



# Gunnison Valley 2030 Regional Transportation Plan - Transit Element



# Gunnison Valley 2030 Regional Transportation Plan Transit Element

## Draft Report

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## TABLE OF CONTENTS

Chapter	Title	Page
I	INTRODUCTION .....	I-1
	Project Purpose.....	I-1
	Organization of the Report.....	I-1
	Study Approach.....	I-2
	Community Involvement.....	I-2
	Initial Kick-Off Meeting – Transit Advisory Committee.....	I-2
	Public Involvement .....	I-2
II	SOCIOECONOMIC AND ENVIRONMENTAL PROFILE .....	II-1
	Study Area Demographics .....	II-1
	Transit-Dependent Populations .....	II-1
	Youth Population .....	II-4
	Elderly Population.....	II-4
	Mobility-Limited Population.....	II-4
	Low-Income Population .....	II-4
	Zero-Vehicle Households .....	II-4
III	EXISTING TRANSPORTATION SERVICES .....	III-1
	Introduction .....	III-1
	Data Collection.....	III-1
	Transportation Inventory .....	III-1
	Alpine Express, Inc.....	III-1
	Airport Service.....	III-1
	Employee “Shuffle” Service.....	III-2
	Maintenance.....	III-2
	Aspen Diversified Industries, Inc. (ADI) .....	III-2
	Community Care Center of America.....	III-3
	Community Options – Delta/Montrose.....	III-3
	Crested Butte Mountain Resort Adaptive Sports Center .....	III-4
	Crested Butte Town Taxi, Inc. ....	III-4
	Delta County Council on Aging (DCCOA) .....	III-4
	Delta Transit Company.....	III-5
	Franz Klammer Lodge .....	III-5
	Gunnison Valley Rural Transportation Authority (RTA).....	III-5
	Greyhound/TNMO.....	III-6
	Health Care Center .....	III-7
	Hinsdale County Jubileers/Hinsdale County Council on Aging.....	III-7
	Horizons Care Center .....	III-8
	Midwestern Colorado Mental Health Care Center, Inc. ....	III-8
	Montrose County Accessible Transportation .....	III-8
	Mountain Express .....	III-9
	Vehicle Fleet.....	III-10
	Maintenance.....	III-10
	Financial Data.....	III-10
	Systemwide Data.....	III-11
	Future Transit Needs.....	III-11
	Mountain Limo .....	III-11

	Mountain Village Metropolitan District.....	III-12
	Systemwide Statistics.....	III-12
	Mountain Village Gondola (Free Service) .....	III-12
	Mountain Village Chondola (Free Service).....	III-12
	Mountain Village Shuttle Bus (Free Service).....	III-13
	Mountain Village Dial-A-Ride (Free Service) .....	III-13
	Vehicle Fleet.....	III-13
	Financial.....	III-14
	MVMD Commuter Vehicles .....	III-14
	Ouray County Council on Aging.....	III-15
	The Peaks Resort Hotel.....	III-15
	San Juan Living Center.....	III-15
	San Miguel County Senior Transportation.....	III-15
	Skyline Ranch/Ophir .....	III-16
	Tele-Care Plus .....	III-16
	Telluride Express/Wild West Tours.....	III-16
	Town of Telluride Transit/Galloping Goose.....	III-16
	Two Buttes Senior Citizens, Inc. ....	III-18
	Valley Manor Care Center .....	III-19
	Western Express.....	III-19
	Young at Heart .....	III-19
	Provider Summary.....	III-20
IV	PUBLIC TRANSPORTATION NEEDS ASSESSMENT .....	IV-1
	Introduction .....	IV-1
	Community Input.....	IV-1
	DOLA Meetings.....	IV-1
	Rural Transit Demand Methodology.....	IV-1
	TCRP Methodology Background .....	IV-2
	Non-Program Demand .....	IV-2
	Summary of TCRP Methodology.....	IV-8
	Transit Needs and Benefits Study (TNBS).....	IV-8
	Unmet Needs.....	IV-9
	Ridership Trends .....	IV-10
	Transit Demand Summary .....	IV-10
V	TRANSIT ALTERNATIVES.....	V-1
	Status Quo – Maintain Existing Level of Transit Service.....	V-1
	Coordination Options.....	V-2
	Transit Options.....	V-2
	Gunnison Valley Regional Transit Needs .....	V-2
	Delta County COA.....	V-2
	Hinsdale County COA/Jubileers .....	V-2
	Montrose County Accessible Transportation .....	V-3
	Mountain Express .....	V-3
	Mountain Village Metro District (MVMD).....	V-3
	Ouray County Council on Aging.....	V-3
	Town of Telluride/Galloping Goose.....	V-3
	Two Buttes Senior Citizens .....	V-4
	Young at Heart .....	V-4

VI	EVALUATION CRITERIA AND PROJECT RANKING.....	VI-1
	Gunnison Valley Corridor Prioritization.....	VI-1
	Project Prioritization Criteria.....	VI-1
	Criteria Weighting.....	VI-1
	Project Evaluation.....	VI-1
	Corridor Evaluation.....	VI-1
	Corridor Prioritization.....	VI-1
VII	LONG-RANGE TRANSIT ELEMENT (2030) .....	VII-1
	Introduction.....	VII-1
	Unmet Need.....	VII-1
	Statewide Transit Needs and Benefits Study.....	VII-2
	Unmet Need Based on Public Input.....	VII-2
	Local Meetings.....	VII-3
	Gaps in Service Areas.....	VII-3
	Regional Needs – Preferred Plan.....	VII-3
	Funding Plan.....	VII-8
	Federal Funding Sources.....	VII-8
	5309 Discretionary Funds.....	VII-8
	5310 Elderly and Persons with Disabilities Capital Funds.....	VII-8
	5311 Capital and Operating Funds.....	VII-8
	5312 Research, Development, Demonstration, and Training Projects.....	VII-9
	5313 State Planning and Research Programs.....	VII-9
	5319 Bicycle Facilities.....	VII-9
	Transit Benefit Program.....	VII-9
	Congestion Mitigation/Air Quality (CMAQ) ISTEA Funding.....	VII-10
	Surface Transportation Program.....	VII-10
	Advantages.....	VII-10
	Disadvantages.....	VII-10
	Other Federal Funds.....	VII-11
	State Funding Sources.....	VII-11
	Local Transit Funding Sources.....	VII-12
	Financially-Constrained Plan.....	VII-14
VIII	SHORT-RANGE TRANSIT ELEMENT .....	VIII-1
	Introduction.....	VIII-1
	Short-Range Transit Element (Six-Year Transit Plan).....	VIII-1
	Service Plan – Gunnison Valley.....	VIII-1

APPENDIX A: Existing Plan

## LIST OF TABULATIONS

Table	Title	Page
II-1	Transit-Dependent Population Characteristics for Gunnison Valley .....	II-2-3
III-1	Mountain Express Vehicle Inventory .....	II-10
III-2	MVMD Vehicle Inventory.....	III-14
III-3	Galloping Goose – Vehicle Fleet.....	III-18
III-4	GV Region Transit Providers.....	III-20
IV-1	2002 Estimated Non-Program Transit Demand using the TCCRP Method.....	IV-4-5
IV-2	2030 Estimated Public Transit Demand using the TCRP Method.....	IV-6-7
IV-3	Existing Annual Program-Trip Need Estimates .....	IV-8
IV-4	TNBS Updated Transit Need Estimates – Gunnison Valley.....	IV-9
V-1	Capital and Operating Costs .....	V-1
V-2	Mountain Express Transit Projects.....	V-3
VII-1	2002 Transit Demand Summary .....	VII-2
VII-2	Long-Range Preferred Plan .....	VII-6-7
VII-3	Fiscally-Constrained Plan.....	VII-15
VIII-1	Short-Range Plan – GV Region, 2006-2011 .....	VIII-2

## LIST OF ILLUSTRATIONS

Figure	Title	Page
II-1	Elderly Population Density by Census Block Group.....	II-5
II-2	Mobility-Limited Population Density by Census Block Group.....	II-6
II-3	Density of Persons Below Poverty by Census Block Group.....	II-7
II-4	Density of 0-Vehicle Households by Census Block Group.....	II-8
IV-1	Ridership Trends – Gunnison Valley.....	IV-10

# CHAPTER I Introduction

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Region 10, on behalf of the Gunnison Valley Regional Planning Commission (GVRPC), contracted with URS, LSC Transportation Consultants, Inc. (LSC), and Ostrander Consulting to prepare the Gunnison Valley 2030 Regional Transportation Plan. This Final Report represents the Transit Element for Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel Counties. Information in this report includes a description of the communities, a review of the existing transportation providers in the study area, issues to be addressed in the study, the transit demand estimates for the study area, and the Long-Range and Short-Range Transit Elements for the Regional Transportation Plan.



## PROJECT PURPOSE

This 2030 Transit Element will be incorporated into the 2030 Regional Transportation Plan and will become the transit planning document for the Regional Planning Commission and the transit service providers within the Gunnison Valley. The Colorado Department of Transportation (CDOT) will use the Transit Element in evaluating and approving grant applications for capital and operating funds from the Federal Transit Administration (FTA), as well as other available transit funds. The Gunnison Valley RPC will use the 2030 Transit Element for allocating available funds and project prioritization.

## ORGANIZATION OF THIS REPORT

Chapter II presents the existing socioeconomic and environmental profile of the Gunnison Valley. This includes available demographic data provided by the release of the 2000 Census and projections for the six-year and twenty-five year planning horizons. Chapter III presents a summary of the existing transportation systems within the region. Information for the providers includes service information, schedules, operating data, and ridership information.



Chapter IV provides an analysis of the demand for transit services in the Gunnison Valley. Chapter V presents transit alternatives for the Gunnison Valley. Chapter VI reviews the evaluation criteria used in the *Gunnison Valley Transportation Plan*.

Chapter VII presents the Long-Range Transit Element for the Regional Transportation Plan. The Long-Range Transit Element includes an analysis of unmet needs, gaps in the service areas, regional transit needs, a policy plan for the Gunnison Valley Transportation Planning Region (TPR), and a funding plan. This chapter identifies a policy plan for the Gunnison Valley, which identifies policies and strategies for transit service within the region.

Chapter VIII presents the Short-Range Element for the Gunnison Valley over the next six years. This chapter includes the six-year program of prioritized projects for each transit provider within the study area. Details for each project include the agency responsible for implementing each project. This chapter also includes the financially-constrained plan for transit. The constrained plan is based on projected funding for the region and the individual providers.



## STUDY APPROACH

This study looks at how transportation services are provided within the six-county study area. This included investigating the different areas and how transportation needs vary across the study area. The needs of remote rural San Miguel County are different from the recreational needs of Telluride, Crested Butte, Gunnison, Montrose, and other scenic areas. This study presents both short-range and long-range transit elements. The short-range transit element is the basis for operational plans for each transit provider within the region for 2006-2011. The long-range transit element provides a vision for the quality of life and transportation goals to support that vision. The long-range transit element presents the Preferred Transit Plan and also a 2030 Financially-Constrained Plan.

## COMMUNITY INVOLVEMENT

### Initial Kick-Off Meeting – Transit Advisory Committee

An initial “Kick-off Meeting” of the Transit Advisory Committee (TAC) and local concerned citizens was held in Montrose on September 26, 2003. The Transit Advisory Committee met to discuss the 2030 Transportation Plan and how the Transit Element will feed into that plan. The project goals, timeline, and expectations were discussed at the meeting. The LSC Team reviewed the first Technical Memorandum related to public transportation and identified major transportation issues for the region related to alternate modes of transportation.

The next meeting of the TAC was November 20, 2003 where the corridor visions were reviewed for the Regional Transportation Plan. The TAC met again on May 18, 2004 to prioritize transit system improvements for the Fiscally-Constrained and Short-Range Plans.

### Public Involvement

Throughout the planning process, public involvement is key to the success of the transit plan for the community. At key points during the process, public meetings were held where citizen participation was openly welcome and appreciated. The public involvement process was coordinated with the Regional Transportation Plan.

CDOT initiated a strong effort to involve the small communities around the State of Colorado in the 2030 planning process. CDOT contracted with the Department of Local Affairs (DOLA) to involve all communities under population 5,000 with a “Go to the People” approach. Representatives from CDOT coordinated with the communities to provide a meeting with local staff and elected officials. These meetings focused on future transportation needs for their community and ensured the local needs will be included in the 2030 plan. This additional effort by CDOT involved more local governments and citizens in statewide planning efforts.

A series of public meetings were held around the region in November and December 2003. Additional input was received from the DOLA meetings. Details from these meetings are available in the 2030 Transportation Plan.



## CHAPTER II

# Socioeconomic and Environmental Profile

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The study area for this 25-Year Transit Element includes Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel Counties, covering an area of approximately 9,600 square miles. The six-county region is a rural, sparsely populated area with an economy based primarily on the natural attractions to the region and the services and associated retail trade. There are numerous tourist attractions and recreational opportunities in the area.



The six-county region has a 2000 total population of 86,348, an increase of 39 percent from 1990. Much of the population growth can be attributed to what is being termed “amenity migration” or defined as new residents moving into the area to take advantage of the unique natural resources, quality of life, and other amenities that the region offers. Many of these new residents are retirees or second-home owners that bring along their pensions and other retirement benefits. This “new” money affects the local economy as it is spent on new homes and goods and services.

