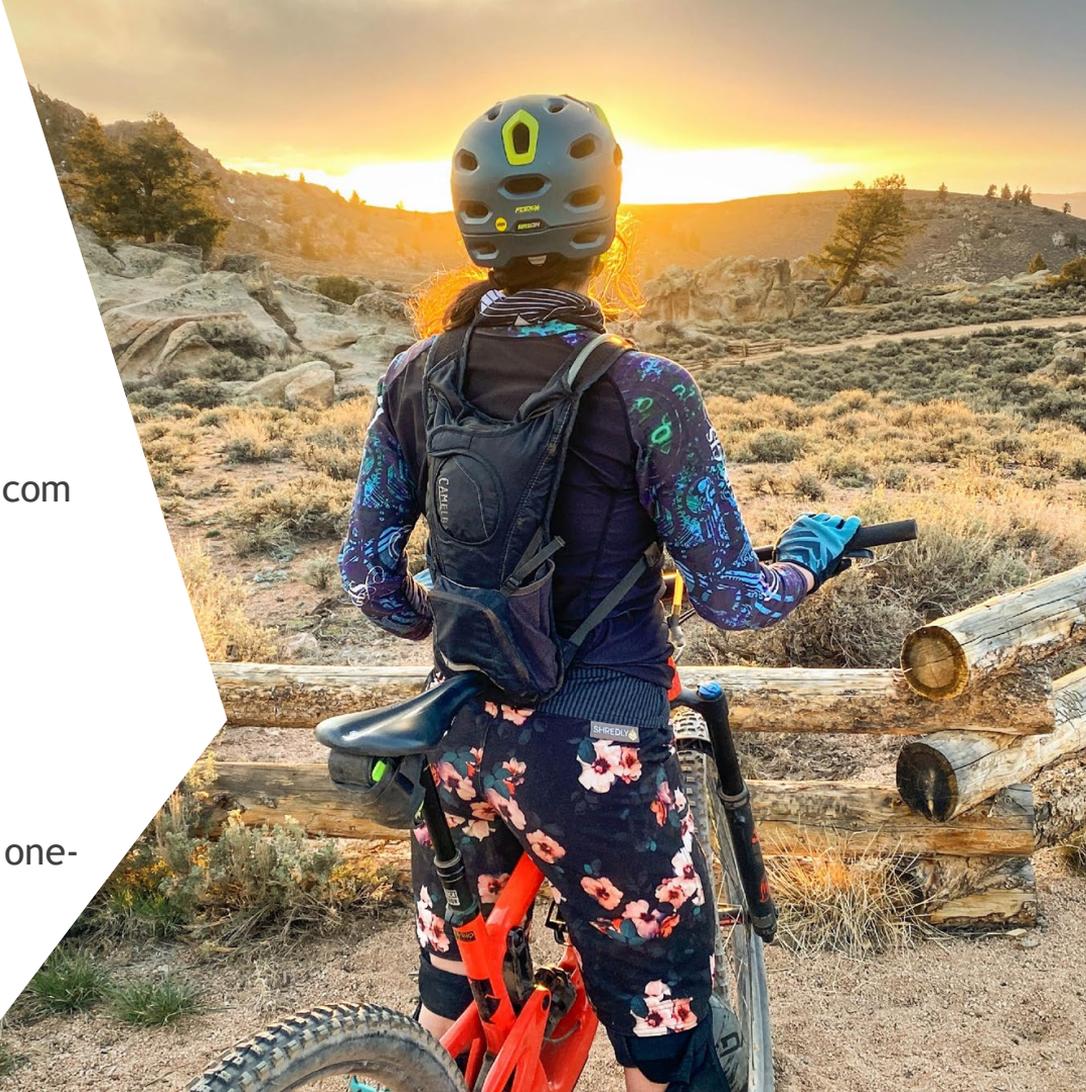
Summer marketing focus

- ▶ Continued focus on trails (pg 7)
- ▶ 20% of budget towards gravel
- ▶ Highway 50



Summer outlook

- ▶ Mixed signals for summer (pg 7-10)
 - ▶ Flat to last year
- ▶ Lodging search on gunnisoncrestedbutte.com up 77%
- ▶ Web traffic (pg 11-12)
 - ▶ All +7%
 - ▶ Paid -3%
 - ▶ Organic +30%
- ▶ Concern about Highway 50 travelers and one-night stays. This will disproportionately impact Gunnison.



Summer air outlook

- ▶ Commercial carrier capacity flat (pg 13)
- ▶ United pacing slightly up
- ▶ JSX increasing capacity July-mid August
- ▶ United launched 2x daily through fall off season



Sustainable tourism

- ▶ “Doo” Colorado Right (pg 13)
- ▶ In-market messaging (pg 14)
- ▶ Law enforcement (pg 14)



Rady outdoor industry engineering

- ▶ Testing (pg 14-15)
 - ▶ Mountain bike wheel
 - ▶ Ski
 - ▶ Technical fabric
 - ▶ E-bike battery
- ▶ OIE post-bachs (pg 15)



Rady Atmospherics

- ▶ Rady collaborative research projects enabled by TAPP (pg 16-18)
 - ▶ Machine learning and classifying snow
 - ▶ Developing sensor suite to measure surface energy balance
 - ▶ Leaf area images
 - ▶ Animal weight and snowpack
 - ▶ Snowpack onset persistence
- ▶ TAPP funding has created capacity to support student projects related to the collaboration

RMBL update

- ▶ TAPP funding has allowed us to shift staffing/resources around to increase personnel time focused on the collaboration and related science, as well as to seek additional funding (pg 17-18)
- ▶ CU-Boulder collaboration
- ▶ Economic development/jobs/housing
- ▶ Congressionally designated funds for overflights, \$975,000 (funded) over 18 months
- ▶ Congressional designed funds for North Village, \$1.5 million (pending)
- ▶ Fire research, ~\$1 million/year for 10 years (pending)
- ▶ NSF post-baccalaureate proposal, ~\$3 million (pending) over 3 years
- ▶ Start-up
- ▶ Future opportunities: These successes are creating unique federal funding opportunities with NASA, DOE and NSF. While these programs require multi-year commitments, there are reasonable opportunities over the next 5-10 years to see long-lasting investments on the order of tens of millions of dollars per year.





ICELAB / Economic development

@WESTERN

Create more high-paying jobs in Gunnison County (pg 18)

Year	2019		2020		2021		2022		2023	
Cumulative Metrics	Goal	Actual	Goal	Actual	Goal	Actual	Goal	Actual	Goal	Actual
Companies Recruited	1	1	2	2	3	4	4	4	5	4
Jobs Created	5	5	12	22	20	33	30	46	45	62
Jobs >\$50k/60k Created	1	3	3	6	5	10	8	29	13	34
Revenue \$ Increase	\$200,000	\$847,000	\$700,000	\$1,144,971	\$1,500,000	\$1,633,426	\$2,500,000	\$4,134,013	\$4,000,000	\$5,847,376
WCU Interns/Grads placed	2	5	4	13	7	19	11	23	16	34

**ICELab metrics are always held with confidentiality and are only reported out in large groups that obfuscate any individual company metrics*



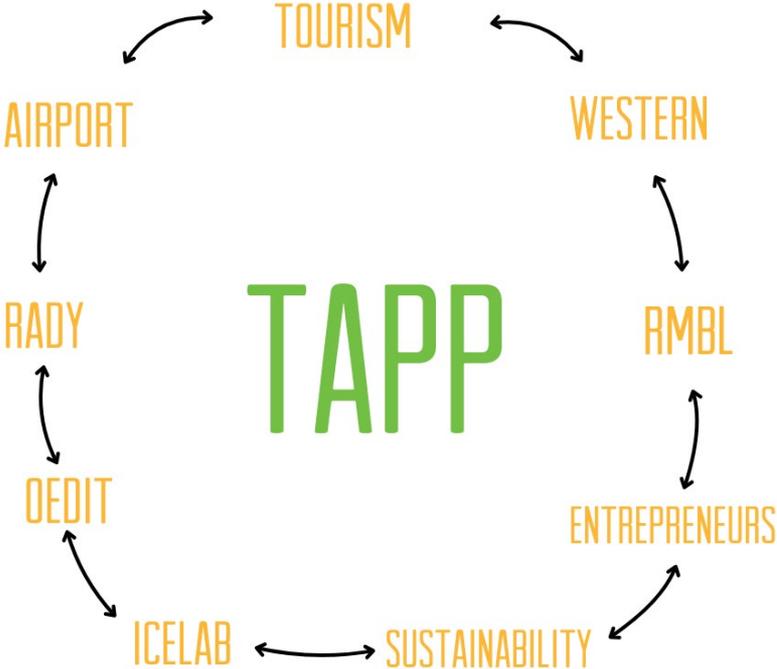
ICELAB
@WESTERN

- ▶ ICELab advisory board (pg 18-19)
- ▶ National-level accelerator (pg 19)
- ▶ Outdoor Industry Funding Summit (pg 19-20)
- ▶ GUC airport displays (pg 20-21)
- ▶ Kooler building (pg 21-22)
 - ▶ Space available to all exporting companies in the valley
 - ▶ Subsidy projected to be short-term
 - ▶ $\frac{2}{3}$ of space already subscribed

Finance update

- ▶ Most variation is due to timing of payments (pg 22-23)
- ▶ Some underspending due to shifts with Blister Labs and loss of Moosejaw accelerator

Conclusion



AGENDA ITEM or FINAL CONTRACT REVIEW SUBMITTAL FORM

Agenda Item: Colorado Department of Transportation (CDOT) Updat

Action Requested:

Parties to the Agreement:

Term Begins:

Term Ends:

Grant Contract #:

Summary:

CDOT Update

Fiscal Impact:

Submitted by: Holly Perry

Submitter's Email Address: hperry@gunnisoncounty.org

Finance Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

County Attorney Review:

Required

Not Required

Comments:

Reviewed by:

Discharge Date:

Certificate of Insurance Required

Yes No

County Manager Review:

Comments:

Reviewed by: GUNCOUNTY1\mbirmie

Discharge Date: 6/4/2024

Consent Agenda

Regular Agenda

Worksession

Time Allotted: 75 minutes

Agenda Date: 6/11/2024



COLORADO

Department of Transportation

Region 3 2024 County Meeting



What to Expect

Region 3 At-a-Glance

- Regional Information
- Regional Leadership

Focus Highlights

- Culvert Funds
- Bustang & Outrider
- Rail

Maintenance

- Section 2
- Special Crews/Hanging Lake Tunnel
- Section 6

Traffic & Safety Operations

- Design/Construction Projects

Engineering

- Construction Projects
 - PEW
 - PEC
 - PEE

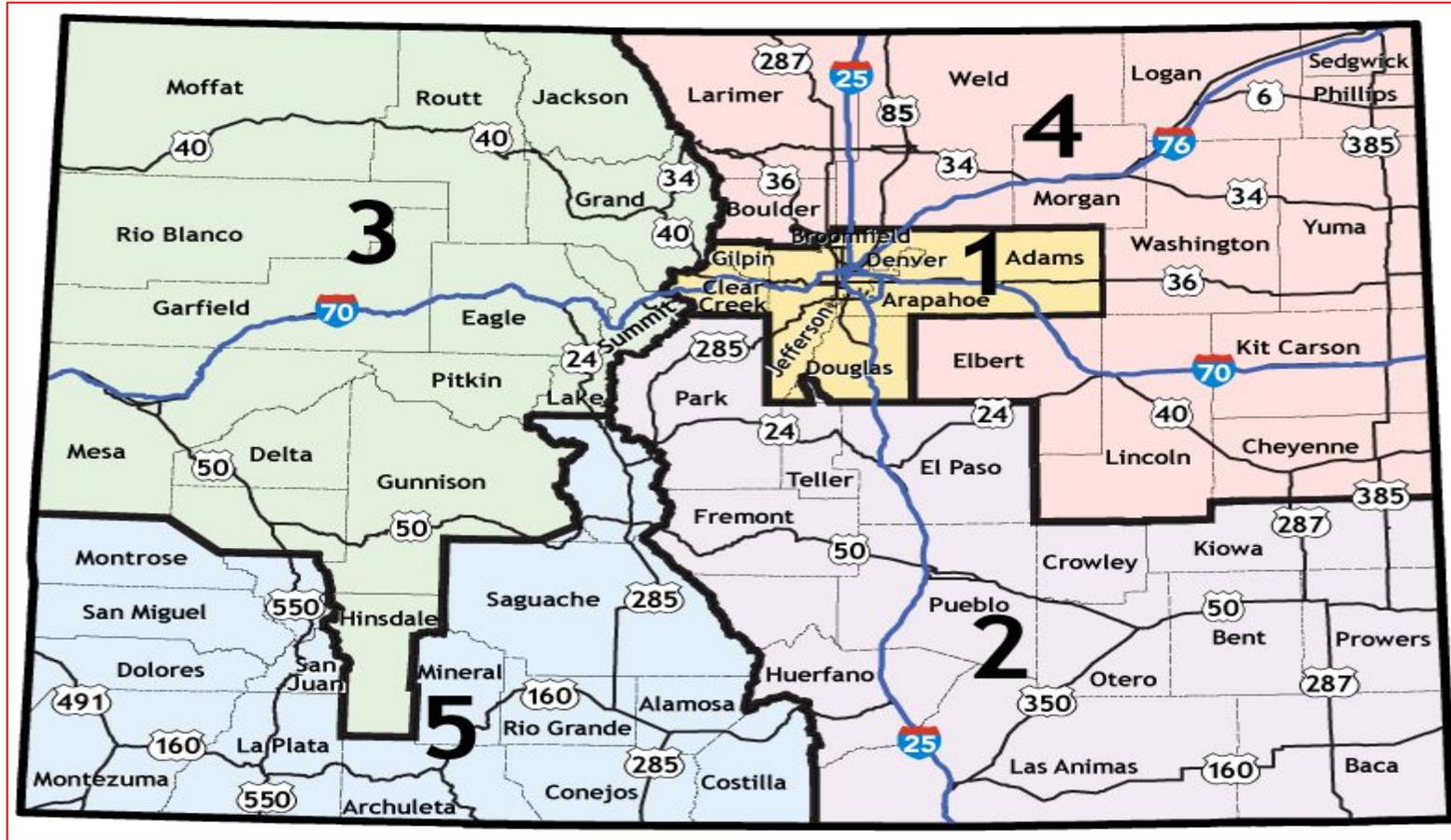
Planning

- Revenue/Budget
- Local Agency Project Facts

COtrip & Social Media



Region 3 At-a-Glance





Region 3 At-a-Glance

Regional Information

- ❑ 15 Counties
- ❑ 50+ Municipalities
- ❑ 706 Bridges
- ❑ 13 Mountain Passes
- ❑ 7 Tunnels
- ❑ 13 Rest Areas
- ❑ 5,161 Lane Miles of State Highway
- ❑ CDOT's largest region (square miles)
- ❑ 580 Full-Time Employees
 - ❑ 2 Maintenance Sections
 - ❑ 3 Engineering Program Areas
 - ❑ Materials Program
 - ❑ Right of Way (ROW) Management
 - ❑ Utility Program Management
 - ❑ Traffic Management
 - ❑ Business Office
 - ❑ Civil Rights Office
 - ❑ Planning, Environmental, Transit, & Local Agency Management



Region 3 At-a-Glance

Regional Leadership

District 6 Transportation Commissioner
Rick Ridder

District 7 Transportation Commissioner ●
Barbara Bowman

District 8 Transportation Commissioner ●
Mark Garcia

Regional Transportation Director
[Jason Smith](#)

Program Assistant II
[Kimberly Wood](#)

Planning & Environmental Manager
[David Cesark](#)

Business Manager
[Brian Boydstun - CDOT](#)

Utility Engineering Program
Manager
[Joe Carter](#)

Right of Way Manager
Unknown

Access
[Brian Killian](#)

Communications Manager
[Elise Thatcher](#)

Program Engineer West
[Rob Beck](#)

Program Engineer Central
[Roland Wagner](#)

Program Engineer East
[Karen Berdoulay](#)

Traffic & Safety Program Engineer
[Zane Znamenacek](#)

Section 2 Maintenance
Superintendent
[John "Sage" David](#)

Section 2 Maintenance Deputy
Superintendent
[Todd "TJ" Blake](#)

Section 2 Maintenance Deputy
Superintendent - Operations West
[Fred Cummings](#)

Section 2 Maintenance Deputy
Superintendent - Operations East
[Kane Schneider](#)

Section 6 Maintenance
Superintendent
[Spencer Dickey](#)

Section 6 Maintenance Deputy
Superintendent
[Billy McDermott](#)

Section 6 Maintenance Deputy
Superintendent
[Ed Daniels](#)



Region 3 Focus Highlights Culvert Funds



2023 Priority Culverts

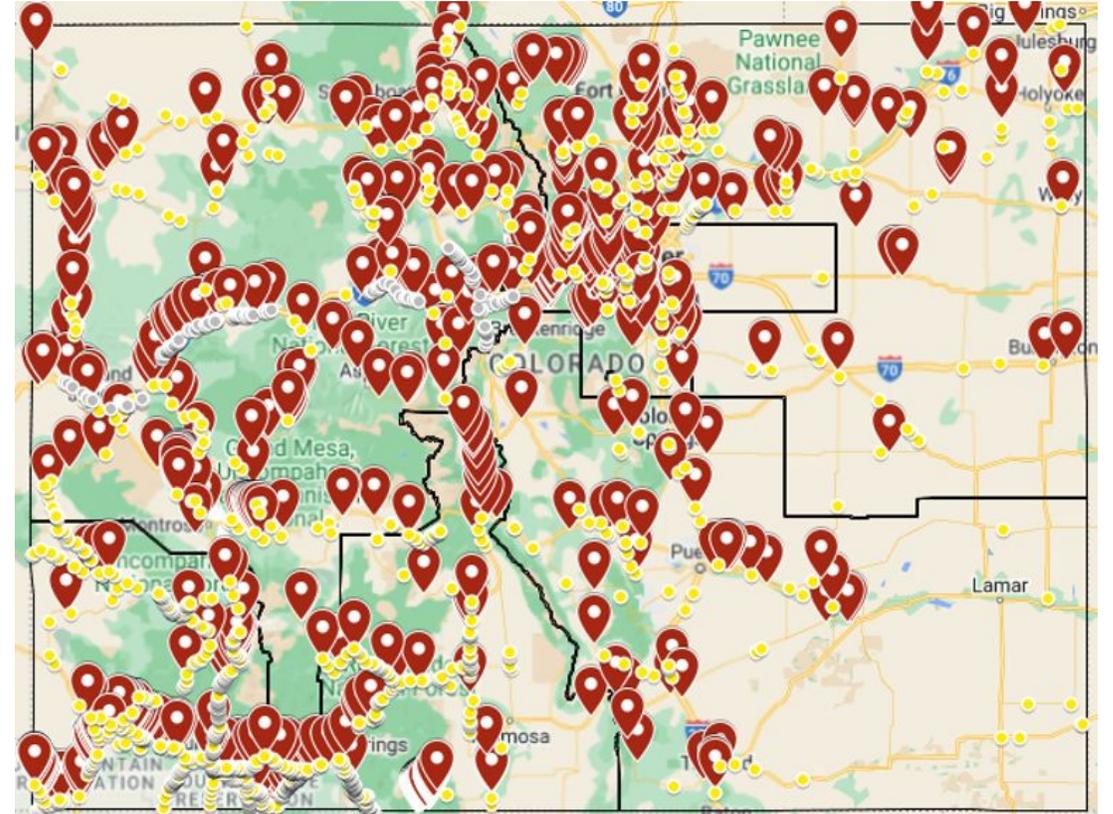
Note- not all culverts are displayed on this map
28 views
Last edit was 6 minutes ago

Add layer Share Preview

Statewide Culvert Prioritization

▼ **Styled by Priority**

- 2-Medium (1148)
- 1-High (725)
- 3-Low (127)



Priority	Cost Estimate	Number of Culverts*
1-High	\$261,622,224	703
2-Medium	\$55,430,470	144
3-Low	\$6,607,676	39
Total	\$323,660,370	886

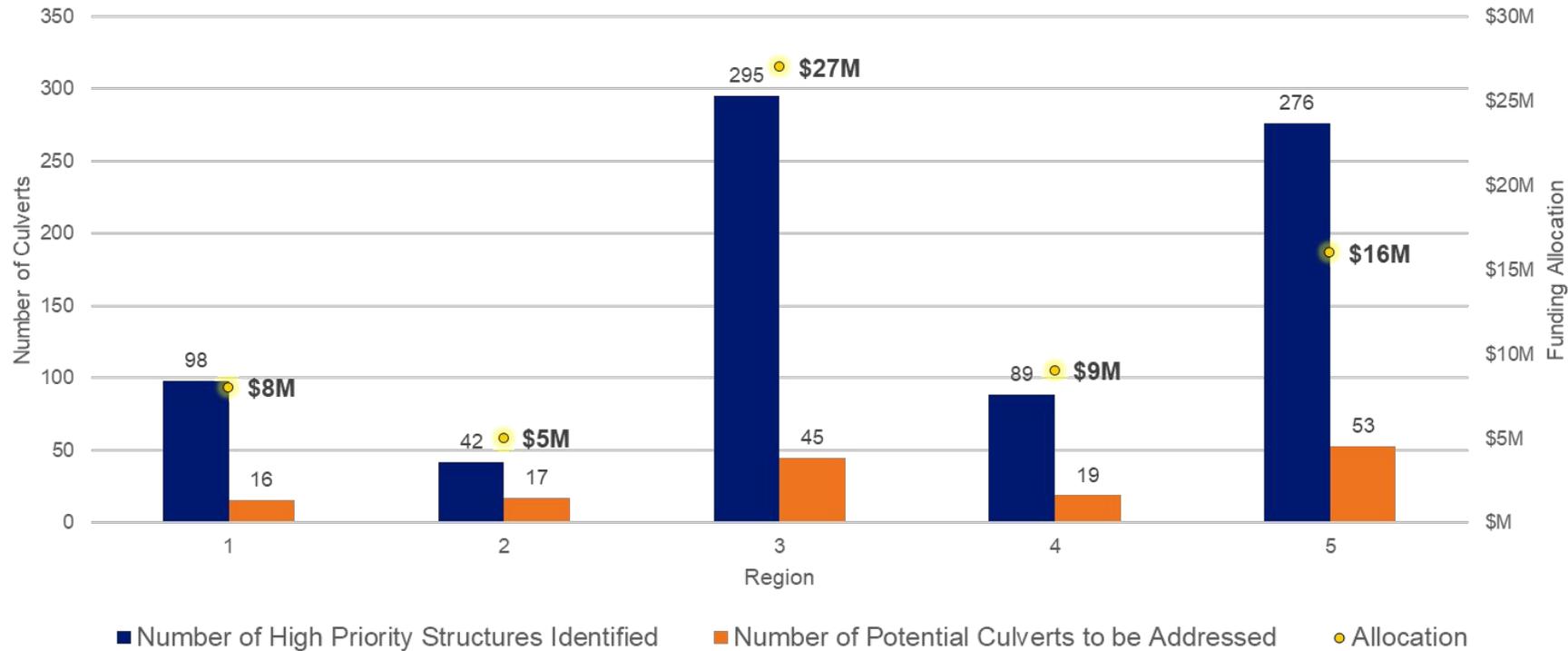
*Only culverts with associated cost estimates have been included



Region 3 Focus Highlights

Culvert Funds - Continued

High Priority Structures and Funding per Region



\$65M in federal redistribution funds is projected to fix 135 out of 800 (17%) currently identified high priority culverts.