Detailed county demographic information is presented in the 2030 Transportation Plan and is not repeated in this chapter. That report includes information regarding population and employment projections and other data for the region. This chapter for the 2030 Transit Element focuses on the transit-dependent demographic information that specifically relates to public transportation.

## STUDY AREA DEMOGRAPHICS

### Transit-Dependent Populations

This section provides information on individuals considered by the transportation profession to be dependent upon public transit. In general, these population characteristics preclude these individuals from driving and increase the dependence on friends and relatives for transportation.

The four types of limitations which preclude persons from driving are: (1) physical limitations, (2) financial limitations, (3) legal limitations, and (4) self-imposed limitations. Physical limitations may include everything from permanent disabilities such as frailty due to age, blindness, paralysis, or developmental disabilities to temporary disabilities such as acute illnesses and head injuries. Financial limitations essentially include those persons unable to purchase or rent their own vehicle. Legal limitations refer to such limitations as persons who are too young (generally under age 16) or those persons whose privileges have been revoked (DUI, etc.). The final category of limitation includes those people who choose not to own or drive a vehicle (some or all of the time) for reasons other than those listed in the first three categories.

The census is generally capable of providing information about the first three categories of limitation. The fourth category of limitation is generally recognized as representing an insignificant proportion of transit ridership. Table II-1 presents the regional census statistics including zero-vehicle households, youth population, elderly population, mobility-limited population, and below poverty population. These types of data are important to the various methods of demand estimation as shown in Chapter IV. These are also population groups identified under Title VI and Environmental Justice.

**Table II-1  
Transit-Dependent Population Characteristics for Gunnison Valley**

County	Census Tract	Census Block Group	Land Area (sq.mi.)	Zero-Vehicle Households		Total Number of Households	Total Number of Youth Aged 0 - 15		Total Number of Elderly 60 & over		Mobility-Limited (16-64) Population		Below-Poverty Population		Total Population (Persons)
				#	%		#	%	#	%	#	%	#	%	#
Delta	9646	1	204.5	8	2.3%	351	149	18.3%	230	28.3%	0	0.0%	68	8.4%	812
	9646	2	2.3	49	9.0%	544	243	20.1%	266	22.0%	40	3.3%	138	11.4%	1,207
	9646	3	12.8	6	1.5%	406	283	26.4%	173	16.2%	12	1.1%	97	9.1%	1,071
	9646	4	37.6	18	4.9%	365	211	21.8%	243	25.1%	19	2.0%	87	9.0%	970
	9647	1	8.8	12	2.1%	560	230	17.0%	531	39.2%	53	3.9%	47	3.5%	1,355
	9647	2	110.9	8	2.1%	381	193	23.0%	301	35.8%	38	4.5%	75	8.9%	840
	9647	3	13.2	34	5.7%	595	272	17.1%	451	28.3%	35	2.2%	229	14.4%	1,593
	9648	1	6.5	20	4.0%	494	267	21.8%	273	22.2%	86	7.0%	185	15.1%	1,227
	9648	2	5.4	0	0.0%	280	161	22.9%	127	18.1%	16	2.3%	72	10.2%	703
	9648	3	222.4	8	3.7%	219	108	10.3%	125	11.9%	10	1.0%	26	2.5%	1,052
	9649	1	67.2	26	6.1%	428	348	27.2%	192	15.0%	30	2.3%	191	14.9%	1,281
	9649	2	6.2	7	1.2%	575	422	24.8%	357	21.0%	125	7.3%	114	6.7%	1,702
	9649	3	1.0	44	5.8%	757	508	26.7%	555	29.2%	39	2.1%	310	16.3%	1,901
	9650	1	138.3	16	3.1%	510	228	19.7%	244	21.1%	7	0.6%	168	14.5%	1,158
	9650	2	20.2	6	1.4%	430	248	20.8%	275	23.1%	7	0.6%	203	17.0%	1,192
	9650	3	6.1	32	8.8%	365	158	18.4%	169	19.7%	26	3.0%	172	20.0%	858
	9650	4	155.0	27	4.6%	582	311	21.7%	280	19.6%	42	2.9%	264	18.4%	1,431
	9651	1	0.8	101	14.0%	720	363	23.4%	477	30.8%	76	4.9%	220	14.2%	1,549
	9651	2	1.6	39	8.7%	449	263	22.5%	213	18.3%	71	6.1%	199	17.1%	1,167
	9651	3	16.2	0	0.0%	311	184	20.4%	180	20.0%	12	1.3%	51	5.7%	900
9652	1	58.4	2	0.5%	426	172	17.5%	296	30.1%	19	1.9%	22	2.2%	983	
9652	2	49.5	13	4.2%	313	126	16.5%	292	38.2%	17	2.2%	19	2.5%	764	
9652	3	2.2	27	5.1%	528	216	18.6%	447	38.4%	26	2.2%	156	13.4%	1,163	
9652	4	1.4	35	7.5%	469	138	14.5%	361	37.8%	27	2.8%	159	16.6%	955	
<b>TOTALS: DELTA COUNTY</b>			<b>1,148</b>	<b>538</b>	<b>4.9%</b>	<b>11,058</b>	<b>5,802</b>	<b>20.8%</b>	<b>7,058</b>	<b>25.4%</b>	<b>833</b>	<b>3.0%</b>	<b>3,272</b>	<b>11.8%</b>	<b>27,834</b>
Gunnison	9636	1	704	7	3.8%	182	86	17.6%	82	16.8%	12	2.5%	26	5.3%	488
	9636	2	239	5	1.3%	383	179	17.4%	135	13.1%	29	2.8%	79	7.7%	1,030
	9636	3	123	7	2.8%	250	92	17.3%	67	12.6%	0	0.0%	95	17.9%	531
	9636	4	172	0	0.0%	384	294	30.0%	52	5.3%	25	2.5%	91	9.3%	981
	9636	5	47	0	0.0%	336	149	17.7%	187	22.2%	0	0.0%	57	6.8%	841
	9637	1	1	48	11.9%	403	143	8.3%	49	2.9%	33	1.9%	321	18.7%	1,713
	9637	2	0	27	6.6%	409	137	15.4%	120	13.5%	9	1.0%	139	15.7%	887
	9637	3	1	23	3.9%	594	264	19.1%	150	10.8%	13	0.9%	189	13.7%	1,383
	9637	4	0	48	9.5%	505	139	13.7%	124	12.2%	22	2.2%	282	27.8%	1,016
	9637	5	2	16	5.2%	307	75	10.9%	121	17.6%	11	1.6%	175	25.5%	687
	9638	1	253	14	2.8%	502	256	19.7%	48	3.7%	0	0.0%	185	14.3%	1,298
	9638	2	52	11	1.8%	620	179	13.6%	67	5.1%	12	0.9%	156	11.8%	1,321
	9638	3	1	18	4.1%	434	129	12.9%	33	3.3%	11	1.1%	98	9.8%	998
	9639	1	674	0	0.0%	204	64	13.4%	101	21.2%	15	3.2%	48	10.1%	476
9639	2	987	0	0.0%	136	0	0.0%	99	32.4%	0	0.0%	8	2.6%	306	
<b>TOTALS: GUNNISON COUNTY</b>			<b>3,259</b>	<b>224</b>	<b>4.0%</b>	<b>5,649</b>	<b>2,186</b>	<b>15.66%</b>	<b>1,435</b>	<b>10.3%</b>	<b>192</b>	<b>1.4%</b>	<b>1,949</b>	<b>14.0%</b>	<b>13,956</b>

**Table II-1, continued**  
**Transit-Dependent Population Characteristics for Gunnison Valley**

County	Census Tract	Census Block Group	Land Area (sq.mi.)	Zero-Vehicle Households		Total Number of Households	Total Number of Youth Aged 0 - 15		Total Number of Elderly 60 & over		Mobility-Limited (16-64) Population		Below-Poverty Population		Total Population (Persons)
				#	%		#	%	#	%	#	%	#	%	#
Hinsdale	9731	1	1,123	17	4.7%	359	139	17.6%	152	19.2%	6	0.8%	57	7.2%	790
<b>TOTALS: HINSDALE COUNTY</b>			<b>1,123</b>	<b>17</b>	<b>4.7%</b>	<b>359</b>	<b>139</b>	<b>17.59%</b>	<b>152</b>	<b>19.2%</b>	<b>6</b>	<b>0.8%</b>	<b>57</b>	<b>7.2%</b>	<b>790</b>
Montrose	9661	1	515	49	6.6%	742	431	24.6%	352	20.1%	52	3.0%	199	11.3%	1,754
	9661	2	595	28	6.6%	427	202	19.8%	236	23.1%	74	7.2%	124	12.1%	1,022
	9662	1	249	35	5.0%	697	595	29.0%	241	11.7%	61	3.0%	320	15.6%	2,054
	9662	2	4	36	6.1%	588	489	27.8%	304	17.3%	82	4.7%	340	19.3%	1,761
	9662	3	33	8	1.4%	570	418	25.4%	314	19.1%	50	3.0%	73	4.4%	1,646
	9662	4	342	19	5.5%	344	198	20.5%	195	20.1%	15	1.5%	140	14.5%	968
	9663	1	0	13	5.3%	245	215	30.7%	46	6.6%	49	7.0%	173	24.7%	701
	9663	2	0	92	24.5%	375	142	20.7%	108	15.7%	17	2.5%	122	17.8%	687
	9663	3	0	48	8.5%	562	219	19.9%	218	19.8%	11	1.0%	181	16.5%	1,099
	9663	4	1	66	8.3%	799	460	22.9%	477	23.7%	61	3.0%	464	23.1%	2,010
	9663	5	2	48	16.3%	295	163	20.0%	147	18.0%	67	8.2%	120	14.7%	817
	9664	1	1	17	4.4%	384	158	16.5%	387	40.4%	0	0.0%	98	10.2%	957
	9664	2	0	91	15.6%	585	351	23.9%	326	22.2%	48	3.3%	217	14.8%	1,466
	9664	3	1	37	10.5%	352	189	21.3%	203	22.8%	24	2.7%	194	21.8%	889
	9664	4	1	81	7.4%	1,088	369	16.2%	942	41.3%	33	1.4%	184	8.1%	2,280
	9665	1	28	0	0.0%	851	619	26.8%	347	15.0%	59	2.6%	87	3.8%	2,312
9665	2	238	49	3.7%	1,324	758	22.0%	676	19.6%	82	2.4%	147	4.3%	3,441	
9666	1	17	23	2.0%	1,147	856	27.3%	409	13.1%	121	3.9%	489	15.6%	3,134	
9666	2	194	0	0.0%	457	163	13.8%	211	17.9%	76	6.5%	123	10.5%	1,177	
9666	3	20	8	0.7%	1,211	905	27.8%	591	18.1%	86	2.6%	365	11.2%	3,257	
<b>TOTALS: MONTROSE COUNTY</b>			<b>2,242</b>	<b>748</b>	<b>5.7%</b>	<b>13,043</b>	<b>7,900</b>	<b>23.6%</b>	<b>6,730</b>	<b>20.1%</b>	<b>1,068</b>	<b>3.2%</b>	<b>4,160</b>	<b>12.4%</b>	<b>33,432</b>
Ouray	9676	1	155	2	0.6%	338	146	18.0%	168	20.7%	40	4.9%	54	6.7%	811
	9676	2	133	11	3.0%	364	196	21.6%	128	14.1%	24	2.6%	66	7.3%	907
	9676	3	249	37	4.8%	776	363	20.3%	336	18.8%	25	1.4%	130	7.3%	1,787
	9676	4	5	2	2.0%	98	44	18.6%	41	17.3%	4	1.7%	19	8.0%	237
<b>TOTALS: OURAY COUNTY</b>			<b>542</b>	<b>52</b>	<b>3.3%</b>	<b>1,576</b>	<b>749</b>	<b>20.0%</b>	<b>673</b>	<b>18.0%</b>	<b>93</b>	<b>2.5%</b>	<b>269</b>	<b>7.2%</b>	<b>3,742</b>
San Miguel	9681	1	53	139	10.2%	1,362	365	12.6%	140	4.8%	13	0.4%	374	12.9%	2,895
	9681	2	19	24	3.9%	620	192	14.3%	55	4.1%	41	3.1%	100	7.4%	1,344
	9681	3	286	10	2.1%	470	176	17.3%	42	4.1%	0	0.0%	39	3.8%	1,018
	9682	1	930	21	3.7%	563	294	22.0%	167	12.5%	19	1.4%	172	12.9%	1,337
<b>TOTALS: SAN MIGUEL COUNTY</b>			<b>1,288</b>	<b>194</b>	<b>6.4%</b>	<b>3,015</b>	<b>1,027</b>	<b>15.6%</b>	<b>404</b>	<b>6.1%</b>	<b>73</b>	<b>1.1%</b>	<b>685</b>	<b>10.4%</b>	<b>6,594</b>
<b>TOTAL: Gunnison Valley</b>			<b>9,603</b>	<b>1,773</b>	<b>5.1%</b>	<b>34,700</b>	<b>17,803</b>	<b>20.6%</b>	<b>16,452</b>	<b>19.1%</b>	<b>2,265</b>	<b>2.6%</b>	<b>10,392</b>	<b>12.0%</b>	<b>86,348</b>

Source: 2000 US Census of Population and Housing, STF 3.