Additionally, these funds are projected to repair/replace 60 poor minor culverts, dropping the percentage of poor minor structures from 5% to 4%, allowing CDOT to meet the current PD14 metric.

Current projections are based on a planning level analysis and are subject to change as projects are scoped.

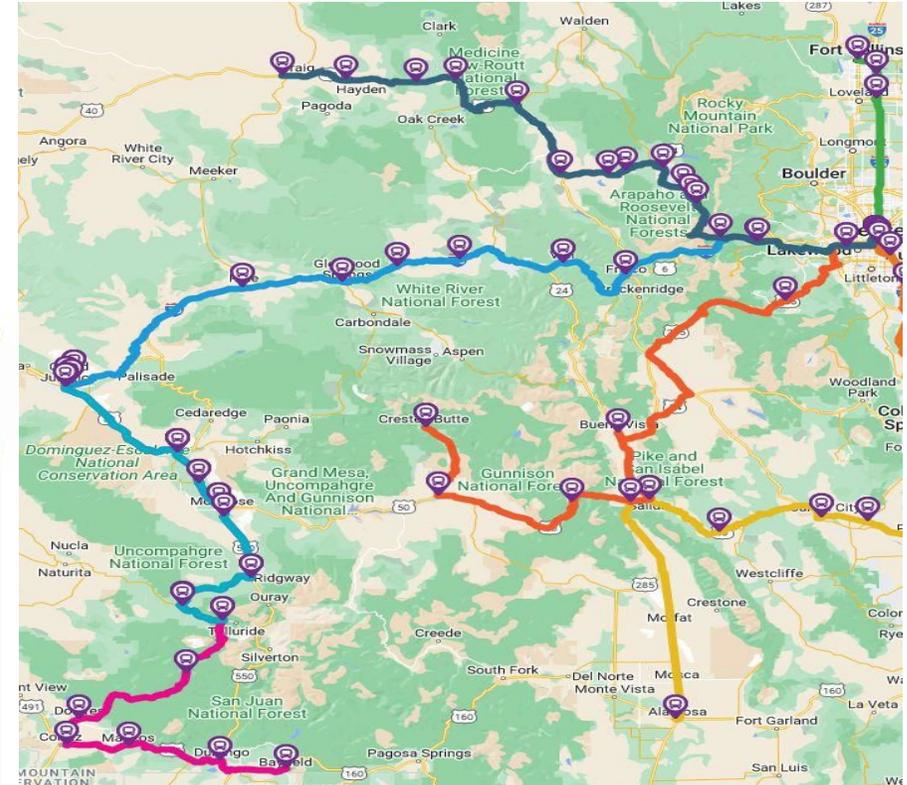
Note that proposed allocations were determined based on needed funding to address high priority culverts, not just number of high priority culverts.



Region 3 Focus Highlights Bustang & Outrider



- Route demand is still recognized with no ETA
 - GJ to Montrose
 - Montrose to Gunnison
 - GJ to Craig



Corridor	Pre-Existing Service	Phase 1 2023	Phase 2 2024	Phase 3 2025
I-70 West Grand Junction to Denver*	2 Daily Round Trips Grand Junction and Denver 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	4 Daily Round Trips Grand Junction and Denver* 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	3 Daily Round Trips Grand Junction 5 Trips Overall on I-70 Corridor 6 Trips on Pegasus on the I-70 Corridor that Terminate in Avon	13-15 Daily Round Trips Grand Junction and Denver*

*Pegasus to supplement on weekends and holidays to the Mountain Corridor



Region 3 Focus Highlights

Rail

- Desired Mountain Corridor Service
 - Local leaders desire increased passenger rail options
 - improve mobility and multimodal travel options
 - connect communities
 - foster economic vitality
 - support environmental sustainability goals
 - Coordination with Union Pacific leadership on increased passenger rail capacity
 - The Bipartisan Infrastructure Law creates a limited funding window.
- Next Steps
 - Consultant Procurement: Operations; Financing
 - Meet with Major Markets along the route
 - Gauge readiness
 - Criteria
 - Feasible station locations
 - Negotiate with Railroads
 - Stakeholder Engagement:
 - identify interested parties
 - develop coalitions
 - Identify FRA grant opportunities





Region 3 Maintenance Section 2

REGION 3 SECTION 2 MAINTENANCE SECTIONS									
County Reports Calendar Year 2023 Section 2 – Report Pulled 11/20/2023									
County	Roadway Surface	Roadside Facilities	Roadside Appearance	Traffic Services	Structure Maintenance	Snow & Ice Control	Material Equipment Buildings	Tunnel Activities	Totals
Delta	\$873,933	\$108,755	\$60,035	\$308,483	\$26,407	\$690,835	\$7,319	\$0	\$2,075,766
Eagle	\$1,409,550	\$521,797	\$9,020	\$668,231	\$131,513	\$4,659,545	\$149,827	\$0	\$7,549,482
Garfield	\$1,464,769	\$386,285	\$62,853	\$427,547	\$39,709	\$2,251,232	\$316,349	\$0	\$4,948,744
Gunnison	\$509,382	\$367,788	\$51,710	\$439,235	\$13,427	\$1,341,282	\$48,488	\$0	\$2,771,312
Hinsdale	\$11,142	\$12,688	\$13,524	\$45,110	\$1,703	\$211,681	\$32,953	\$0	\$328,799
Lake	\$238,667	\$36,656	\$3,454	\$149,258	\$3,141	\$546,056	\$78,511	\$0	\$1,055,742
Mesa	\$700,238	\$716,150	\$192,016	\$1,227,595	\$194,146	\$1,677,258	\$512,624	\$1,842	\$5,221,869
Montrose	\$147,993	\$189,641	\$37,898	\$273,096	\$16,132	\$1,045,810	\$170,380	\$0	\$1,880,950
Pitkin	\$677,849	\$36,956	\$7,067	\$73,982	\$27,702	\$588,808	\$2,928	\$0	\$1,415,287
Summit	\$268,532	\$327,980	\$16,128	\$487,809	\$60,330	\$3,152,890	\$273,304	\$0	\$4,589,973
Totals	\$6,302,056	\$2,704,690	\$453,704	\$4,100,345	\$514,210	\$16,165,397	\$1,712,870	\$1,574,190	\$31,953,272



Region 3 Maintenance Special Crews/Hanging Lake Tunnel - Section 2

REGION 3 SECTION 2 MAINTENANCE SECTIONS									
County Reports Calendar Year 2023 Section 2 – Report Pulled 11/20/2023									
County	Roadway Surface	Roadside Facilities	Roadside Appearance	Traffic Services	Structure Maintenance	Snow & Ice Control	Material Equipment Buildings	Tunnel Activities	Totals
Hanging Lake Tunnel	\$6,606	\$90,087	\$2,126	\$170,017	\$5,032	\$48,242	\$120,189	\$1,572,348	\$2,014,647





Region 3 Maintenance Section 6

REGION 3 SECTION 6 MAINTENANCE SECTIONS							
County Reports Calendar Year 2022 Section 6 – Report Pulled 11/20/2023							
County	Roadway Surface	Roadside Facilities	Roadside Appearance	Traffic Services	Structure Maintenance	Snow & Ice Control	Totals
Garfield	\$166,865	\$31,795	\$23,882	\$85,789	\$0	\$374,908	\$683,239
Grand	\$824,094	\$225,780	\$36,026	\$163,936	\$2,434	\$1,783,354	\$3,035,624
Jackson	\$83,386	\$57,584	\$16,780	\$29,613	\$0	\$741,899	\$929,262
Moffat	\$384,331	\$173,938	\$31,051	\$115,491	\$19,690	\$1,459,008	\$2,183,509
Rio Blanco	\$381,258	\$99,173	\$29,514	\$45,627	\$6,343	\$966,151	\$1,528,066
Routt	\$699,907	\$168,287	\$35,212	\$95,042	\$2,619	\$1,853,535	\$2,854,602
Totals	\$2,539,841	\$756,557	\$172,465	\$535,498	\$31,086	\$7,178,855	\$11,214,302



Region 3 Maintenance

- **Section 2**
 - Plowed 1,053,116 miles
 - Laid in place 20,366.7 Tons of hot mix asphalt
 - Hand patched 11,523.7 square yards of asphalt



- **Section 6**
 - Plowed 554,410 miles
 - Laid in place 18,256 Tons of hot mix asphalt
 - Hand patched 4,633 square yards of asphalt



Region 3 Maintenance Operational Priorities

- **Safety of the Traveling Public!**
Removal of on road debris, incident response, guardrail/cable rail repairs, end treatments (attenuators), signs, traffic signals. During winter months this includes snow and ice removal.
- **Traveler and Freight Mobility and Economic Vitality**
Clearing blocked traffic lanes, speed and travel time, reliability of US Highway System
- **Infrastructure Preservation**
State of good repair, cracks sealing, bridge maintenance, vandalism, etc.
- **Environment**
De-icer controls and storm water runoff, HAZMAT incidents, permanent water quality ponds
- **Livability**
Off Highway litter, trash, graffiti, homeless encampments, etc.





Region 3 Maintenance

Statewide Maintenance Challenges Today

- **Professional Highway Maintainers**

It's not sexy, it's dangerous, it's hard work, it's being on call, working long hours, it doesn't pay much, you can't do it remotely, requires skills and teamwork!

- **Budget to Match Expectations**

The public wants A+ levels of service, but we can only get C funds, 60/40 split funding

- **1920-1960 Footprint**

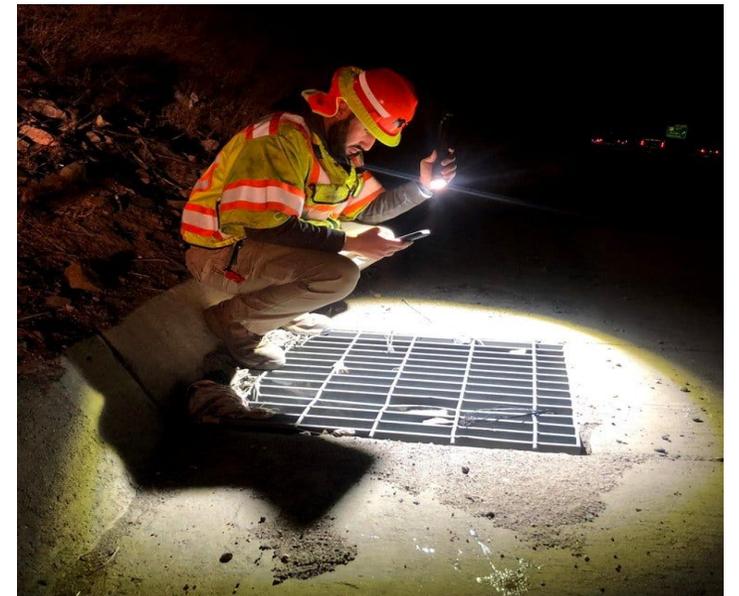
Our current operations footprint was designed in the 1920's and hasn't been updated since the 1960's

- **Housing**

CDOT essential staff must live 30 minutes from their patrol; this is impossible in our current housing market

- **Knowledge Management**

Leadership requires managerial and leadership development programs





Region 3 Traffic & Safety Construction Projects

- **US6B Signal Replacement Project City of Grand Junction**
This project replaces City maintained and operated signals at 5th Street, 23rd Street, and 28 Road on North Avenue. Construction is estimated to start March 2024 and be complete by August 2024.
- **US 550 Montrose Signal Replacement**
Replacement and upgrade of existing signals at US 550 & US 50 and US 550 & N 9th St in Montrose, CO.
- **US 50/550 Montrose Southbound Dual Left Turn Lane**
US 50/US 550 is located on the north side of Montrose. The project includes adding a second left-turn lane to southbound US 50 to eastbound US 50, railroad crossing upgrades on the west side of the intersection, and traffic signal updates.
- **CO13/US40 Craig Signal Upgrades**
Replacement and upgrade of existing signals at US 40 & CO 394 and CO 13 & 9th St in Craig, CO.



Region 3 Traffic & Safety Construction Projects - Continued

- **SH82 Garfield-Eagle Cty Signal Upgrades**
Replacement and upgrade of signal wiring, conduit, pull boxes, and detection at SH 82 & Catherine Store Rd in Garfield County.
- **I-70 Dowd Canyon Variable Speed Limit Signs Project**
Installation of a Variable Speed Limit System in Dowd Canyon along I-70 between MP 169-173 including 18 VSLs, 7 MVRDs, 1 RWIS, and fiber and power laterals to all new ITS devices. Eagle Residency will manage construction which is scheduled to start April 2024 and be completed by November 2024.



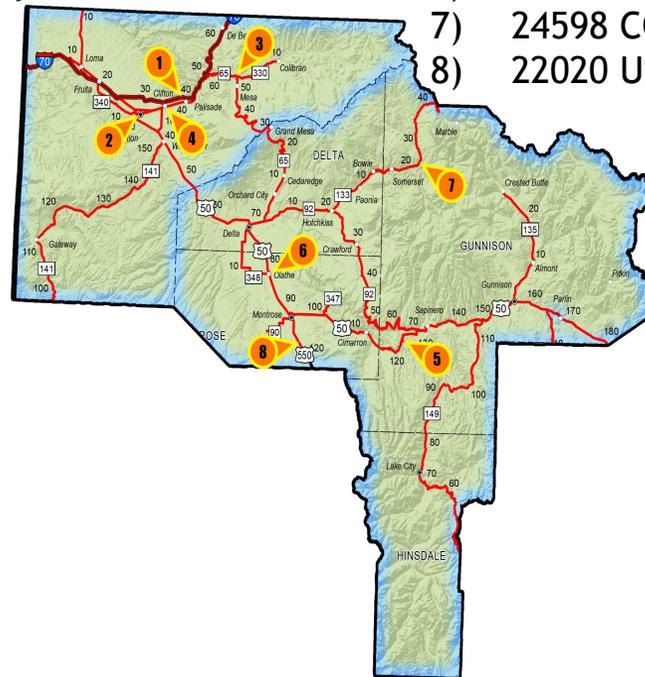
Region 3 Engineering 2024 Construction Projects - PEW

Projects In Design:

- 23611 SH 139 Douglas Pass (CFL)
- 24648 US 6 Palisade Roundabout (10yr)
- 24889 I-70 Exit 37 East Resurfacing
- 25020 US 6 Widening 22 Rd West
- 25460 Grand Junction Mobility Hub
- 25631 SH 340 Grand Ave to Redlands Pkwy
- 25637 I-70B East of 3rd St. Recon (10yr)
- 22976 US 50 Delta Resurfacing
- 22992 SH 92 Rogers Mesa Widening Ph 1
- 25236 SH 65 Orchard City South (10yr)
- 25237 SH 348 Delta to Olathe (RRR)
- 25798 SH 92 Rogers Mesa Widening Ph 2
- 26058 US 50 Cedar Creek Culvert Replacement
- 26312 US 50 Various Culverts

Projects In Construction:

- 1) 24889 I-70 Exit 37 East Resurfacing
- 2) 23583 I-70B South of Rood - Ph 6 (10yr)
- 3) 24509 CO 65 and CO 330 Mesa County Chip Seals
- 4) 21415 CO 6 Clifton Roundabouts
- 5) 20803 US 50 Blue Creek Canyon (10yr)
- 6) 24682 US 50 MP 77-86/US 50D Olathe Resurfacing (10yr)
- 7) 24598 CO 133 Rockfall Mitigation
- 8) 22020 US 550 Montrose South (10yr)

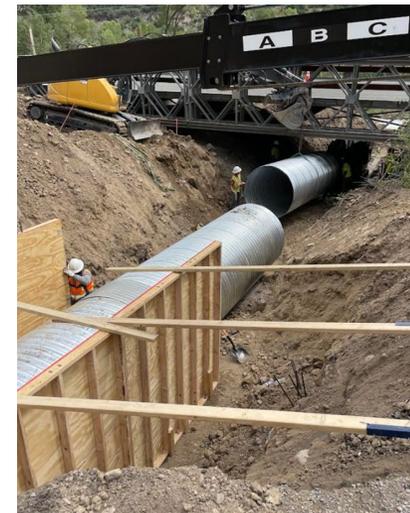




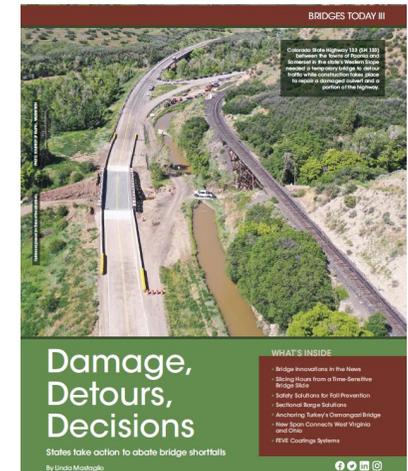
Region 3 Engineering 2024 Construction Projects - PEW - Continued

CO 133 Emergency Culvert Repair

- Road closed on April 29, 2023 with only local traffic allowed on shoofly detour.
- Temporary Bridge open on June 19, 2023
- Successfully completed final repair on October 2, 2023



Recognized in Engineering
News Record (ENR) Magazine





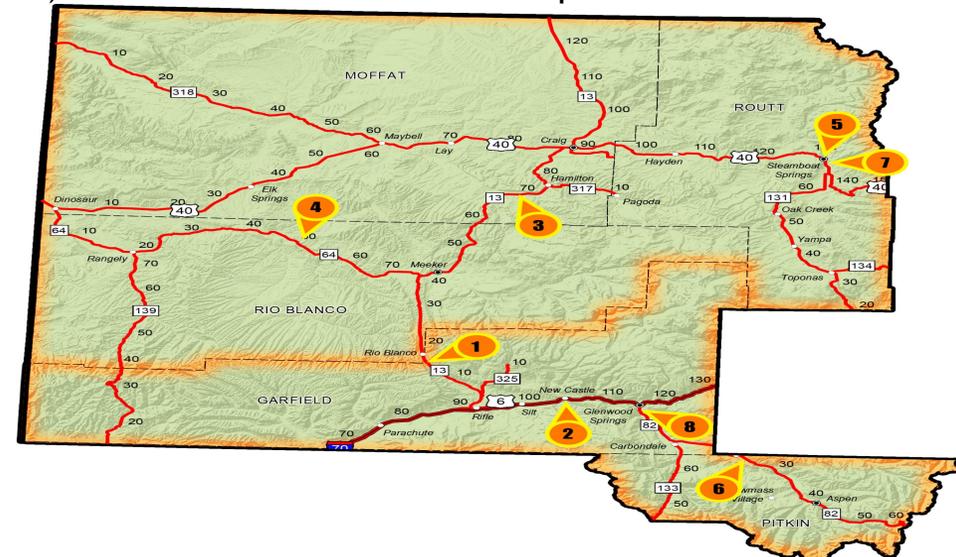
Region 3 Engineering 2024 Construction Projects - PEC

Projects In Design:

- SH 13 F-05-R Scour Mitigation (Rifle)
- US 40 Wildlife Mitigation
- US 6 F-06-A Elk Creek Bridge (New Castle)
- SH 133 & US 6 Chip Seals
- US 40 & SH 394 Culvert Repairs
- I-70 Glenwood Canyon Modular Joints
- I-70 Glenwood Canyon TY 8 Rail Replacement
- SH 82 Rockfall Mitigation (Carbondale)
- US 40 Milner East & West (RRR)
- US 40 Passing Lanes (Craig to Steamboat)(10yr)
- SH 318 Beaver Creek Culvert Replacement
- SH 13 B-07-S Major Structure Replacements
- US 40 Shelton Ditch CBC Replacement

Projects In Construction:

- 1) 17881 SH 13 Garfield County Rio Blanco Hill (10yr)
- 2) 20169 I-70 Exit 105 Interchange and US 6 (10yr)
- 3) 21901 SH 13 & SH 317 Hamilton South Resurfacing (RRR)
- 4) 23061 SH 64 West of Meeker Bridges D-03-A & D-04-G
- 5) 24375 US 40 and Downhill Drive Signal (10yr)
- 6) 24678 SH 82 Snowmass Canyon Resurfacing
- 7) 24680 US 40 Steamboat PCCP Rehab
- 8) 25341 SH 82/27TH Underpass TAP RAISE





Region 3 Engineering 2024 Construction Projects - PEC - Continued



CO 13 Rio Blanco Hill Project

- Safety improvements on the project are designed to give motorists wider roads with shoulders to travel including a passing in the northbound direction, which will accommodate higher traffic volumes.
- Chain up areas will significantly improve safety for travelers and CMV's when weather conditions suddenly change.
- Two wildlife underpasses will help reduce wildlife-vehicle collisions.