### **Youth Population**

The total population of youth age 0 to 15 years for the study area was 17,803 persons in 2000, representing 21 percent of the total population. Montrose County has the highest percentage of youth with 24 percent of the population between 0 and 15 years old.

### **Elderly Population**

Elderly persons (age 60 or older) represent 19 percent of the total population of the study area. Figure II-1 illustrates the distribution of elderly persons across the region. Generally, the areas with the highest density are in Montrose and Delta. These areas of high elderly concentration are important areas for senior service programs. A general trend across the United States is that the elderly population has been increasing as a proportion of the total population.

### **Mobility-Limited Population**

The mobility-limited population, as a whole, represents approximately three percent of the study area. Figure II-2 shows the distribution of the mobility-limited population in the study area. The census block groups with the highest density are located in Montrose and Delta.

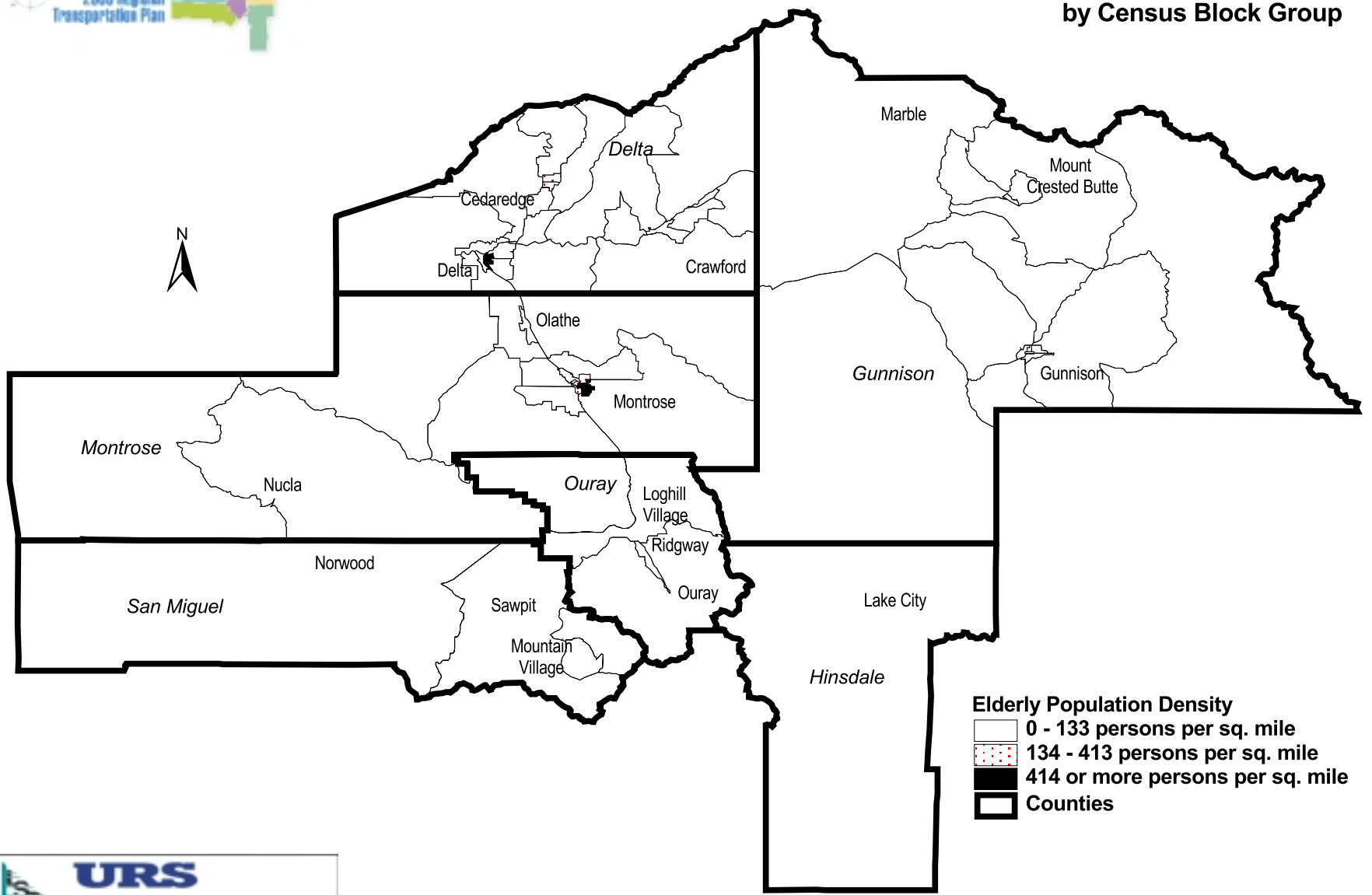
### **Low-Income Population**

Low-income persons tend to depend on transit to a greater extent than persons with a high level of disposable income. Based on the 2000 US Census, the Gunnison Valley had 12 percent (10,392) of the population ranked below poverty level. Figure II-3 presents the density of below-poverty persons within the study area. The areas with the highest density of persons below poverty level are located within Montrose and Gunnison.

### **Zero-Vehicle Households**

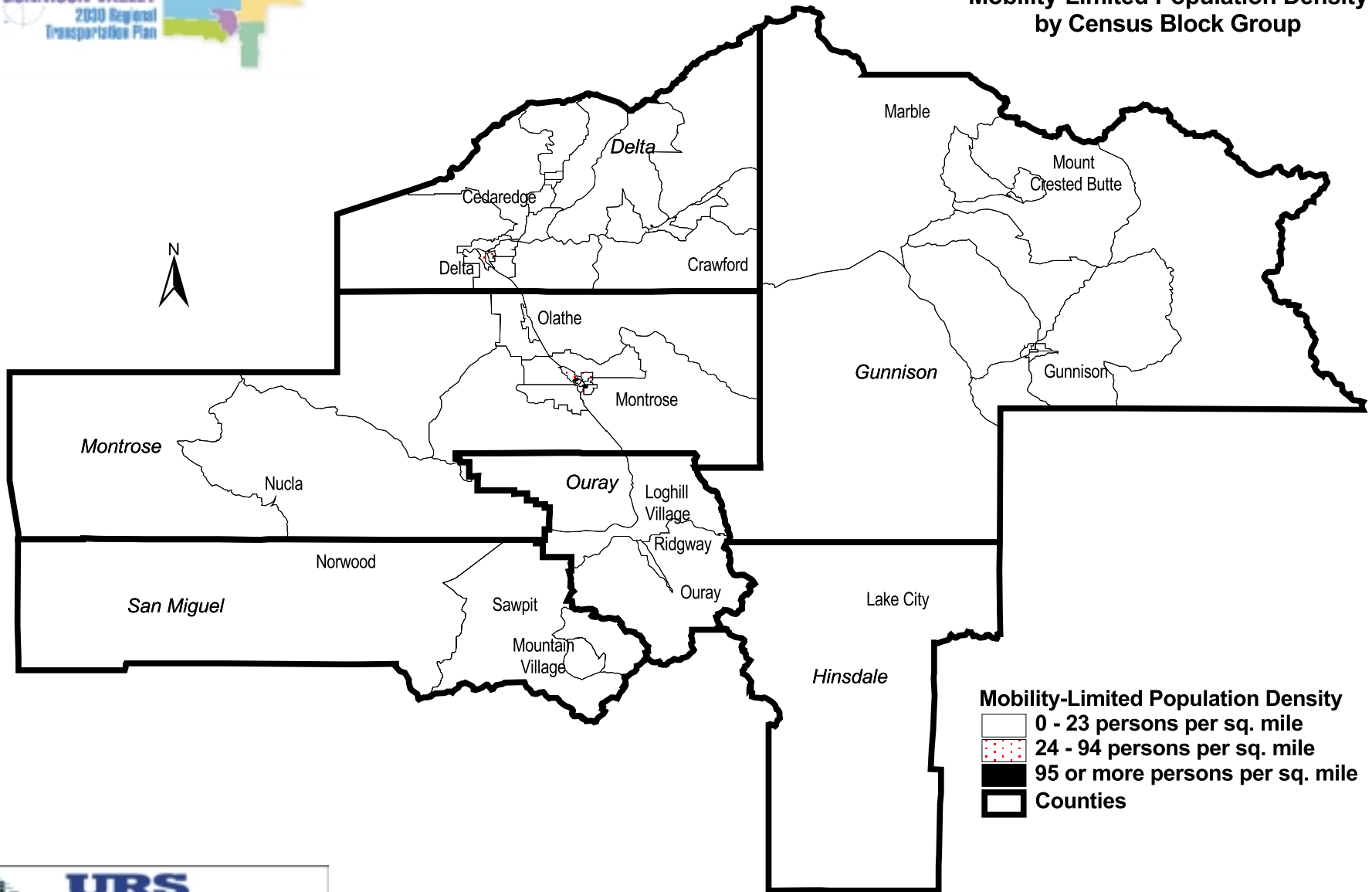
The final census information related to the “transit-dependent” is the distribution of households without their own vehicle. That distribution is shown for the study area in Figure II-4. The census indicates that 1,773 Gunnison Valley households did not have a vehicle in 2000, representing about five percent of the total households. The highest densities for zero-vehicle households are in Gunnison and Montrose.

**Figure II-1**  
**Elderly Population Density**  
**by Census Block Group**





**Figure II-2  
Mobility-Limited Population Density  
by Census Block Group**



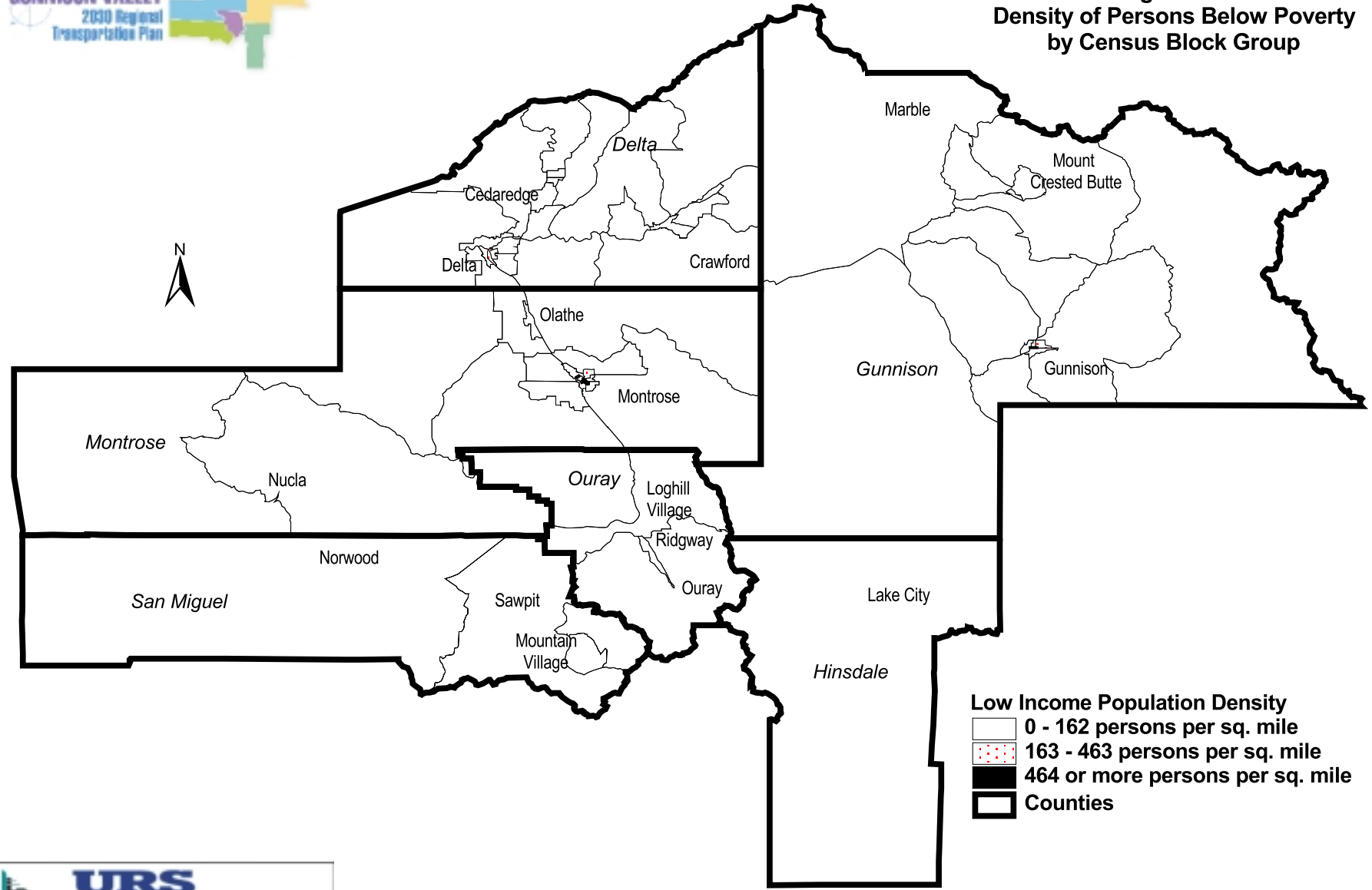
**Mobility-Limited Population Density**

- 0 - 23 persons per sq. mile
- 24 - 94 persons per sq. mile
- 95 or more persons per sq. mile
- Counties



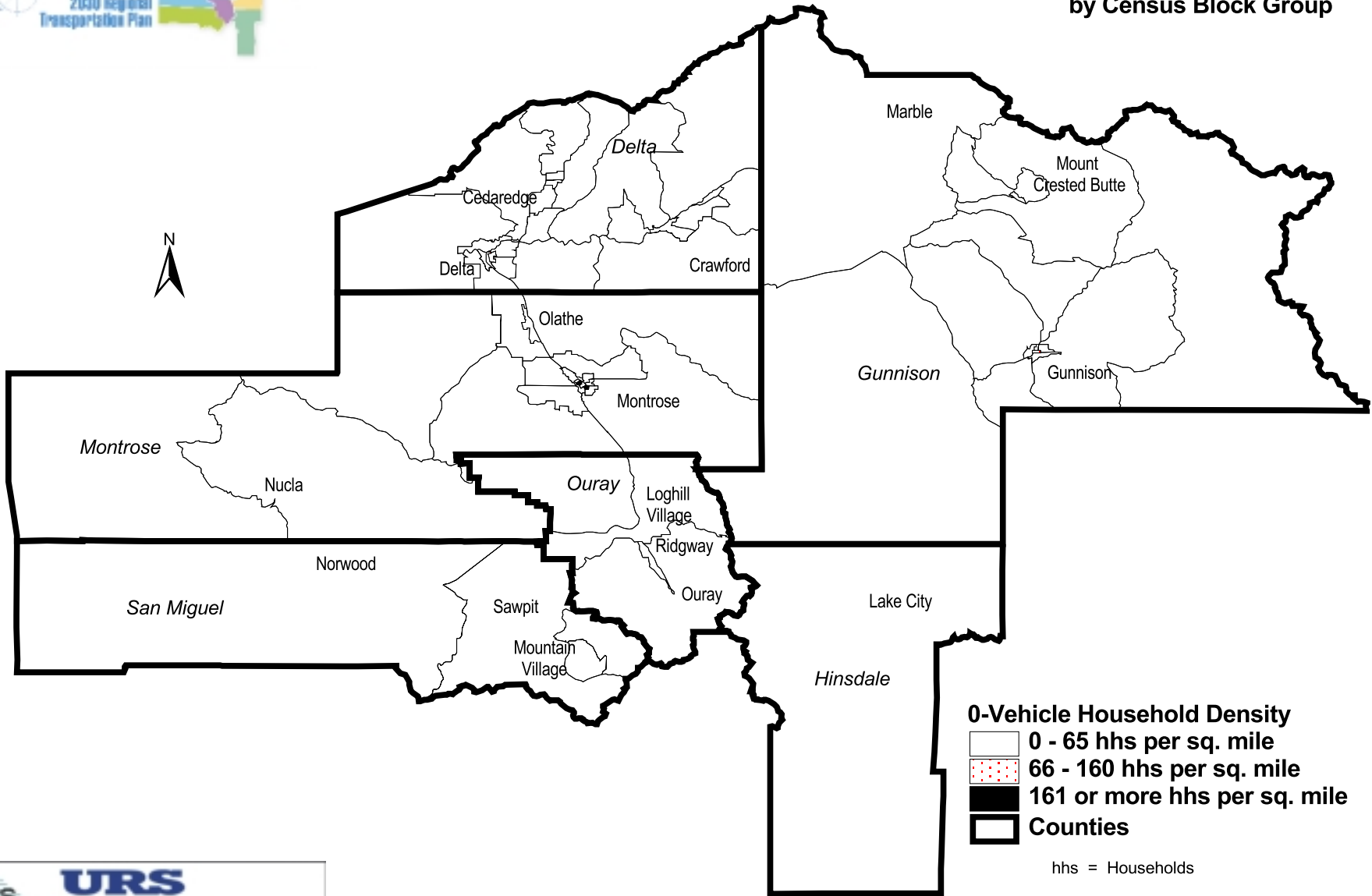
Source: Census 2000.

**Figure II-3**  
**Density of Persons Below Poverty**  
**by Census Block Group**





**Figure II-4  
Density of 0-Vehicle Households  
by Census Block Group**



Source: Census 2000.



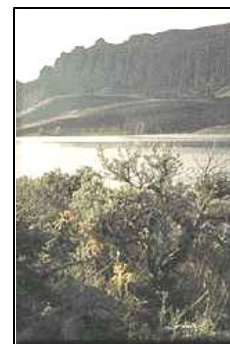
# CHAPTER III

## Existing Transportation Services

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### INTRODUCTION

This chapter reviews the existing transportation providers within the Gunnison Valley. The chapter discusses current transportation services available in the six-county study area. This chapter also provides information about the services that are currently being operated by public, private, and nonprofit transportation providers.



### DATA COLLECTION

The *2000–2006 Transit Development Program (TDP) Update*, completed in May 1999, identified approximately 35 different transportation providers in the region. Each of the providers was contacted by the LSC Team. Data from that previous plan were verified and updated where appropriate.

### TRANSPORTATION INVENTORY

#### Alpine Express, Inc.

Alpine Express is a company that has been in business about 17 years and runs approximately 37 vehicles total. They provide a variety of transportation services that vary by season including door-to-door airport service, employee “shuffle” services, luxury limousine service, and summer jeep/scenic tours. As the limousine service and jeep tours are highly specialized, the discussion below focuses on the airport and “shuffle” services.

#### Airport Service

Alpine Express has provided airport service for 15 years. The door-to-door ground transportation services connect the Gunnison County Airport to the resort communities of Crested Butte and Mt. Crested Butte. This service is provided year-round, but is oriented more toward the ski season peak when the Gunnison Airport gets direct flights daily from Dallas and Atlanta.

During the ski season, direct flights from Dallas begin on December 15, bringing up to 188 people per day. Beginning December 20, direct flights from Atlanta come into the Gunnison Airport. The Atlanta flights are also 757s with a capacity of up to 188 people. Also around the same time, Adventure Tours begins its 727 charter service to the Gunnison Airport. Finally, there are daily commuter flights from Denver.

About 30 vehicles are used to provide this service. Approximately half of them are vans with a capacity of 10-15 passengers each, and the other half are mid-sized vans with a capacity of 17-24 passengers.

The cost of the service is approximately \$40 per person round-trip, with children 12 and under being charged approximately \$25 per round-trip. These fares apply to the peak ski season December through March. April through November, reservations are required and there is a minimum \$40 run charge.



Alpine Express' PUC permit allows transportation to other cities when the Gunnison Airport is closed by weather. The permit allows service to the following cities, under those conditions: Grand Junction, Pueblo, Colorado Springs, and Denver. In 2001, the agency provided approximately 56,200 annual demand-response passenger-trips, with 280,000 annual miles.

### Employee "Shuffle" Service

The Shuffle provides employee transportation between the City of Gunnison and Crested Butte during the ski season. Some intermediate stops are also made between Gunnison and Crested Butte.

In the morning, three one-way runs are provided from Gunnison to Crested Butte and one run is provided in the opposite direction. The Shuffle departs from Gunnison at 6:30 a.m., 7:00 a.m., and 8:30 a.m. The bus used for the 6:30 a.m. run is the same one that makes the reverse trip at 7:30 a.m. from Crested Butte to Gunnison, followed by the return Gunnison to Crested Butte run at 8:30 a.m. Both vans lay over in Crested Butte the entire day, and the drivers switch to other vehicles at the Alpine Express maintenance facility in Crested Butte.

In the afternoon, downvalley service is provided. Buses depart from Crested Butte at 4:15 p.m., 5:15 p.m., and 6:15 p.m. The bus making the 4:15 p.m. run does the reverse trip departing from Gunnison at 5:15 p.m., then it turns around again to do the 6:15 p.m. departure from Crested Butte. One of the two buses returns and provides an 8:15 p.m. departure from Crested Butte.

The Shuffle ridership is approximately 23,500 during the ski season (150 days), with 41,000 vehicle-miles of service. Approximately half of those trips are from Gunnison to Crested Butte, and the other half of the trips are in the reverse direction. This results in approximately 150 trips per day during the ski season. Reverse commuting (to Gunnison in the morning and returning to Crested Butte in the evening) is approximately three percent of the total ridership.

The Shuffle is funded through the Gunnison Valley Rural Transportation Authority (RTA). The RTA was created in the November 2003 election and is sales tax funded. The primary purpose of the RTA is for air and ground transportation in the region. Fares are \$1.50 per person each way. This service is provided with three buses—two owned by Alpine Express and one with a short-term seasonal lease. The vehicles are described as "school buses." Alpine Express purchased a bus in 1996, which cost \$70,000.

### Maintenance

Alpine Express operates its own private garage in Crested Butte, which is approximately 5,500 square feet. The garage services the Alpine Express fleet and is also open to the public for service on privately-owned vehicles.

### **Aspen Diversified Industries, Inc. (ADI)**

Aspen Diversified Industries is a nonprofit agency dedicated to assisting disadvantaged and disabled individuals by providing training and creating meaningful career opportunities in the existing job market. ADI has over 160 employees in seven Colorado communities—Colorado Springs, Denver, Canon City, Pueblo, Alamosa, La Junta, and Montrose. ADI forms partnerships with local human service agencies, businesses, and governmental entities.

In January 2003, the Colorado Pina Project identified the most troublesome areas within the Montrose community. Transportation was rated the largest problem for the community for each agency. ADI became a leading advocate on the Transportation Committee. A plan was developed for a fixed-route service within Montrose. The Department of Health and Human Services, Recreational District, Division of Vocational Rehabilitation, Colorado Workforce, and Montrose School District identified where the majority of clients live and where stops would be needed the most. ADI identified a cost per year to run a transit operation and began to propose a voucher system for the agencies to purchase and distribute to their employees, clients, and consumers. The transportation service is available to anyone needing transportation. The City of Montrose agreed to take part in the effort and granted ADI \$19,500 for the service. The service began on March 30, 2004.

### **Community Care Center of America**

The Community Care Center of America at Delta is a private (for profit) organization providing transport to its residents, who come from the surrounding area but are not limited to just Delta County. Service is available Monday through Friday from 8:00 a.m. to 6:00 p.m. For residents needing service after hours, an ambulance is called. Community Care does not charge a fare for their services.

The Center has one 1995 vehicle, a Ford extended cab that carries eight passengers, including three wheelchair tiedowns. The vehicle was purchased using private funds. One full-time and one part-time driver are employed year-round. No storage or maintenance facilities are available for the vehicle. The vehicle travels approximately 10,000 annual miles. Ninety percent of the passengers are elderly residents within the region.

### **Community Options – Delta/Montrose**

Community Options is a private nonprofit organization providing 24-hour service to Montrose and Delta. There is a fixed route, but transportation is also provided as needed for planned events. No fare is charged. Community Options has a large fleet of vehicles, 31 of which are used to transport clients. All are in good to fair condition. Five of their vehicles are lift-equipped vans that seat nine passengers, four or five in wheelchairs. They replace three to five vehicles every year.

Between 8:00 p.m. and 8:00 a.m., services are provided as needed, but from 9:00 a.m. to 4:00 p.m. all 31 vehicles are often in operation. From 8:00 to 9:00 a.m. 13 vehicles are on the road, and from 4:00 to 5:00 p.m. 8 vehicles are in service. Between 5:00 and 6:30 p.m., 10 vehicles are usually used, and between 6:30 and 8:00 p.m. there may be 5 vehicles that serve clients. Only one full-time year-round driver is employed; however, the residential staff of 60 caregivers serve as drivers whenever needed. When not in use, the vehicles are parked at homes or work sites. Maintenance is usually done in-house.

Approximately 25,000 one-way annual passenger-trips are made, with approximately 340,000 vehicle-miles and 9,200 hours. Service is provided 365 days of the year with annual operating cost of approximately \$75,000. The trend has been for substantial increases in community activity, and more vehicles. The agency sees a need for mass transit in the area as their greatest need for the future. Community Options receives annual funding from the state department for developmental disability services. Administrative expenses are approximately \$16,000 annually, operating expenses are approximately \$200,500 annually, and capital expenditures for passenger service are approximately \$60,500.



About 85 percent of their riders are disabled persons ages 18 to 60. Another five percent are disabled persons over age 60. The remaining riders are staff members.

### **Crested Butte Mountain Resort Adaptive Sports Center**

The Adaptive Sports Center at Crested Butte Mountain Resort is a private, nonprofit recreation organization for the disabled population. The agency provides services mostly in and around Mt. Crested Butte and the immediate vicinity. Transportation is provided once a week for the Gunnison Community School and on an as-needed basis in response to the demand of summer clients of the Adaptive Sports Center. No fare is directly charged, as costs are included in their activity fee. The agency owns one 15-passenger Dodge van and an 8-passenger GMC Suburban. Winter instructors or summer guides are utilized as drivers. There are currently no storage or maintenance facilities for the vehicles.