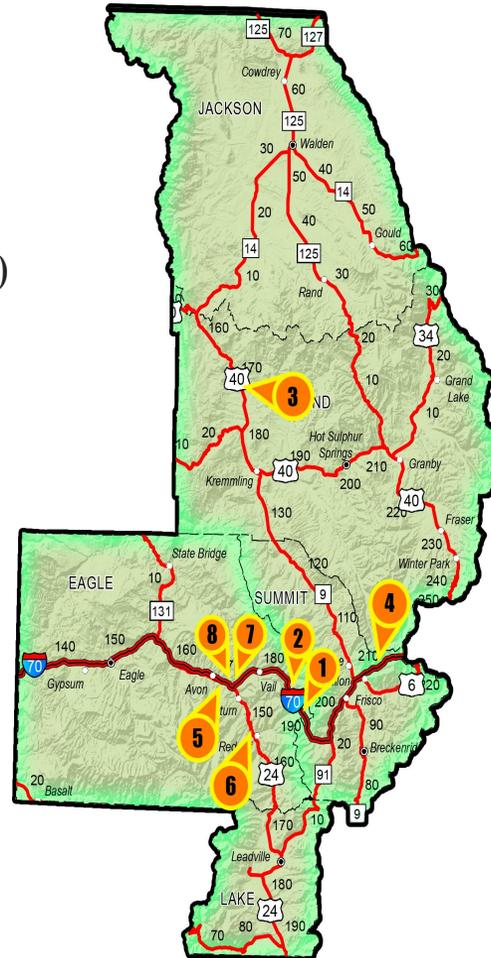
**Critical CDOT
10-Year Plan
project**



Region 3 Engineering 2024 Construction Projects - PEE

Projects In Design:

- I-70 HLT Creek Debris Flow
- I-70 Exit 203 Interchange Improvements
- I-70 East Vail Pass Wildlife Crossings
- I-70 Culvert Repair Silverthorne to Tunnel
- US 40 Red Dirt Hill Safety Improvements (10 yr)
- US 40 West of Kremmling Shoulder Improvements
- US 40 Fraser Capacity
- US 9 Kremmling Bridge Replacement
- US 40 Winter Park
- US 24 Culvert Replacement
- I-70 Vail Wildlife Fence PH2
- SH 82 Twin Lakes
- US 24 N Leadville Rural Road Resurfacing
- I-70 Gypsum to Eagle Resurfacing



Projects In Construction:

- 1) 24567 I-70 Vail Pass Aux (10yr)
- 2) 24896 I-70 Vail Pass Aux (10yr)
- 3) 22036 US 40 N of Kremmling Passing Lanes (10yr)
- 4) 24544 I-70 Silverthorne to EJMT Phase 2
- 5) 23465 US 6 Post Blvd Roundabout
- 6) 24311 US 24 South of Minturn
- 7) 24015 I-70 Dowd Canyon VSL
- 8) 24321 I-70 Dowd Canyon Wall Repair



Region 3 Engineering 2024 Construction Projects - PEE - Continued

I-70 Exit 203 to Exit 205 Auxiliary Lane

- Added a 3rd lane I-70 EB for 3.5 miles between the Frisco and Silverthorne exits including widening 2 bridges, lighting improvements at the scenic overlook and wildlife fencing.
- Benefits include separating vehicles of differing speeds, reducing crashes and allowing for a buffer lane when an incident occurs resulting in less full closures.
- Benefits also include a deceleration lane for the Exit 205 EB off ramp and changing to a single lane exit at the Exit 205 EB offramp, which addresses the high crash rate in this area by reducing conflict points.

**Critical CDOT
10-Year Plan
project**

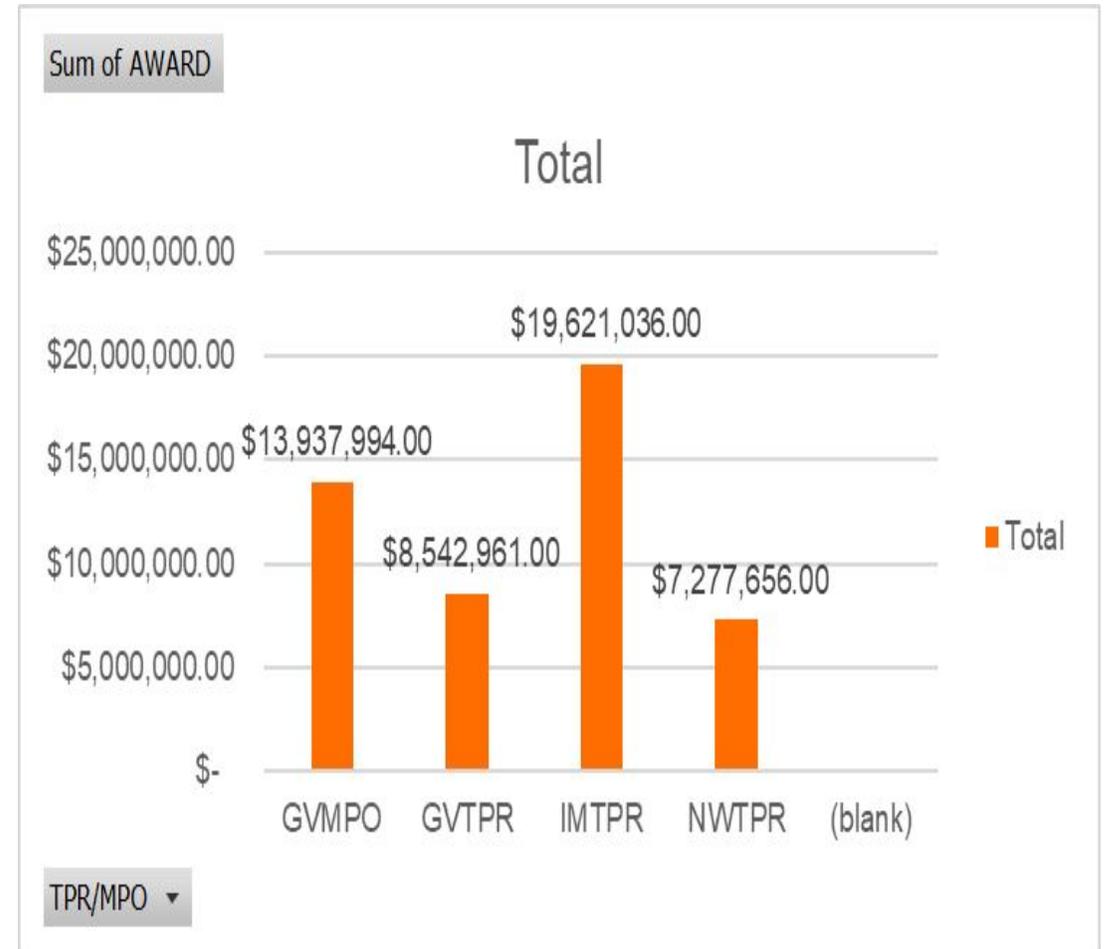




Region 3 Planning Local Agency Project Facts

- In 2019 the Local Agency Program
 - 16 STIP'd Projects
 - \$10 Million
- In 2024 the Local Agency Program
 - 52 New STIP'd Projects
 - \$50 Million

This does not include two Federal RAISE grants totaling \$75 Million





Region 3 Planning

Headquarters Statewide Revenue/Budget

Statewide HUTF Revenue - Forecasted Distribution by Recipient					
	FY24	FY25	FY26	FY27	FY28
Off the Top Distributions	\$192,255,856	\$199,946,091	\$207,943,934	\$216,261,692	\$224,912,159
CDOT	\$607,288,178	\$628,466,327	\$641,885,246	\$656,365,924	\$660,099,271
Counties	\$230,614,340	\$238,290,308	\$243,383,520	\$248,886,727	\$250,376,554
Municipalities	\$162,804,878	\$170,822,300	\$176,151,922	\$181,887,911	\$184,990,839
Total HUTF Distributions	\$1,192,963,252	\$1,237,525,026	\$1,269,364,621	\$1,303,402,253	\$1,320,378,823

*Off the top distributions go to State Patrol and the Department of Revenue



Region 3 Planning Statewide Revenue Budget

\$2,033.3 M Total

Multimodal Services 2.4%

\$67.6 million

Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail Commission, Bustang

Administration & Agency

Operations 6.8%

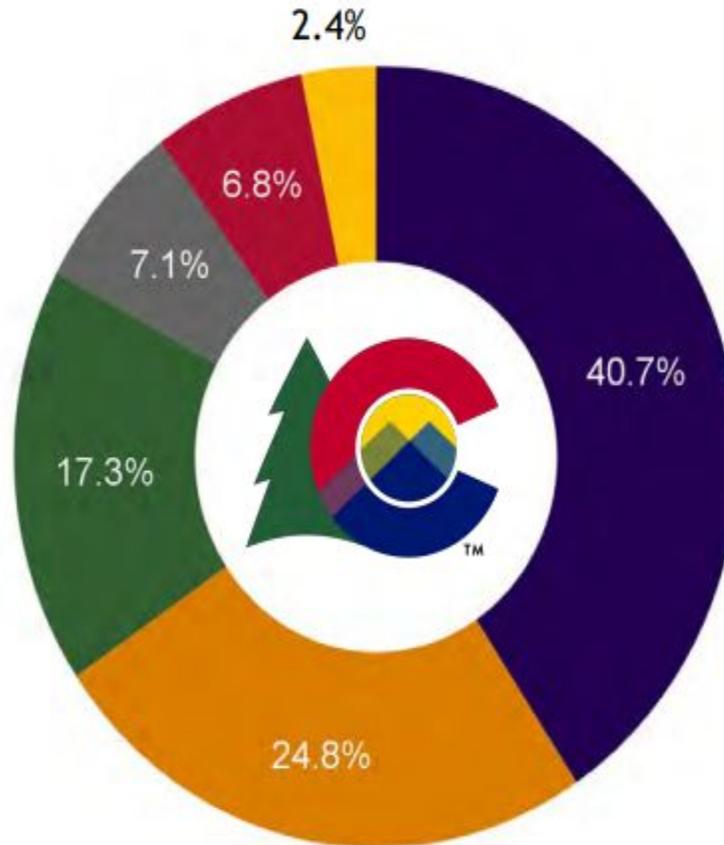
\$138.6 million

Appropriated Administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding 7.1%

\$143.4 million

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



Capital Construction 40.7%

\$826.9 million

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance & Operations 24.8%

\$505.2 million

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

Sub Allocated Programs 17.3%

\$351.6 million

Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets

Graph of Allocation by Percentage

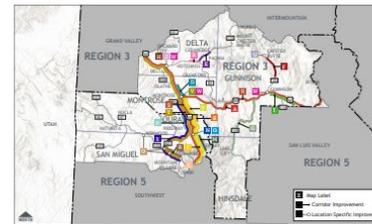


Region 3 Planning Gunnison Valley TPR

- Shown are the TPR priorities from the Regional Long Range Plan
- CDOT will be reviewing the current priorities during the next 6-9 months and determine if they are still applicable.
- Also shown is the 10-year Pipeline of capital projects that is pulled from the Regional Long Range Plan

Gunnison Valley TPR's Project Priorities

The Gunnison Valley TPR's priority projects are shown on the map below. These projects were identified as priorities because they address the Region's most pressing needs and align with the guiding principles. Implementation of these projects will help the Region achieve its goals. Because the Gunnison Valley TPR is split between two CDOT Regions (Region 3 and Region 5), the highway priorities shown on the map below and listed on page 13 are grouped by CDOT Region and do not represent a ranked order. The top five priority transit projects are listed for the Gunnison Valley TPR as a whole. The priority projects for the Gunnison Valley TPR are estimated to cost over \$420 million. The priority highway projects focus on safety improvements that add shoulders, mitigate wildlife crashes by adding fencing and wildlife overpasses, and intersection improvements. The priority transit projects include new transit service between Montrose and Telluride and between Grand Junction and Telluride, and regional transit and storage facilities. The project list reflects the Region's top priority projects, most of which are currently unfunded. The timing for project completion will depend on transportation funding availability. The full project list can be found in Appendix E.