Funding of \$500,000 annually comes from activity fees, donations, and fundraisers. Most riders have some sort of disability. In the future, ASC would like regular service from Crested Butte South/Skyland/Riverland to Crested Butte/Mt. Crested Butte. A recreation path between those two areas would also be beneficial to the agency.

### **Crested Butte Town Taxi, Inc.**

Crested Butte Town Taxi provides on-call, on-demand taxi service in Crested Butte and Mt. Crested Butte, plus some service in Aspen. The company began operation in 1987 and is available 365 days per year, from 9:00 a.m. to 2:30 a.m. The company reports approximately 73 percent of the riders are youth under age 18, 25 percent are adults age 18-60 years, and two percent are elderly residents over age 60.

Crested Butte Town Taxi, Inc. reports that normally two vehicles are in operation at any one time during the day. The exceptions to this rule are from 4:00 – 5:00 p.m. and after 8:00 p.m. The company employs one full-time year-round driver, one full-time seasonal driver, and other part-time drivers as needed. Vehicles are stored on the company parking lot, and the taxi contracts with a local garage for maintenance.

### **Delta County Council on Aging (DCCOA)**

Delta County Council on Aging provides organized transportation service to the elderly, low income, and disabled residents of Delta County. Residents are also transported to congregate meal sites within the county. All service is provided on a donation basis. Almost half of all Delta County seniors live in the rural areas of Delta County, which makes for long distance traveling for many trips.

Several services are offered by the Council on Aging. The Delta route is Monday through Friday service to/from congregate meal sites. Also, service is provided twice a week to local grocery stores and shops.

Surface Creek has transportation available Monday through Thursday to congregate meal sites. Once a week, transportation is provided to local shops and grocery stores. Twice a month, shopping trips are provided to Montrose and Grand Junction. Monthly recreation trips are also scheduled.

Paonia has transportation available Monday, Wednesday, and Friday to congregate meal sites. Also, occasional trips to Delta, Montrose, and Grand Junction are scheduled.

Transportation is available in Hotchkiss Tuesday, Wednesday, and Thursday to congregate meal sites. Also, periodic service is provided to local grocery stores and shops. Recreational trips are scheduled periodically throughout the year, and weekly trips are scheduled to the Delta Bowling Alley.

The Delta County Council on Aging has six vehicles for transportation services ranging in age from 1997 to 2003. The vehicles are stored on city property with the exception of Delta. At Delta, the vehicles are parked in the Delta Senior Center parking lot. Maintenance is provided by Delta County on a non-interference basis with county vehicles. Routine and urgent maintenance is performed by various commercial vendors.

Operating costs in 2002 were approximately \$43,414. Revenue sources for the service include donations, Title IIIB of the Older Americans Act, state general funds, city and county funds, and other sources. The agency provided 21,780 annual passenger-trips in 2002 with approximately 29,210 annual vehicle-miles and 3,723 vehicle-hours.

### **Delta Transit Company**

Delta Transit is a private company operating within Delta County and providing call-and-demand service Mondays through Saturdays from 6:00 a.m. to 10:00 p.m., as well as emergency service when needed. The basic fare schedule is approximately \$2.50 for first mile within Delta County and 30 cents per additional one-fifth of a mile. Other charges vary depending on destination and pickup location.

Delta Transit owns two non-accessible vehicles in good condition. The vehicles are funded by fares, and the agency plans to obtain an accessible vehicle in the future. Both vehicles usually operate between 8:00 a.m. and 5:00 p.m., with one vehicle in operation the rest of the time. The agency employs one part-time driver year-round. Vehicles are stored outside at the office, and maintenance is contracted out locally.

The agency provides approximately 13,000 annual passenger-trips, with approximately 53,000 annual miles. Operating costs are approximately \$40,000 annually.

### **Franz Klammer Lodge**

For employees, a 15-passenger van is operated between Montrose and Telluride, with stops in Ridgeway. This service is provided seven days per week, arriving at 8:00 a.m. and departing at 5:00 p.m. Depending upon the day and the season, 3 to 15 people use the van. The vehicle used for this service is leased for approximately \$20,000 annually.

For guests, seven vehicles are available to shuttle guests between Mountain Village and Montrose. It makes stops at the Montrose Airport, Telluride Airport, the Town of Telluride, and other destinations, upon request.

### **Gunnison Valley Rural Transportation Authority (RTA)**

The Gunnison Valley Rural Transportation Authority was created in the November 2003 election and is funded by a sales tax. The 2003 budget is approximately \$900,000. The RTA currently funds the Shuffle Program between the City of Gunnison and Crested Butte during the ski season. The RTA is focusing on several other areas of transportation:

- Expand the current level of service between the City of Gunnison and towns of Mt. Crested Butte and Crested Butte to meet the demand of the work force.
- Provide convenient quality transportation services for tourist and local residents to encourage the use of mass transit rather than personal vehicles to travel between and within the City of Gunnison and the towns of Crested Butte and Mt. Crested Butte.
- Research the feasibility of providing public transportation between the City of Gunnison, Crested Butte, and Mt. Crested Butte to the trailheads located between Mt. Crested Butte and the town site of Schofield.
- Provide expanded year-round air service for residents and visitors of Gunnison County to enhance the local economy and support the tourist industry through contracts for service with various air carriers.
- Review the needs for specialized transportation services within the boundaries of the Rural Transportation Authority.
- Implementation of the new service plan will begin with an amended Upper Gunnison Transportation Plan that will be adopted during 2004. Service improvements will be achieved on a phased basis, as needed and necessary new equipment and staff can be deployed. It is estimated this process will take 12 to 18 months from the date the Authority was formed.

## Greyhound / TNMO

Texas, New Mexico, & Oklahoma (TNMO)/Greyhound provides scheduled service to Gunnison, Montrose, Delta, and Ouray with flag stops at other locations along the routes. This scheduled service provides connections in Grand Junction to Denver and Salt Lake City.



This service is provided using two routes. One originates from Albuquerque, traveling northbound through Ouray, Montrose, and Delta to Grand Junction, then west to Salt Lake City. The other originates from Pueblo and travels through Gunnison, Montrose, and Delta to Grand Junction.

There is one bus in each direction (eastbound and westbound) per day. The eastbound bus departs at 9:30 a.m., arriving in Pueblo at 1:30 p.m. Fares from Gunnison to Pueblo are approximately \$30 one-way. Connections can be made in Pueblo to Colorado Springs and Denver. The fare from Gunnison to Colorado Springs is approximately \$35 one-way.

The westbound bus departs at 6:45 p.m. daily. Stops are made in Montrose (approximately 8:00 p.m.) and in Delta (approximately 8:30 p.m.). The bus arrives in Grand Junction by 9:30 p.m. The fare is approximately \$25 one-way to Grand Junction.

Two northbound buses depart from Montrose and Delta on a daily basis. The first bus leaves Montrose at 12:05 p.m., stopping in Delta and departing at 12:30 p.m. The first bus arrives in Grand Junction at 1:30 p.m. The second bus leaves Montrose at 8:05 p.m., stopping in Delta and arrives in Grand Junction at 9:30 p.m. The fares are approximately \$15 one-way.

One southbound bus departs Montrose each day, and two buses depart from Delta each day. The second of the two Delta departures is the same as the eastbound departure discussed above. The

primary southbound trip departs Delta at 5:40 a.m., passing through Montrose, Ridgway, Ouray, Durango, and finally arriving in Albuquerque, New Mexico. The fares vary from \$65 to \$130, depending on destinations.

TNMO reports they serve approximately 750 one-way passengers per year, departing from Montrose or Delta in either direction. The over-the-road coaches are purchased privately, and none of them is wheelchair accessible. TNMO uses its own facilities for storage and maintenance, or uses Greyhound facilities, as needed.

## **Health Care Center**

Health Care Center is a public agency providing rehabilitant long-term care for residents, as well as trips to Montrose and Salida for medical services, Monday through Friday, from 8:00 a.m. to 5:00 p.m. Fares are determined by Medicaid, or for non-Medicaid residents, there is a fare schedule. All riders are disabled.

The agency operates two vehicles: a 1996 Ford F350 in excellent condition that seats 12 general and two wheelchair passengers, and a 1991 Dodge van in fair condition with 109,400 miles that seats two general and two wheelchair passengers. Both are lift/ramp-equipped and funded through Medicaid fees. The agency would like to provide much more local service for non-medical needs. Both vehicles are operated from 11:00 a.m. to 3:00 p.m., with one in operation at all other times. They are stored and maintained at the Gunnison County facility. The Health Care Center employs two part-time drivers year-round who have primary jobs at the Center, but are not drivers.

## **Hinsdale County Jubileers / Hinsdale County Council on Aging**

The Hinsdale County Jubileers, also known as the Hinsdale County Council on Aging, is a nonprofit corporation. It operates services from 8:00 a.m. to 5:00 p.m., with two trips monthly to Montrose and one monthly trip to Grand Junction. It operates on a fixed schedule and, in emergencies, operates on a demand-responsive basis. No fare is charged for their services, but they generate revenue from donations and about \$500 from the Region 10 Area Agency on Aging. Operating costs are about \$1,200 a year. Ninety percent of their riders are over the age of 50.

In 1998 they replaced their old vehicle. The bus seats 10 persons, and it has a lift. Federal funds of \$35,000 were supplemented by a \$15,000 grant from a private foundation in New York for a total of \$50,000. The Jubileers are monitoring the growth of the senior retiree population (the fastest-growing segment in the county) to determine future needs. At a minimum, the new vehicle will have an approximate replacement date of 2008.

The Jubileers are seeking to run scheduled service every Friday to Gunnison, twice per month to Montrose, and once per month to Grand Junction. These trips are for shopping, doctor appointments, and an opportunity for seniors to get out, have fellowship, enjoy the scenery, and experience life. It is their desire to schedule the Montrose trips to coordinate with Region 10 Area on Aging meetings. They are seeking to get this schedule regular enough so that those who have to make advance doctor's appointments have the coach available.

Currently they have two volunteer drivers, and they hope to recruit more to serve on a rotating basis. The Jubileers now have at least two drivers that have been through the Preventive Driving Course and one qualified to teach. Both vehicles are stored outside in the Hinsdale County Yard. In 2001, the agency provided approximately 125 annual trips, with 3,900 annual miles and 130 vehicle-hours.

### **Horizons Care Center**

Horizons Care Center is a private nonprofit organization serving Delta, Mesa, and Montrose Counties. The agency provides transportation for their residents Monday through Friday from 8:00 a.m. to 7:00 p.m., and sometimes on Saturdays, as needed. Therefore, they consider the service a fixed schedule and demand-response. They do charge their residents a fare: \$5.00 plus \$5.00 per hour to Delta County, \$50.00 plus \$5.00 per hour to Mesa County, and \$25.00 plus \$5.00 per hour to Montrose County.

The annual operating cost is approximately \$5,000, which is provided through fares/donations and the company budget. All riders are elderly, over the age of 60.

Horizons has one vehicle—a 1992 Dodge Ram 350 that seats eight passengers, with two wheelchair tiedowns. The agency employs two part-time year-round drivers, and the vehicle is parked outside, with maintenance done by a local garage.

### **Midwestern Colorado Mental Health Care Center, Inc.**

Midwestern Colorado Mental Health Center is a private, nonprofit organization serving the Montrose and Delta areas Monday through Friday from 8:00 a.m. to 5:00 p.m., and other times by special arrangements. Some routes are pre-scheduled; others are on demand. No fare is charged for their services.

The Center currently operates four vehicles, none of which are wheelchair accessible. The vehicles are parked outside for storage. Maintenance is done commercially. All vehicles operate from 8:00 a.m. to 6:00 p.m., with one van in service after hours. The agency employs four full-time and ten part-time year-round drivers. All the drivers are also case managers who perform many other duties for the agency.

The agency provides approximately 12,000 annual one-way passenger-trips with approximately 43,000 vehicle-miles. Approximately 6,000 vehicle-hours are clocked by the agency. Service is available 365 days a year at an annual operating cost of approximately \$13,000. Administrative costs account for about 15 percent of the budget.

All passengers are disabled, with 95 percent being in the age 18-60 category, and five percent over age 60. In the future, they would like to see affordable public transportation in their area.

### **Montrose County Accessible Transportation**

Formerly known as Montrose County Senior Transportation, Montrose County Accessible Transportation provides demand-response service to communities throughout Montrose County. The vast majority of the clients are seniors. In 2001, the agency provided approximately 25,000 annual passenger-trips with 93,500 annual vehicle-miles and 4,440 annual service-hours. Service is provided Monday through Friday.

Two vans are based in Nucla and provide demand-responsive service to the range of communities collectively known as the West End because of their location in western Montrose County. One of the vans is used for backup purposes only. The West End communities include Nucla, Naturita, Redvale, Bedrock, and Paradox.



West End services are provided Mondays, Wednesdays, and Fridays. The services include:

- Door-to-door transportation to medical appointments and congregate meal sites
- Meal delivery
- Trips for personal business (post office, social security)
- Trips for social and recreational purposes (including monthly field trips)

Olathe also has one van stationed for service on the West End. The service is demand-response and is available Tuesdays, Thursdays, and Fridays, from 9:00 a.m. to 2:30 p.m. Backup service for Olathe is provided using vehicles stationed in Montrose.