Priority Highway Projects in CDOT Region 3

- US 50 reconstruction, including intersection and safety improvements through Little Blue Canyon
- US 50 safety improvements including shoulders, geometric and intersection improvements
- US 50 safety improvements including front-end, geometric improvements, clear signing, and passing lanes
- US 50 shoulder improvements from Montrose to Delta including safety and access improvements at Montrose Airport
- SR 133 reconstruction with shoulder widening from Montrose to Delta
- SR 133 corridor improvements including intersection improvements at US 50 and SR 133
- SR 146 safety improvements from US 50 to the town of Lake City
- US 50 Main Street Improvements in Delta including bike lanes
- US 50 safety and mobility improvements including intersections and shoulder work at Gunnison
- SR 92 intersection improvements at Beaver Station

Priority Highway Projects in CDOT Region 5

- US 50 shoulder improvements and wildlife signing and wildlife overpass improvements at Montrose and Delta
- SR 146 underpass between Lovell Hill and Mountain Village
- US 50 shoulder widening between Ridgway and Delta
- SR 133 and SR 42 multilevel intersection improvements in Delta
- SR 146 shoulder improvements in Sargents, Placerville, Hotchkiss, and Delta
- US 50 Penetration CR 8 passing lanes and wildlife mitigation
- SR 133 pedestrian bridge and overpass at Delta Street at Ridgway
- Delta-Mt. Wilson Connector Trail between Placerville and Delta
- US 50 and US 50/133/138 intersection
- US 50 completion of interchanges that cross Montrose to Delta

Priority Transit Projects

- Montrose-Telluride and Montrose-Delta routes
- Delta-Mt. Wilson Connector Trail

Gunnison Valley TPR Priority Project List

Priority Project ID	Priority Project Name	Region	CDOT Region	Priority Project Type	Additional Project Benefits	State Goal Areas
A-0001	US 50 reconstruction, including intersection and safety improvements through Little Blue Canyon	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0002	US 50 safety improvements including shoulders, geometric and intersection improvements	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0003	US 50 safety improvements including front-end, geometric improvements, clear signing, and passing lanes	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0004	US 50 shoulder improvements from Montrose to Delta including safety and access improvements at Montrose Airport	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0005	SR 133 reconstruction with shoulder widening from Montrose to Delta	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0006	SR 133 corridor improvements including intersection improvements at US 50 and SR 133	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0007	SR 146 safety improvements from US 50 to the town of Lake City	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0008	US 50 Main Street Improvements in Delta including bike lanes	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0009	US 50 safety and mobility improvements including intersections and shoulder work at Gunnison	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0010	SR 92 intersection improvements at Beaver Station	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0011	US 50 shoulder improvements and wildlife signing and wildlife overpass improvements at Montrose and Delta	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0012	SR 146 underpass between Lovell Hill and Mountain Village	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0013	US 50 shoulder widening between Ridgway and Delta	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0014	SR 133 and SR 42 multilevel intersection improvements in Delta	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0015	SR 146 shoulder improvements in Sargents, Placerville, Hotchkiss, and Delta	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0016	US 50 Penetration CR 8 passing lanes and wildlife mitigation	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0017	SR 133 pedestrian bridge and overpass at Delta Street at Ridgway	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0018	Delta-Mt. Wilson Connector Trail between Placerville and Delta	3	3	Transit	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0019	US 50 and US 50/133/138 intersection	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0020	US 50 completion of interchanges that cross Montrose to Delta	3	3	Highway	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0021	Controlled Access Storage Facility	3	3	Transit	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0022	Western Lager maintenance and storage facility	3	3	Transit	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0023	Regional rail and transit improvements at Delta, Delta, and Delta	3	3	Transit	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
A-0024	New fleet repair regional transit service between Montrose and Telluride	3	3	Transit	Safety, Mobility, Capacity	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21,



Region 3 Planning Gunnison Valley TPR - Top 4 Planned FY27+ Projects

Planning Project ID	Project Name
1462	US 50 Asset Management North of Montrose
1469	US 50 Safety East of Gunnison
1107	CO 92 Safety Improvements West of Hotchkiss
1484	Shoulder Improvements in the Gunnison Valley Transportation Planning Region



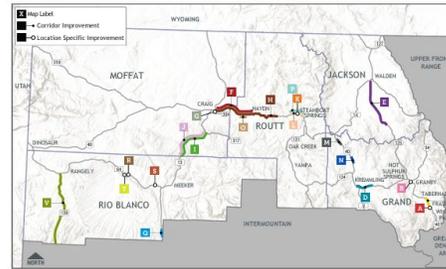
Region 3 Planning Northwest TPR

- Shown are the TPR priorities from the Regional Long Range Plan
- CDOT will be reviewing the current priorities during the next 6-9 months and determine if they are still applicable.
- Also shown is the 10-year Pipeline of capital projects that is pulled from the Regional Long Range Plan

Northwest TPR's Project Priorities by County

The priority projects for the Northwest TPR are estimated to cost just over \$265 million. Projects were grouped by county, with no county or project taking priority over another. The Northwest TPR will prioritize and distribute funding so that US 40 subsections B and D each receive 30 percent of funding, subsection C receives 25 percent of funding, and the remaining corridors in the TPR receive 15 percent of available funding (for a US 40 subsections map, see Priorities and Implementation Strategies on page 15).

This project list includes US 40 corridor and intersection improvements in Grand County, SH 125 improvements in Jackson County, US 40 passing lanes in Moffat County, US 40 4-lane widening in Routt County, and SH 13 improvements in Rio Blanco County. Other prioritized projects include bridge replacements, wildlife mitigation, and a shared use path along SH 394. The full project list can be found in Appendix B.



KEY

- Map Label
- Corridor Improvement
- Location Specific Improvement

PROJECT TYPES:

- Safety
- Operations
- Capacity
- Asset Management

PROJECT BENEFITS:

- Economic Vitality
- Public Health
- Tourism
- Nobility Options
- Freight
- Bike
- Resilience
- Management
- Aviation
- Safety
- Environment

YOUR TRANSPORTATION PLAN GOAL AREAS:

- Safety
- Ability
- Asset Management

PROJECT PIPELINE ADOPTED MAY 2020 | UPDATE ADOPTED SEPTEMBER 2022

Project ID	Project Name	Total Est. Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit - Region 3									
170	170 Interchange Improvements in Garfield County	\$25.0M	\$25.0M		\$25.0M			✓	0001
170	170 West Hill Pass Safety Improvements - Phase 1	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0002
170	170 West Hill Pass Safety Improvements - Phase 2	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0003
170	170 West Hill Pass Safety Improvements - Phase 3	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0004
170	170 West Hill Pass Safety Improvements - Phase 4	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0005
170	170 West Hill Pass Safety Improvements - Phase 5	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0006
170	170 West Hill Pass Safety Improvements - Phase 6	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0007
170	170 West Hill Pass Safety Improvements - Phase 7	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0008
170	170 West Hill Pass Safety Improvements - Phase 8	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0009
170	170 West Hill Pass Safety Improvements - Phase 9	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0010
170	170 West Hill Pass Safety Improvements - Phase 10	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0011
170	170 West Hill Pass Safety Improvements - Phase 11	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0012
170	170 West Hill Pass Safety Improvements - Phase 12	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0013
170	170 West Hill Pass Safety Improvements - Phase 13	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0014
170	170 West Hill Pass Safety Improvements - Phase 14	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0015
170	170 West Hill Pass Safety Improvements - Phase 15	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0016
170	170 West Hill Pass Safety Improvements - Phase 16	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0017
170	170 West Hill Pass Safety Improvements - Phase 17	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0018
170	170 West Hill Pass Safety Improvements - Phase 18	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0019
170	170 West Hill Pass Safety Improvements - Phase 19	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0020
170	170 West Hill Pass Safety Improvements - Phase 20	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0021
170	170 West Hill Pass Safety Improvements - Phase 21	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0022
170	170 West Hill Pass Safety Improvements - Phase 22	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0023
170	170 West Hill Pass Safety Improvements - Phase 23	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0024
170	170 West Hill Pass Safety Improvements - Phase 24	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0025
170	170 West Hill Pass Safety Improvements - Phase 25	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0026
170	170 West Hill Pass Safety Improvements - Phase 26	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0027
170	170 West Hill Pass Safety Improvements - Phase 27	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0028
170	170 West Hill Pass Safety Improvements - Phase 28	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0029
170	170 West Hill Pass Safety Improvements - Phase 29	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0030
170	170 West Hill Pass Safety Improvements - Phase 30	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0031
170	170 West Hill Pass Safety Improvements - Phase 31	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0032
170	170 West Hill Pass Safety Improvements - Phase 32	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0033
170	170 West Hill Pass Safety Improvements - Phase 33	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0034
170	170 West Hill Pass Safety Improvements - Phase 34	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0035
170	170 West Hill Pass Safety Improvements - Phase 35	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0036
170	170 West Hill Pass Safety Improvements - Phase 36	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0037
170	170 West Hill Pass Safety Improvements - Phase 37	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0038
170	170 West Hill Pass Safety Improvements - Phase 38	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0039
170	170 West Hill Pass Safety Improvements - Phase 39	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0040
170	170 West Hill Pass Safety Improvements - Phase 40	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0041
170	170 West Hill Pass Safety Improvements - Phase 41	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0042
170	170 West Hill Pass Safety Improvements - Phase 42	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0043
170	170 West Hill Pass Safety Improvements - Phase 43	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0044
170	170 West Hill Pass Safety Improvements - Phase 44	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0045
170	170 West Hill Pass Safety Improvements - Phase 45	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0046
170	170 West Hill Pass Safety Improvements - Phase 46	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0047
170	170 West Hill Pass Safety Improvements - Phase 47	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0048
170	170 West Hill Pass Safety Improvements - Phase 48	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0049
170	170 West Hill Pass Safety Improvements - Phase 49	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0050
170	170 West Hill Pass Safety Improvements - Phase 50	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0051
170	170 West Hill Pass Safety Improvements - Phase 51	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0052
170	170 West Hill Pass Safety Improvements - Phase 52	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0053
170	170 West Hill Pass Safety Improvements - Phase 53	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0054
170	170 West Hill Pass Safety Improvements - Phase 54	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0055
170	170 West Hill Pass Safety Improvements - Phase 55	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0056
170	170 West Hill Pass Safety Improvements - Phase 56	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0057
170	170 West Hill Pass Safety Improvements - Phase 57	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0058
170	170 West Hill Pass Safety Improvements - Phase 58	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0059
170	170 West Hill Pass Safety Improvements - Phase 59	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0060
170	170 West Hill Pass Safety Improvements - Phase 60	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0061
170	170 West Hill Pass Safety Improvements - Phase 61	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0062
170	170 West Hill Pass Safety Improvements - Phase 62	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0063
170	170 West Hill Pass Safety Improvements - Phase 63	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0064
170	170 West Hill Pass Safety Improvements - Phase 64	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0065
170	170 West Hill Pass Safety Improvements - Phase 65	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0066
170	170 West Hill Pass Safety Improvements - Phase 66	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0067
170	170 West Hill Pass Safety Improvements - Phase 67	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0068
170	170 West Hill Pass Safety Improvements - Phase 68	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0069
170	170 West Hill Pass Safety Improvements - Phase 69	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0070
170	170 West Hill Pass Safety Improvements - Phase 70	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0071
170	170 West Hill Pass Safety Improvements - Phase 71	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0072
170	170 West Hill Pass Safety Improvements - Phase 72	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0073
170	170 West Hill Pass Safety Improvements - Phase 73	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0074
170	170 West Hill Pass Safety Improvements - Phase 74	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0075
170	170 West Hill Pass Safety Improvements - Phase 75	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0076
170	170 West Hill Pass Safety Improvements - Phase 76	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0077
170	170 West Hill Pass Safety Improvements - Phase 77	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0078
170	170 West Hill Pass Safety Improvements - Phase 78	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0079
170	170 West Hill Pass Safety Improvements - Phase 79	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0080
170	170 West Hill Pass Safety Improvements - Phase 80	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0081
170	170 West Hill Pass Safety Improvements - Phase 81	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0082
170	170 West Hill Pass Safety Improvements - Phase 82	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0083
170	170 West Hill Pass Safety Improvements - Phase 83	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0084
170	170 West Hill Pass Safety Improvements - Phase 84	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0085
170	170 West Hill Pass Safety Improvements - Phase 85	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0086
170	170 West Hill Pass Safety Improvements - Phase 86	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0087
170	170 West Hill Pass Safety Improvements - Phase 87	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0088
170	170 West Hill Pass Safety Improvements - Phase 88	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0089
170	170 West Hill Pass Safety Improvements - Phase 89	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0090
170	170 West Hill Pass Safety Improvements - Phase 90	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0091
170	170 West Hill Pass Safety Improvements - Phase 91	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0092
170	170 West Hill Pass Safety Improvements - Phase 92	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0093
170	170 West Hill Pass Safety Improvements - Phase 93	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0094
170	170 West Hill Pass Safety Improvements - Phase 94	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0095
170	170 West Hill Pass Safety Improvements - Phase 95	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0096
170	170 West Hill Pass Safety Improvements - Phase 96	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0097
170	170 West Hill Pass Safety Improvements - Phase 97	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0098
170	170 West Hill Pass Safety Improvements - Phase 98	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0099
170	170 West Hill Pass Safety Improvements - Phase 99	\$40.0M	\$33.5M	\$6.5M	\$33.5M			✓	0100