Service in Montrose is also available from the agency. These services include medical, mealsite, business, social, and recreational trips. The Montrose services are coordinated with other programs such as the Mexican American Development Association (MADA). Services are available Monday through Friday from 7:30 a.m. to 4:00 p.m.

The agency also provides minivan service, exclusively for frail elderly clients. This client group is approximately one-third to one-half of the annual system ridership. Over 7,500 frail elderly clients live in the region.

The agency has nine vehicles—seven used for service and two vehicles for backup. Each driver for the vehicle is responsible for the monitoring and replacement of basic materials (oil, transmission fluid, etc.). Drivers are expected to notice any major changes and notify the Project Director of any occurrences. The Director will schedule repairs with a local mechanic. The Montrose vehicles are stored at the County Fairgrounds. The other vehicles in Nucla and Olathe are stored in a safe location as close to their homebase as possible.

Total operating costs in 2001 were \$173,700 for the agency. Fares, grants, and Medicaid were the primary revenue sources for the service.

## **Mountain Express**

The Mountain Express provides free fixed-route transportation to the general public for residents and visitors within and between the towns of Crested Butte and Mt. Crested Butte. Demand-response paratransit service is provided within three miles of the fixed-route service. These services include access to the Crested Butte Mountain Resort ski area, local businesses, health care providers, and parking lots.

During the winter season, approximately 75-80 percent of ridership is on the “Town Shuttle” route, which links the two towns. Service is every 15 minutes from 7:15 a.m. until midnight. During peak hours, buses run in tandem to handle the higher volume and occasionally buses run every seven minutes.

Approximately 10 percent of ridership is on the “Three Seasons” route, which serves six condominium complexes. This service runs every 15 minutes from 8:00 a.m. to midnight. At peak times, this service can be increased to every seven minutes.

The remaining ridership is on the “Crystal” and “Columbine” routes, which serve several condominium complexes and private residential streets. These routes run every 30 minutes from 8:00 a.m. until

midnight. Summer service is on 40-minute headways, except for June and July which have 20-minute headways.

Mountain Express has 24 full-time seasonal drivers and 3 part-time drivers.

### Vehicle Fleet

Table III-1 presents the vehicle fleet inventory for Mountain Express. The agency has a total of 17 transit vehicles and three service vehicles in its fleet. All Mountain Express vehicles are lift-equipped and have two wheelchair tiedowns. The vehicle years range from 1993 to 2002. At least 15 of the vehicles will be replaced before 2012. Mountain Express has seven vehicles in service on the average day, with 10 vehicles used during peak hours.

### Maintenance

Mountain Express currently leases space from the Town of Crested Butte Public Works Department, for bus maintenance. The leased space provides five full-sized bays for repairs and overnight storage. The cost is approximately \$18,000 per year.

<b>Bus</b>	<b>Year</b>	<b>Type</b>	<b>Odometer</b>	<b>Pass Load</b>	<b>Replacement</b>
Train	1993	Thomas	135,283	38	2004
Fish	1993	Thomas	139,991	38	2006
Wildlife	1994	Thomas	135,138	38	2006
Martian	1995	Thomas	112,212	38	2006
Rock	1995	Thomas	115,617	38	2006
Mountain	1996	Blue Bird	81,490	25	2007
Rad	1997	Blue Bird	91,274	38	2007
Town	1998	Blue Bird	79,754	38	2008
Rasta	1998	Blue Bird	82,912	38	2008
Coyote	2000	Thomas	41,856	25	2010
Wildflower	2000	Thomas	42,704	25	2010
Corn	2001	Blue Bird	54,366	38	2011
Party	2001	Blue Bird	34,555	25	2011
Magic	2002	Blue Bird	22,675	25	2012
Zodiac	2002	Thomas	24,909	38	2012
Dragon	2002	Thomas	n/a	38	2012
Senior's Van	2001	Goshen	6,672	10	2011
Chevy S-10	1991	Pickup	154,254	-	2005
Chevy p/u	1991	Pickup	172,074	-	2005
GMC Jimmy	1998	SUV	42,537	-	2008

*Source: Mountain Express, 2003.*

### Financial Data

The costs for Mountain Express for fiscal year 2003 are approximately \$778,562 with \$160,287 for administrative expenses and \$618,275 for operating expenses. The largest revenue source is sales tax from Mt. Crested Butte and Crested Butte and contributions by Crested Butte Mountain Resort.

Historically, the largest line-item expenses have been salaries, benefits, repair/maintenance, and capital.

### Systemwide Data

Mountain Express provided 507,237 annual trips in 2003, with 12,517 revenue-hours and 142,955 revenue-miles. Using this latest information, Mountain Express has cost per vehicle-hour of \$62.20, cost per vehicle-mile of \$5.45, and cost per passenger-trip of \$1.53.

### Future Transit Needs

Mountain Express staff identified transit needs for this 2030 Transit Element. These include the following:

- Service expansion to Crested Butte South & Gunnison (\$496,400/yr)
- North Village service expansion (\$175,200/yr)
- Mt. Crested Butte service expansion (\$496,400/yr)
- Crested Butte Circulator Service expansion (\$248,200/yr)
- Crested Butte Country Club service expansion (\$72,000/yr)
- Intercept Parking Lot service expansion (\$151,200/yr)
- Gothic Trailheads service expansion (\$50,400/yr)
- Increase Frequency to 15 minutes peak season (\$204,000/yr)
- Expand service to 2:00 a.m. peak season (\$72,000/yr)
- Replace service vehicles using Hybrid (electric/diesel) vehicles (\$5,600,000/total)

### **Mountain Limo**



Mountain Limo is a private company that provides services 24 hours a day, seven days a week, on a demand-response basis. They charge a fee for their services, which can either be offered on a taxi, a per-hour, or a charter basis, with rates that vary over a large scale.

Mountain Limo's fleet consists of seven vehicles—six Chevrolet Suburbans (with model years ranging from 1997 to 2002) and one van. All are in good condition with mileage in the 30,000 to 150,000 range, and all seat eight passengers, the exception being the 14-passenger van. None are wheelchair or lift/ramp-equipped.

The 1995 Regional TDP documented Mountain Limo as providing 17,600 trips per year at a total of 600,000 vehicle-miles. No new data were provided; however, Mountain Limo estimates that less than one percent of their riders are disabled. Their funding source is private, with vehicles updated yearly.

Between the hours of 7:00 a.m. and 7:00 p.m., all eight vehicles are usually in use; however, in the shoulder hours around that time, only one vehicle is usually in operation. Mountain Limo operates out of Telluride Airport, and their vehicles are stored in a parking at the airport.

Their operating revenues, as well as their total costs, are in the \$150,000 to \$200,000 range annually.

## Mountain Village Metropolitan District

### Systemwide Statistics

The Mountain Village Metropolitan District (MVMD) provides fixed-route, fixed scheduled services, and dial-a-ride demand-response services, including both rubber-tire and fixed-guideway modes. In 2002, the MVMD provided 2,000,752 one-way passenger-trips systemwide. Overall, the MVMD estimates that 20 percent of their passengers are youth under age 18, 79 percent are general population passengers aged 18 and above, and less than one percent are disabled passengers.

### Mountain Village Gondola (Free Service)

The **Mountain Village Gondola** is operated by the Mountain Village Metropolitan District. It opened in November 1996. The Gondola connects the Town of Mountain Village and the Town of Telluride by way of a 1.9-mile (10,058-foot) fixed-guideway system running over the top of Coonskin Ridge in three sections. The break between the two main sections is at the top of the ridge. The Gondola is designed to allow gondola cabins to pass from the first section to the second section without requiring a physical transfer of passengers. The two main sections of the system tie into a third section in the Mountain Village core area. This section serves MVMD's parking structure. The total trip time for Sections I and II is approximately 13 minutes. The trip time for Section III is three minutes. The Gondola operates approximately 275 days per year, 17 hours per day.



The gondola is currently operating with a total of 55 cabins. It has the capacity to expand to 80 cabins. Mountain Village plans to keep up with ever-increasing ridership demands by acquiring additional blocks of gondola cabins each year, where funding allows, until reaching maximum cabin capacity.

In its sixth full year of operation (January-December 2002), the Gondola carried 1,818,584 passengers—nine percent of this total are determined to be skier-only trips (source: MVMD). An electronic counting system allows Mountain Village to conservatively determine that 1,654,911 (91 percent) commuter trips were provided during 275 days of service. This equates to an average of 6,018 commuter trips per day or 354 commuter trips per hour.

The parking structure, located at Section III of the Gondola, currently holds 450 vehicles. Mountain Village plans to add 130 more parking spaces to that facility in the near future. Total buildout for the parking structure is 1,050 parking spaces. Currently, the demand for parking at the structure exceeds capacity during peak season days. The loss of other parking areas within the Mountain Village, due to construction projects, will result in the demand at the parking structure exceeding capacity almost any time of the year in the near future.

### Mountain Village Chondola (Free Service)

The **Mountain Village Chondola** is a combination detachable chairlift and gondola, operating between the golf course and Meadows residential and commercial area and the base of Gondola Section II in the Mountain Village core. Gondola cabins may be used every ninth or tenth hanger position on the cable, intermixed with the chairs. The Chondola is currently operating with eight gondola cabins, or 66 percent of the available gondola utilization. The Chondola served 82,932 foot passengers in 2002 (foot passengers are distinguishable from skier passengers).

### Mountain Village Shuttle Bus (Free Service)

MVMD also operates a fixed-route bus service between the Mountain Village Meadows area and the Mountain Village core, 17 hours per day, when the Chondola is not operating. Another fixed-route bus operates 17 hours per day, any time the Gondola is closed for preventative, planned, or emergency maintenance. This fixed-route service carries passengers between the Town of Mountain Village and the Town of Telluride. A third fixed-route bus carries passengers 17 hours per day between the Mountain Village core and the parking structure any time Section III of the Gondola is closed for any maintenance reason. These fixed-route services are available to operate 365 days per year, as needed.

The fixed-route shuttle bus system utilizes three smaller body-on-chassis vehicles. The demand on the system is such that it is exceeding the maximum capacity of the existing vehicles. With the added parking structure capacity and Gondola passenger capacity to/from the parking structure, Mountain Village estimates that additional vehicles may be required in the near future.

The fixed-route services carried 58,601 passengers in 2001 and 46,031 in 2002.

### Mountain Village Dial-A-Ride (Free Service)

The 18-hours per day, 365-days per year, demand-response service is provided utilizing three vehicles equipped with ski racks in the winter and bicycle racks in the summer. The service is provided within the boundaries of the Mountain Village and operates where other forms of public transportation do not exist. Dial-A-Ride vehicles are dispatched and coordinated by Dial-A-Ride personnel staffing the Transportation Reception Center and telephones. In 2001, a total of 31,171 rides were provided. The 2002 ridership increased to 35,833 or 15 percent.

### Vehicle Fleet

Mountain Village Metro District has a fleet of 14 vehicles, which were purchased by local funds. Five of MVMD vehicles are lift-equipped. The vehicle years range from 1991 to 2002. All vehicles will be retired by 2010, if funding is available. Table III-2 shows MVMD fleet.

Vehicle	Year	Seating Capacity	W/C Capacity	Condition	Retire
Chevy Suburban	1996	8	0	Fair	2003
Chevy Suburban	1998	8	0	Good	2005
Chevy Suburban	2002	8	0	Excellent	2009
Chevy Astro	2001	8	0	Good	2008
Chevy Astro	2001	8	0	Good	2008
Ford Eldorado Bus	2000	14	1	Good	2007
Ford Supreme Bus	1999	14	0	Good	2006
Ford Supreme Bus	1996	14	1	Poor	2003
Ford Supreme Bus	1996	14	1	Fair	2003
Ford 350 Van	1993	14	0	Fair	2003
Ford Explorer	1991	4	0	Poor	2003
Chevy Blazer	1995	4	0	Fair	2003
Ford Goshen Bus	2002	13	1	Excellent	2009
Ford Goshen Bus	2002	13	1	Excellent	2009
25 Gondola Cabins	1996	8	2 Cabins	Fair	2005
7 Gondola Cabins	1997	8	1 Cabin	Fair	2006
7 Gondola Cabins	1999	8	0	Good	2008
9 Gondola Cabins	2000	8	9 Cabins	Good	2009
7 Gondola Cabins	2002	8	7 Cabins	Excellent	2011

Source: MVMD, 2003.

MVMD also counts, as part of its fleet, 55 CWA gondola cabins. Forty-six cabins are deployed on gondola Sections I and II. Nine cabins are deployed on Section III. Each gondola cabin costs approximately \$35,000, depending on the US/Swiss exchange rate at the time of purchase.

The Town of Mountain Village has a maintenance facility for all of the town's vehicles including the transit vehicles. Six mechanics are employed to maintain the entire fleet. In addition, 14 mechanics are assigned specifically to gondola maintenance activities, including maintenance of the machinery, components, and cabins. This facility was originally designed for future expansion. Expansion should be completed by 2006, if funds are available.

### Financial

Total 2002 operating costs were \$3,902,665 and capital costs were \$493,997, for a total of \$4,396,662 transit costs for MVMD. MVMD district did receive \$807,333 from the FTA 5309 grant program for capital expenses. Various other sources were utilized by the municipality, including a real estate transfer tax (RETT), a general property tax, and sales tax.

### MVMD Commuter Vehicles

Mountain Village Metro District (MVMD) operates *commuter vehicles* for employees and the public that run to and from Mountain Village to Nucla, Norwood, Montrose, Ridgway, and Cortez. The passengers pay \$1.00 per trip for this service, and the balance is subsidized by MVMD. The driver does not pay, but is responsible for the vehicle cleaning, fueling, etc. There are approximately 60 passengers currently using this service.

Generally speaking, there are three vehicles operated to Montrose/Ridgway daily, four vehicles to Nucla/Norwood daily, and one vehicle to Cortez daily.

### **Ouray County Council on Aging**

The Ouray County Council on Aging is a public agency serving Ouray County on Mondays, Wednesdays, and Fridays from 11:00 a.m. to 1:00 p.m. and all day (9:00 a.m. to 4:00 p.m.) on Thursdays. The Monday-Wednesday-Friday schedule is a fixed route for those scheduled to attend meals, but the Thursday schedule is demand-response. No fare is charge for the transportation services, but a contribution is requested.

The agency operates one vehicle, which is a 1991 Dodge minivan seating seven passengers. The vehicle is not wheelchair-accessible and was purchased with private funds. Six volunteer drivers are employed. The agency does not have a storage or maintenance facility.

In 2001, the agency provided 1,900 annual trips, for a total of 5,848 vehicle-miles and 400 hours of service. Annual operating costs for 2001 were \$1,200. Approximately 39 percent of the passengers are elderly disabled residents, 26 percent are elderly non-disabled residents, and 35 percent are general public.

The agency would like to provide one weekly trip to Montrose for health care, shopping, and recreation and four trips per year to larger communities like Grand Junction. Other future needs are for the expansion of the Meals on Wheels service to five days per week and covered parking for the agency vehicle.

### **The Peaks Resort Hotel**

This hotel located in Mountain Village provides transportation for its employees as well as its guests. Three vans are leased from Van Pool Services, Inc. (VPSI) to transport employees daily from Cortez, Montrose, and Norwood. For guests at the Peaks, the three leased vehicles are used for transportation, along with three vehicles owned by the Peaks. Daily runs are made to the bank, post office, and airport. Group activities are also served. Evening shuttle service is provided between Mountain Village and Telluride from 5:00 p.m. to midnight. Additional uses include hiking trips and kidspa outings during the summer.

### **San Juan Living Center**

The San Juan Living Center is an elderly residential nursing home located in Montrose. Transportation services are provided for residents of the center to access medical, shopping, and recreational opportunities. No additional information was provided.

### **San Miguel County Senior Transportation**

San Miguel County Senior Transportation is based in Norwood and serves the increasing retiree population in that community. It is reported by staff that although the senior population is increasing, many are wealthier individuals that choose to not use the transportation service. The agency provides approximately 275 annual trips, with 19,000 annual vehicle-miles and 1,350 annual vehicle-hours.

## Skyline Ranch/Ophir

The Skyline Ranch has a shuttle it operates for its guests between Ophir and Telluride. Informal car-pooling is also known to occur between Ophir (plus surrounding communities) and Telluride.

## Tele-Care Plus

Tele-Care Plus is a private organization serving Ouray, Montrose, and Delta Counties seven days a week from 8:00 a.m. to 8:00 p.m. with demand-response service. A fare, which is dependent on Medicaid, is charged for their services.

Tele-Care provides approximately 1,000 annual trips, traveling approximately 14,000 annual miles. Operating costs are approximately \$10,000. Eighty percent of the passengers are elderly over age 60, and the remaining 20 percent of the passengers are mentally disabled passengers.

Tele-Care has two vehicles to provide transportation service—one sedan and one accessible vehicle for wheelchair-bound residents. The agency employs two full-time drivers and two part-time drivers. The vehicles are stored and maintained at the office.

## Telluride Express / Wild West Tours



Telluride Express has PUC authority to provide transportation services to and from Montrose and Telluride to anywhere in Colorado. On a charter basis, Telluride Express and its subsidiary, Wild West Tours, can provide transportation anywhere in the United States.

Telluride Express operates 24 hours per day, 365 days per year on a demand-response basis. Services include shared-ride airport shuttles, private care (luxury limousines) service, and larger movements for groups and events. Employee shuttle service to and from Montrose is also provided on a seasonal basis through contracts with Telluride businesses.

Telluride Express has locations in both Montrose and Telluride with counters in both the Montrose and Telluride airports. Wild West Tours is based out of the Montrose facility and provides charter and tour bus service for customers on the Western Slope.

Telluride Express's fleet changes throughout the year, based on demand. The highest demand is in the winter ski season. In the months of December through March, the fleet consists of approximately 35 vehicles. This includes 20-25 vans, five Suburbans and minicoaches, and one or more executive motor coaches. In the non-winter months, the van fleet is reduced to 8 to 10 vehicles.

Telluride Express employs eight full-time year-round office staff and 12 to 15 year-round drivers. In the winter season, four to five office staff and 20 to 25 drivers are added. All vehicles are maintained at the company garage facility in Montrose.

## Town of Telluride Transit / Galloping Goose

The Galloping Goose, Telluride's regional bus transit service, offers the following services:

- Town Loop - Summer and winter
- East Telluride Service - Winter only, on request
- Main Street/Lawson Hill Express - Winter only
- Down Valley Shuttle - Year-round





- Norwood Shuttle and Express - Year-round
- Telluride/Lawson Hill/Mountain Village Commuter Shuttle - Fall and spring

The **Town Loop** is a visitor/in-town commuter service operating on a two-mile, counterclockwise loop through Telluride. The route travels east primarily on Pacific Avenue, returning west on Colorado Avenue/Highway 145. At the western end of the route, the Town Loop travels south on Mahoney Drive. At the eastern end of the route, the Loop travels north on Willow Drive. When making the East Telluride route deviation, the bus travels further east to Columbine, then returns westbound on Shadow Lane to Pinon. At Colorado, the bus resumes its regular route. Between Aspen and Fir, the route diverts south two blocks to connect with the Gondola at San Juan Avenue/Oak Street. No fares are charged to riders for this service.

The Town Loop operates from 7:00 a.m. to 11:00 p.m., seven days per week during the ski season only (November through April). The service has 10-minute headways between 8:00 a.m. and 7:00 p.m. and 20-minute headways at other times.

During the ski season, dial-a-ride service is also provided to residents of East Telluride. Residents/guests in East Telluride call a pager number for service. When paged, the nearest bus will deviate to pick up the passenger.

The **Main Street/Lawson Hill Express** service is predominantly a commuter service that operates in tandem with the Town Loop. The route operates from 7:00 to 9:00 a.m. and from 5:00 to 7:00 p.m. During the day, the bus is used for town service. This service operates Monday through Friday, plus peak weekends during the ski season. The service does not operate in the summer.

The **Down Valley Shuttle** is a commuter service between Placerville and Telluride, which operates Monday through Friday year-round. The route has intermediate stops at the Blue Jay, Sawpit, and Lawson Hill. The Down Valley Shuttle departs the M&M lot in Placerville at 7:30 and 8:30 a.m. and takes approximately one-half hour. The reverse commute trip departs Telluride's Courthouse at 7:00 and 8:00 a.m. traveling to Placerville.

The Down Valley Shuttle represents approximately three percent of the total ridership for the system. However, with its commuter-sized trip lengths, this route is approximately 43 percent of the overall vehicle-miles and 18 percent of the vehicle-hours. Winter season is the busiest time for this route.

The **Norwood Shuttle and Express** is a commuter service between Norwood and Telluride, with intermediate stops in Placerville and Lawson Hill. Patrons at the intermediate stops are served on a space-available basis. One run operates in the morning and evening. The bus leaves Maverick Café in Norwood at 7:30 a.m., arriving in Telluride at the Courthouse at 8:17 a.m. The return trip leaves at 5:05 p.m. and arrives in Norwood at 6:10 p.m. The Norwood Shuttle and Express operates Monday through Friday year-round. During the ski season, the route operates on Saturday and Sunday.

In 2002, the Galloping Goose provided 165,424 passenger-trips with 137,460 annual miles and 11,241 annual vehicle-hours.

The Galloping Goose provides **commuter and visitor bus service** between Telluride and Mountain Village when the Gondola is closed during the off-season and when it is closed for inclement weather or other reasons. During the off-season, 30-minute headway service is provided during the morning

and afternoon two-hour peak periods. During the summer season, Gondola backup service is provided from 6:00 to 11:00 p.m. Drivers are on-call.

Paratransit service is also provided by the Galloping Goose within three-quarters of all fixed routes for the transit system. The agency has very few requests for this service.

Table III-3 presents information on the Galloping Goose vehicle fleet. The fleet consists of 12 vehicles. The Galloping Goose is working toward the conversion of all vehicles to alternative fuel vehicles in the next decade.

<b>Year</b>	<b>Type</b>	<b>Model</b>	<b>Mileage</b>
1983	Bluebird	Bus	204,052
1994	Chevy	People Mover	161,664
1984	Dodge	Pick-up	113,352
1996	Chevy	People Mover	117,708
1996	Chevy	Propane Bus	53,075
1992	Ford	Explorer	81,112
1989	Ford	E-350 Van	195,557
1989	Ford	E-350 Van	142,666
1998	Goshen	Bus	92,908
1998	Goshen	Bus	71,285
1999	Bluebird	Bus	22,633
2001	Bluebird	Bus	15,702

The Galloping Goose maintenance facilities are part of the Town of Telluride Public Works facility located at 370 Blackbear Road. The bus barn is 3,120 square feet, about half the size of the public works maintenance building, which is shared with transit on an as-needed basis. Recent upgrades to the building have been completed for modernization. The 2002 budget for Galloping Goose was \$508,754. Future transit needs identified by staff include the expansion of service hours and the expansion of Down Valley Commuter Service.

### **Two Buttes Senior Citizens, Inc.**

Two Buttes Senior Citizens is a private nonprofit agency providing demand-responsive transportation primarily within the Upper Gunnison River Valley community of Crested Butte and Mt. Crested Butte. Infrequent trips are made throughout parts of Gunnison County and the Western Slope of Colorado, including Delta, Montrose, Garfield, and Pitkin Counties. Occasionally, longer-distance trips are made to other parts of Colorado and to parts of New Mexico. Scheduled service occurs every Friday from 9:00 a.m. to 6:00 p.m., and every other month service is provided on Wednesdays from 7:00 a.m. to 7:00 p.m. Unscheduled service may occur 24 hours a day, 365 days a year, as needed. No fare is charged for the services.

The agency has one vehicle, a 2001 Goshen in excellent condition, which is owned by Mountain Express. It seats 10 passengers, has two wheelchair tiedowns, and is an accessible vehicle. Three part-time drivers are employed year-round. Maintenance on the vehicle is provided by Mountain Express, and the bus is stored on the lot near the Town of Crested Butte's bus barn. The vehicle was funded through Mountain Express and through the Colorado Department of Transportation.

The agency provides approximately 4,000 annual passenger-trips, with approximately 6,500 annual vehicle-miles and 500 vehicle-hours. Operating costs are approximately \$5,000. Approximately 75 percent of the passengers are elderly. Another 15 percent are disabled seniors. Disabled riders under age 60 make up another five percent of the ridership, and the remaining five percent are general public. Youth make up about two percent of the general public riders.

In the future, the seniors would like more days added to their fixed schedule. However, the agency realizes that this would require a full-time driver.

### **Valley Manor Care Center**

The Valley Manor Care Center is a nonprofit organization serving Montrose, Delta, Ouray, and Ridgeway residents of the Center five days a week. There is no charge for their services to residents.

The agency has one vehicle, a 1996 Ford that is wheelchair accessible and accommodates 10 passengers. Valley Manor Care Center operates from 8:00 a.m. to 6:00 p.m. on weekdays, and one full-time driver is employed year-round. All riders are over the age of 60.

### **Western Express**

Western Express is a taxi service based in Montrose, which provides transportation within Montrose and from Montrose to Telluride and Grand Junction. This business is affiliated with Telluride Transit Company. Approximately 12,000 one-way passenger-trips were provided in 1994. No new information was available.

### **Young at Heart**

Young at Heart is a nonprofit organization serving senior residents of Gunnison County on a demand-responsive basis. Coordination for van trips is provided during the office hours of 9:30 to 11:30 a.m. Monday, Wednesday, and Friday. Actual van transportation for elderly persons occurs on Mondays, Wednesdays, and Fridays between 10:00 a.m. and 3:00 p.m. Service to other senior citizen activities is also provided as needed. No fare is charged for this service. In the future they would like to provide service every day, including transportation to medical appointments.

Approximately 3,200 annual passenger-trips are provided with 750 annual hours. The transit service has had a steady increase in ridership over the past decade. Increases were due to growth in the program, including the purchase of a larger van. Gunnison County purchased the vehicle for the program. An estimated 8,560 miles are driven annually. Gunnison County also employs the two part-time, year-round drivers.

2002 expenses for Young at Heart were \$40,060 for the county. All passengers are over the age of 60. Currently, no disabled residents are using the service.