Northwest TPR Priority Project List

County	Map Label	Project ID	Highway	Project Name	Cost (\$M)	Primary Project Type	Additional Project Benefits	SWP Goal Area
Grand County Priority Projects	A	1259	US 40	US 40 capacity improvements between Fraser and Wilson Park with reconstruction improvements at US 40 and Grand CR 66A	\$20.00	Operations	Safety, Capacity, Asset Management	2, 3, 4
	B	1897	US 34	US 40 and US 34 roundabout in Granby	\$5.00	Operations	Safety, Capacity, Asset Management	2, 3, 4
	C	1708	US 40	US 40 widening between Fraser and Tabernash	\$7.80	Operations	Safety, Capacity, Asset Management	2, 3, 4
	D	1237	US 40	US 40 reconstruction and shoulder improvements east of Kremming	\$20.50	Operations	Safety, Capacity, Asset Management	2, 3, 4
Jackson County Priority Projects	E	1751	SH 125	SH 125 Improvements south of				



Region 3 Planning Northwest TPR - Top 5 Planned FY27+ Projects

Planning Project ID	Project Name
1712	US 40 Passing Lanes between Craig and Steamboat and Springs
1259	US 40 Capacity Improvements around Fraser
1258	US 40 Shoulder Improvements West of Kremmling
2765	US 40 Red Dirt Hill Safety Improvements
1697	US 40/US 34 Intersection Improvements

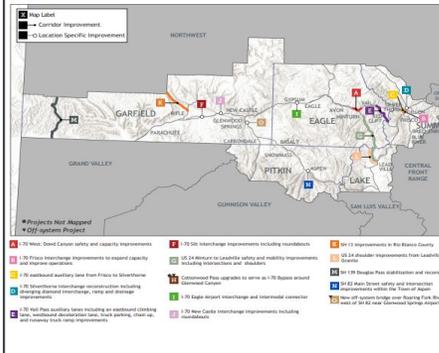


Region 3 Planning Intermountain TPR

- Shown are the **TPR priorities** from the Regional Long Range Plan
- CDOT will be reviewing the current priorities during the next 6-9 months and determine if they are still applicable.
- Also shown is the **10-year Pipeline** of capital projects that is pulled from the Regional Long Range Plan

Intermountain TPR's Top Project Priorities

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



Intermountain TPR Priority Project List

Map Label	Project ID	Project Name	Cost (\$M)	Priority Project Type	Additional Project Benefits	TPR Goal Areas
A	1902	I-70 West: Diesel Cogen safety and capacity improvements	2300	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
B	1102	I-70 West Interchange Improvements to expand capacity and improve operations	120.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
C	8001	I-70 Interchange Safety from Frisco to Silverthorne	144.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
D	1109	I-70 Interchange reconstruction including changing diamond roundabouts, toll, and drainage improvements	144.70	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
E	114	I-70 West Pass auxiliary lanes including an eastbound closing lane, truck lane improvements, and shoulder, clean-up, and roadway maintenance improvements	140.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
F	1172	I-70 West Interchange Improvements including roundabouts	154.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
G	1001	US 24 Interchange in Leadville safety and mobility improvements including roundabouts and roundabouts	19.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
H	1886	Customized Pass capabilities to serve as I-70 Bypass around Diamond Canyon	110.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
I	1918	I-70 Eagle Airport Interchange and Intermodal connector	160.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
J	1917	I-70 New Center Interchange Improvements including roundabouts	130.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
K	1908	SH 13 Improvements to Surfside Canyon	160.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
L	2015	SH 82 SH 82 access improvements in Aspen	10.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
M	2012	SH 139 SH 139 Douglas Pass stabilization and reconstruction	780	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
N	2200	SH 82 SH 82 Main Street safety and construction improvements within the Town of Aspen	780	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
O	2008	SH 82 SH 82 Main Street safety and construction improvements within the Town of Aspen	500.00	Highway	Asset Management, Capacity, Safety	Asset Management, Capacity, Safety
Priority Multimodal Projects						
1142	I-70	Eagle County Lake Creek Apartments multi-use transit center	17.00	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1149	I-70	High County Interchange Park-n-Ride multi-use transit center improvements in Grand, Eagle, Wood, Glenwood, Silver, and Summit	18.00	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1176	I-70	SH, Rifle, and Parachute Park-n-Ride improvements	25.70	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1001	US 24	New Leadville Park-n-Ride	16.20	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1002	US 24	New bus shelters in Leadville	16.10	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1005	SH 82	SH 82 pedestrian underpass for transit stops at Redmond	17.00	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1008	SH 82	SH 82 pedestrian grade separated crossing at 27th Street near West 80th Street	15.00	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1021	SH 82	887 enhancements to Frisco Creek Interceptor 1st Park-n-Ride	18.40	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1211	SH 82	Silverthorne Transit Center including transit shelter construction, lighting, landscaping, and bicycle racks	11.00	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1902	I-70	Town of Breckenridge Intermodal Center and Park-n-Ride	11.00	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1903	I-70	Val Intermodal Stop	115.00	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
1918	I-70	Eagle Valley Regional Trail System - Golden to Bonanza	11.00	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life
2011	SH 82	SH 82 pedestrian underpass at Midland Avenue in Bonanza	100.00	Multimodal	Transit, Safety, Quality of Life	Transit, Safety, Quality of Life

PROJECT PIPELINE ADOPTED MAY 2020 | UPDATE ADOPTED SEPTEMBER 2022

Project Type	Project	Total Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit - Region 3									
Intermodal	SH 139 to Palisade Safety Improvements	\$22.0M	\$22.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	●	0010
	I-70 West: Vail Pass Safety Improvements - Phase 1	\$140.0M	\$13.5M	\$126.5M	\$0.0M	\$0.0M	\$0.0M	●	0052
	Summit County Transit Operations Center (Design & Engineering)	\$6,533.0M	\$0.425M	\$6,108.0M	\$0.0M	\$0.0M	\$0.0M	●	1101
	I-70B East of US Street to 15th Street - Phase 1	\$16.0M	\$16.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	●	0041
	North Avenue Transit Infrastructure Improvements	\$1,336.0M	\$1.336M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	●	2102
	Grand Junction Mobility Hub	\$192.0M	\$48.0M	\$144.0M	\$0.0M	\$0.0M	\$0.0M	●	2107
	I-70 and CO 9 (Exit 20) Interchange Improvements	\$246.0M	\$44.0M	\$202.0M	\$0.0M	\$0.0M	\$0.0M	●	1117
	I-70 West Vail Pass Auxiliary Lanes	\$100.0M	\$100.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	●	0004
	Vail Intermodal Stop	\$15.0M	\$6.4M	\$8.6M	\$6.4M	\$0.0M	\$0.0M	●	1103
	I-70 Interchange Improvements in Garfield County	\$155.0M	\$155.0M	\$0.0M	\$6.4M	\$148.6M	\$0.0M	●	1102
	I-70 West: Diesel Cogen Safety and Capacity Improvements	\$1,240.0M	\$14.0M	\$1,226.0M	\$0.0M	\$0.0M	\$0.0M	●	1102
	I-70 Interchange Canyon Critical Road Repair	\$200.0M	\$200.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	●	1101
	I-70 Business Corridor Intermodal Connector Improvements between First Street and 15th Street	\$60.0M	\$39.19M	\$20.81M	\$8.11M	\$31.08M	\$0.0M	●	2108
	I-70 Business Corridor Improvements between 22 Road and I-70 in Grand Junction	\$15.0M	\$15.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	●	2108
	I-70 Business Corridor Improvements between Main Street and 22 Road	\$14.0M	\$14.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	●	2107
Transit	US 8 Park to Palisade Safety Improvements	\$18.0M	\$19.19M	\$1.19M	\$0.0M	\$0.0M	\$0.0M	●	0011
	US 8 Corridor Improvements in Mesa County	\$11.0M	\$11.0M	\$0.0M	\$11.0M	\$0.0M	\$0.0M	●	1101
	US 24 Leadville South	\$5.8M	\$5.8M	\$0.0M	\$5.8M	\$0.0M	\$0.0M	●	0010
Highway	US 24 Safety Improvements between Hillside and Leadville	\$8.8M	\$9.8M	\$1.0M	\$0.0M	\$0.0M	\$0.0M	●	1101
	US 24 North of Leadville	\$8.4M	\$8.4M	\$0.0M	\$8.4M	\$0.0M	\$0.0M	●	1101
Regional	US 24 Grand Lake	\$10.2M	\$8.97M	\$1.23M	\$0.0M	\$0.0M	\$0.0M	●	0007
	Winter Park Transit Maintenance Facility - Phases 1 and 2	\$25.2M	\$2.8M	\$22.4M	\$0.0M	\$0.0M	\$0.0M	●	1101
Transit	Outdoor Improvements at Miller St and Tavern St	\$0.16M	\$0.16M	\$0.0M	\$0.16M	\$0.0M	\$0.0M	●	2101
	Outdoor Improvements of Fraser, Grand, Evening, and Hill Sighol Springs	\$0.3M	\$0.3M	\$0.0M	\$0.3M	\$0.0M	\$0.0M	●	2101
	Outdoor Improvements of Steamboat Springs, Silver, Hayden, and Craig	\$0.32M	\$0.32M	\$0.0M	\$0.32M	\$0.0M	\$0.0M	●	2101
US 40 Corridor Improvements around Fraser	\$10.0M	\$10.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	●	1101	



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

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

Planning Project ID	CDOT Safety Priorities Project Name
0053	CO 139 Douglas Pass North
	SH 13 Rifle North



Region 3 Planning Grand Valley MPO

- Shown are the [MPO priorities](#) from the Regional Long Range Plan
- CDOT will be reviewing the current priorities during the next 6-9 months and determine if they are still applicable.
- Also shown is the [2045 RTP Active Transportation Projects Pipeline](#) that is pulled from the MPO Long Range Plan

2045 RTP Active Transportation Projects

Active Transportation Project Code	Implementing Jurisdiction	Facility Type	Project	Estimate 1	Estimate 2	Safety (PM&I)	Infrastructure Location (PM&I)	System Performance (PM&I)	Mobility Per All Transfers	Economic Development	Score	Timeline	Cost	Project Status	
														Start	End
1	Grand Junction	Bike Lanes	122 Street (24th Street)	2020	2020	1	122 Street	1	1	1	4.0	2020-2021	\$ 2,000,000	Approved	2020
2	Grand Junction, Mesa County	Bike Lanes and Shared Use Path	Colorado River Street, Franks Park, Franks Park	2020	2020	1	Colorado River Street	1	1	1	4.0	2020-2021	\$ 3,000,000	Approved	2020
3	CDOT	Bike Lanes	300, 300	2020	2020	1	300	1	1	1	3.0	2020-2021	TBD	Approved	TBD
4	Grand Junction	Shared Use Path	24 Street	2020	2020	1	24 Street	1	1	1	2.0	2020-2021	\$ 2,000,000	Approved	2020
5	Grand Junction, Mesa County	Bike Lanes and Shared Use Path	122 Street	2020	2020	1	122 Street	1	1	1	3.0	2020-2021	TBD	Approved	TBD
6	Grand Junction	Bike Lanes and Shared Use Path	7th Street	2020	2020	1	7th Street	1	1	1	3.0	2020-2021	TBD	Approved	TBD
6.5	Grand Junction	Bike Lanes and Shared Use Path	7th Street	2020	2020	1	7th Street	1	1	1	3.0	2020-2021	TBD	Approved	TBD
7	Grand Junction, Mesa County	Completion of Networks and Bike Lanes	9th Street	2020	2020	1	9th Street	1	1	1	3.0	2020-2021	TBD	Approved	TBD
8	Grand Junction, Mesa County	Shared Use Path	Westward Trail	2020	2020	1	Westward Trail	1	1	1	2.0	2020-2021	\$ 2,000,000	Approved	2020
9	Grand Junction, Mesa County	Shared Use Path	27th Street	2020	2020	1	27th Street	1	1	1	2.0	2020-2021	\$ 2,000,000	Approved	2020
10	Paola	Bike Lanes and Bridge	18 Road	2020	2020	1	18 Road	1	1	1	2.0	2020-2021	\$ 425,000	Approved	2020
11	Mesa County	Shared Use Path	18 Road	2020	2020	1	18 Road	1	1	1	2.0	2020-2021	\$ 2,000,000	Approved	2020
12	Grand Junction	Shared Use Path	122 Street	2020	2020	1	122 Street	1	1	1	3.0	2020-2021	TBD	Approved	TBD
13	Grand Junction	Shared Use Path	122 Street	2020	2020	1	122 Street	1	1	1	3.0	2020-2021	\$ 2,000,000	Approved	2020
14	Grand Junction	Shared Use Path and Sidewalk	122 Street	2020	2020	1	122 Street	1	1	1	4.0	2020-2021	\$ 750,000	Approved	2020
15	Mesa County	Bike Lanes	122 Street	2020	2020	1	122 Street	1	1	1	2.0	2020-2021	TBD	Approved	TBD
16	Palisade, Mesa County	Bike Lanes	122 Street	2020	2020	1	122 Street	1	1	1	2.0	2020-2021	TBD	Approved	TBD
17	Grand Junction	Bike Lanes and Shared Use Path	122 Street	2020	2020	1	122 Street	1	1	1	3.0	2020-2021	TBD	Approved	TBD
18	Mesa County	Shared Use Path	122 Street	2020	2020	1	122 Street	1	1	1	3.0	2020-2021	\$ 2,000,000	Approved	2020
19	Grand Junction	Shared Use Path	122 Street	2020	2020	1	122 Street	1	1	1	2.0	2020-2021	TBD	Approved	TBD
20	Paola	Shared Use Path	18 Road	2020	2020	1	18 Road	1	1	1	2.0	2020-2021	\$ 2,000,000	Approved	2020
21	Grand Junction	Bike Lanes	122 Street	2020	2020	1	122 Street	1	1	1	3.0	2020-2021	TBD	Approved	TBD

PROJECT PIPELINE
ADOPTED MAY 2020 | UPDATE ADOPTED SEPTEMBER 2022



NORTHWEST PROJECTS		Project Type	Total Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway 6 Transit- Region 3										
2020	1-70 Auxiliary Lane Price East to Silverthorn	H	\$28 M	\$28 M		\$28 M			Approved	0001
	1-70 West, Hill Pass Safety Improvements - Phase 1	H	\$140 M	\$13.5 M		\$13.5 M			Approved	0002
	Summit County Transit Operations Center (Design & Engineering)	T	\$0.531 M	\$0.425 M		\$0.425 M			Approved	1100
	1-70E East of 1st Street to 15th Street - Phase 9	H	\$16 M	\$16 M		\$16 M			Approved	0001
	North Avenue Transit Infrastructure Improvements	T	\$1.5 M	\$1.5 M		\$1.5 M			Approved	2772
	Grand Junction Mobility Hub	T	\$82	\$4.08 M		\$4.08 M			Approved	2747
	1-70 and CO 9 (East 201) Interchange Improvements	H	\$44 M	\$44 M		\$25 M	\$19 M		Approved	1157
	1-70 West, Hill Pass Auxiliary Lanes	H	\$50 M	\$50 M		\$50 M			Approved	1161
	Hill Intermodal Site	T	\$15 M	\$6.4 M		\$6.4 M			Approved	1202
	1-70 Interchange Improvements in Garfield County	H	\$15 M	\$15 M		\$10.68 M	\$4.32 M		Approved	1171
	1-70 West, Grand Canyon Safety and Capacity Improvements	H	\$14 M	\$14 M		\$14 M			Approved	1202
	1-70 Glenwood Canyon Critical Asset Repair	H	\$50 M	\$50 M		\$50 M			Approved	1151
	1-70 Business (P&H) Corridor Improvements between First Street and 15th Street	H	\$40 M	\$19.19 M	\$20.81 M	\$19.08 M	\$1.71 M		Approved	2368
	1-70 Business Corridor Improvements between 22 Road and 1-70 in Grand Junction	H	\$5 M	\$5 M		\$5 M			Approved	2369
	1-70 Business Corridor Improvements between Main Street and 22 Road	H	\$14 M	\$14 M		\$14 M			Approved	2370
US 6 Frisco to Palisade Safety Improvements	H	\$16 M	\$15.95 M		\$15.95 M			Approved	0011	
US 6 Corridor Improvements in Mesa County	H	\$13 M	\$13 M		\$13 M			Approved	2371	
US 24 Leadville South	RP	\$5.8 M	\$5.8 M		\$5.8 M			Approved	0000	
US 24 Safety Improvements between Wistara and Leadville	H	\$9.6 M	\$9.6 M		\$9.6 M			Approved	1203	
US 24 North of Leadville	RP	\$8.4 M	\$8.4 M		\$8.4 M			Approved	2777	
US 24 Grand Lake	RP	\$10.2 M	\$8.97 M		\$8.97 M			Approved	0007	
Wistara Park Transit Maintenance Facility - Phases 1 and 2	T	\$25.2 M	\$2.8 M	\$22.4 M	\$2.8 M			Approved	1244	
Outsider Improvements at Wistara Park and Barnhart	T	\$0.16 M	\$0.16 M		\$0.16 M			Approved	2108	
Outsider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	T	\$0.3 M	\$0.3 M		\$0.3 M			Approved	2494	
Outsider Improvements at Steamboat Springs, Silver, Hayden, and Craig	T	\$0.32 M	\$0.32 M		\$0.32 M			Approved	2748	
US 6 Corridor Improvements around Fraser	H	\$25 M	\$25 M		\$25 M			Approved	1246	



Region 3 Planning Grand Valley MPO - Top 5 Planned FY 27+ Projects

Planning Project ID	Project Name
2573	CO 141 (32 Road) Safety and Capacity Improvements
2570	I-70 Business Corridor Improvements between Main Street and 32 Road
2572	CO 340 Safety Improvements
2569	I-70 Business Corridor Improvements between 32 Road and I-70 in Grand Junction
2568	I-70B Corridor Improvements Main Street to 15th



Region 3 COtrip & Social Media “Know Before You Go”



- Travelers are urged to “Know Before You Go.” Information can be found about weather forecasts, anticipated travel impacts, and current road conditions using the following resources:
 - Road conditions and travel information website: COtrip.org
 - Chain and traction law information: codot.gov/travel/winter-driving/tractionlaw
 - Sign up for project or travel alerts: bit.ly/COnewsalerts
 - See scheduled lane closures: bit.ly/laneclosures
 - Connect with @ColoradoDOT on social media: [Twitter](#), [Facebook](#), [Instagram](#) and [YouTube](#)
 - Weather forecasts: www.weather.gov
 - Check avalanche conditions at CAIC: www.avalanche.state.co.us



Thank you!

For Questions or Comments, please contact:

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