The program has one van, a 1998 Ford V-10 that carries 15 passengers, up to three of them in wheelchairs. The vehicle is in good condition with approximately 48,000 miles and is lift/ramp-equipped. Funding for the van came from the county. The county also rents garage space in Gunnison at Alvin Elliot Trucking Service for the vehicle. It is hoped that no replacement vehicle will be necessary for the next five years.

## Provider Summary

Table III-4 presents a summary of the transportation providers. As shown in the table, limited data were received from some of the providers.

Provider	Description	Operating Costs	Trips	Rev. Hrs	Rev. Miles
<b>Alpine Express, Inc.</b>	24/7; various hrs	\$ 70,000	56,200	n/a	280,000
<b>ADI</b>	M-F	\$ 19,500	n/a	n/a	n/a
<b>Community Care Ctr</b>	M-F; 8a - 6p	n/a	n/a	n/a	10,000
<b>Community Options</b>	24 / 7	\$ 75,000	25,000	340,000	9,200
<b>Adaptive Sports Ctr</b>	varies for clients	n/a	n/a	n/a	n/a
<b>Crested Butte Taxi</b>	24/7	n/a	n/a	n/a	n/a
<b>Delta Co COA</b>	M-F	\$ 43,414	21,780	3,723	29,210
<b>Delta Transit Co</b>	M-Sat	\$ 40,000	13,000	n/a	53,000
<b>Franz Klammer</b>	As needed	\$ 20,000	1,825	n/a	n/a
<b>Health Care Center</b>	M-F	n/a	n/a	n/a	n/a
<b>Hindale Co Jubileers</b>	2 x per mth	\$ 1,200	125	130	3,900
<b>Horizons Care Ctr</b>	M-F	\$ 5,000	n/a	n/a	n/a
<b>Midwestern CO MH</b>	M-F	\$ 13,000	12,000	6,000	43,000
<b>Montrose County</b>	varies M-F	\$ 173,700	25,000	4,440	93,500
<b>Mountain Express</b>	all year	\$ 778,562	507,237	12,517	142,955
<b>Mountain Limo</b>	24/7	\$ 175,000	17,600	n/a	600,000
<b>MVMD</b>	all year	\$ 3,902,665	2,000,752	20,819	178,727
<b>Ouray County COA</b>	M, W, F	\$ 1,200	1,900	400	5,848
<b>San Miguel Sr. Trans</b>	varies M-F	n/a	275	1,350	19,000
<b>Tele-Care Plus</b>	all year	\$ 10,000	1,000	n/a	14,000
<b>Town of Telluride</b>	all year	\$ 508,754	165,424	11,241	137,460
<b>Two Buttes Srs</b>	W, F	\$ 5,000	4,000	500	6,500
<b>Young at Heart</b>	M, W, F	\$ 40,060	3,200	750	8,560

# CHAPTER IV

## Public Transportation Needs Assessment

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### INTRODUCTION

This chapter presents an analysis of the demand for transit services in the Gunnison Valley based upon standard estimation techniques and comments from residents. The transit demand identified in this chapter was used throughout the study process. Different methods are used to estimate the maximum transit trip demand in the Gunnison Valley:



- Rural Transit Demand Methodology
- Transit Needs and Benefits Study
- Ridership Trends

Feedback from residents within the community also plays a critical role in the regional planning process. Public meetings throughout the region allow citizens to express their ideas and provide suggestions to the planning document.

### COMMUNITY INPUT

Community input at public meetings provides an opportunity for residents to express transit needs for their area. These needs from the public meetings were recorded by Region 10 and were used in the development of transit alternatives. A goal of the Preferred Plan is to meet as many of the needs as possible, provided funding is available. Detailed public meeting comments are shown in the Regional Transportation Plan.

### DOLA Meetings

CDOT initiated a strong effort to involve the small communities around the State of Colorado in the 2030 planning process. CDOT contracted with the Department of Local Affairs (DOLA) to involve all communities with a population under 5,000 with a “Go to the People” approach. Representatives from CDOT are coordinating with the communities to provide meetings with local community staff and elected officials. These meetings focus on future transportation needs for their community and will ensure that their needs will be included in the 2030 plan. This additional effort by CDOT involves more local governments and citizens in statewide planning efforts.

Specific comments from the DOLA meetings are summarized in the Regional Transportation Plan. All comments were reviewed and considered as the Long-Range and Short-Range plans were developed for the Gunnison Valley.

### RURAL TRANSIT DEMAND METHODOLOGY

An important source of information and the most recent research regarding demand for transit services in *rural areas* and for persons who are elderly or disabled is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC, represents the first substantial research into demand for transit service in rural areas and small communities since the early 1980s.

The TCRP Methodology is based on *permanent* population. Thus, the methodology provides a good look at transit demand for the Gunnison Valley. Knowing this information, the LSC Team presents the transit demand for 2002 and for year 2030, based on population projections from the Colorado Department of Local Affairs.

## TCRP Methodology Background

The TCRP study documents present a series of formulas relating the number of participants in various types of programs in 185 transit agencies across the country. The TCRP analytical technique uses a logit model approach to the estimation of transit demand, similar to that commonly used in urban transportation models. This model incorporates an exponential equation, which relates the quantity of service and the demographics of the area.

This analysis procedure considers transit demand in two major categories:

- “*program demand*” which is generated by transit ridership to and from specific social service programs, and
- “*non-program demand*” generated by other mobility needs of elderly persons, persons with disabilities, and the general public, including youth. Examples of non-program trips may include shopping, employment, and medical trips.

## Non-Program Demand

As with any other product or service, the demand for transit services is a function of the level of supply provided. To use the TCRP methodology in identifying a feasible maximum demand, it is necessary to assume a high supply level, as measured in vehicle-miles per square mile per year. The high supply level is the upper-bound “density” of similar rural services provided in this country. This assessment of demand for the rural areas, therefore, could be considered to be the maximum potential ridership if a high level of rural service were made available throughout the Gunnison Valley.

For the Gunnison Valley, a reasonable maximum level of service would be to serve every portion of the region with four round-trips (eight one-way trips) daily, Monday through Friday. This equates to approximately 2,400 vehicle-miles of transit service per square mile per year. This is at the upper range of observed rural systems.

Applying this feasible maximum service density to the permanent population of each county yields the 2002 estimated transit demand for the general population including youth, as well as the elderly and mobility-limited populations, as shown in Table IV-1. The 2002 potential demand for the entire Gunnison Valley for elderly transit service is 112,980 annual trips; disabled demand is 11,630 annual trips; and general public demand is 53,040 annual trips. The potential demand for each county is also shown in the table. The Gunnison Valley estimated total transit demand for 2002, using the TCRP method, at 177,650 annual trips. This amount would be desired by the elderly, mobility-limited, and general public if a very high level of transit service could be provided. The demand would be concentrated in the larger communities.

Transit demand estimates for 2030, using the TCRP methodology, are provided in Table IV-2. Total demand for 2030 is estimated to be 262,590 one-way, annual passenger-trips for the Gunnison Valley.

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**Table IV-1  
2002 Estimated Non-Program Transit Demand using the TCRP Method  
Gunnison Valley - based on Permanent Population**

Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
		Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	Annual TOTAL	#	%	
9646	1	1,580	0	1,580	350	1,930	8	2.8%	0.0
9646	2	1,820	200	2,020	700	2,720	11	3.9%	4.6
9646	3	1,190	60	1,250	500	1,750	7	2.5%	0.5
9646	4	1,670	100	1,770	450	2,220	9	3.2%	0.2
9647	1	3,640	270	3,910	240	4,150	16	6.0%	1.9
9647	2	2,070	200	2,270	380	2,650	10	3.8%	0.1
9647	3	3,100	180	3,280	1,170	4,450	17	6.4%	1.3
9648	1	1,870	440	2,310	940	3,250	13	4.7%	2.0
9648	2	880	80	960	370	1,330	5	1.9%	1.0
9648	3	860	50	910	130	1,040	4	1.5%	0.0
9649	1	1,320	150	1,470	980	2,450	10	3.5%	0.1
9649	2	2,460	640	3,100	580	3,680	14	5.3%	2.3
9649	3	3,860	200	4,060	1,600	5,660	22	8.1%	22.4
9650	1	1,680	40	1,720	860	2,580	10	3.7%	0.1
9650	2	1,890	40	1,930	1,040	2,970	12	4.3%	0.6
9650	3	1,160	130	1,290	880	2,170	9	3.1%	1.4
9650	4	1,930	220	2,150	1,350	3,500	14	5.0%	0.1
9651	1	3,260	390	3,650	1,120	4,770	19	6.9%	23.5
9651	2	1,470	370	1,840	1,020	2,860	11	4.1%	7.1
9651	3	1,240	60	1,300	260	1,560	6	2.2%	0.4
9652	1	2,040	100	2,140	110	2,250	9	3.2%	0.2
9652	2	2,010	90	2,100	100	2,200	9	3.2%	0.2
9652	3	3,070	130	3,200	800	4,000	16	5.7%	7.1
9652	4	2,480	140	2,620	810	3,430	13	4.9%	9.8
<i>Delta County</i>		<i>48,550</i>	<i>4,280</i>	<i>52,830</i>	<i>16,740</i>	<i>69,570</i>	<i>273</i>		
9636	1	560	60	620	130	750	3	3.6%	0.0
9636	2	930	150	1,080	400	1,480	6	7.1%	0.0
9636	3	460	0	460	490	950	4	4.6%	0.0
9636	4	360	130	490	470	960	4	4.6%	0.0
9636	5	1,290	0	1,290	290	1,580	6	7.6%	0.1
9637	1	340	170	510	1,670	2,180	9	10.5%	6.1
9637	2	790	40	830	680	1,510	6	7.3%	17.1
9637	3	1,020	70	1,090	960	2,050	8	9.9%	5.5
9637	4	830	110	940	1,400	2,340	9	11.3%	30.7
9637	5	820	60	880	890	1,770	7	8.5%	3.3
9638	1	330	0	330	950	1,280	5	6.2%	0.0
9638	2	460	60	520	800	1,320	5	6.4%	0.1
9638	3	230	60	290	510	800	3	3.9%	2.9
9639	1	690	80	770	250	1,020	4	4.9%	0.0
9639	2	680	0	680	40	720	3	3.5%	0.0
<i>Gunnison County</i>		<i>9,790</i>	<i>990</i>	<i>10,780</i>	<i>9,930</i>	<i>20,710</i>	<i>81</i>		



**Table IV-1, continued**  
**2002 Estimated Non-Program Transit Demand using the TCRP Method**  
**Gunnison Valley - based on Permanent Population**

Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
		Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	Annual TOTAL	#	%	
9731	1	1,050	30	1,080	290	1,370	5	100.0%	0.0
<i>Hinsdale County</i>		<i>1,050</i>	<i>30</i>	<i>1,080</i>	<i>290</i>	<i>1,370</i>	<i>5</i>		
9661	1	2,420	270	2,690	1,020	3,710	15	5.1%	0.0
9661	2	1,620	380	2,000	630	2,630	10	3.6%	0.0
9662	1	1,660	310	1,970	1,640	3,610	14	5.0%	0.1
9662	2	2,090	420	2,510	1,730	4,240	17	5.8%	4.1
9662	3	2,160	260	2,420	370	2,790	11	3.8%	0.3
9662	4	1,340	80	1,420	720	2,140	8	2.9%	0.0
9663	1	310	250	560	870	1,430	6	2.0%	26.6
9663	2	720	90	810	610	1,420	6	1.9%	18.6
9663	3	1,450	50	1,500	900	2,400	9	3.3%	27.4
9663	4	3,240	310	3,550	2,350	5,900	23	8.1%	17.7
9663	5	1,010	340	1,350	610	1,960	8	2.7%	3.5
9664	1	2,750	0	2,750	520	3,270	13	4.5%	19.7
9664	2	2,260	250	2,510	1,120	3,630	14	5.0%	49.2
9664	3	1,390	120	1,510	990	2,500	10	3.4%	14.7
9664	4	6,390	170	6,560	930	7,490	29	10.3%	21.1
9665	1	2,390	300	2,690	440	3,130	12	4.3%	0.4
9665	2	4,650	420	5,070	750	5,820	23	8.0%	0.1
9666	1	2,810	620	3,430	2,500	5,930	23	8.1%	1.4
9666	2	1,450	390	1,840	630	2,470	10	3.4%	0.1
9666	3	4,070	440	4,510	1,870	6,380	25	8.8%	1.3
<i>Montrose County</i>		<i>46,180</i>	<i>5,470</i>	<i>51,650</i>	<i>21,200</i>	<i>72,850</i>	<i>286</i>		
9676	1	1,160	210	1,370	280	1,650	6	25.4%	0.0
9676	2	880	120	1,000	340	1,340	5	20.6%	0.0
9676	3	2,310	130	2,440	660	3,100	12	47.8%	0.0
9676	4	280	20	300	100	400	2	6.2%	0.3
<i>Ouray County</i>		<i>4,630</i>	<i>480</i>	<i>5,110</i>	<i>1,380</i>	<i>6,490</i>	<i>25</i>		
9681	1	960	70	1,030	1,910	2,940	12	44.1%	0.2
9681	2	380	210	590	510	1,100	4	16.5%	0.2
9681	3	290	0	290	200	490	2	7.4%	0.0
9682	1	1,150	100	1,250	880	2,130	8	32.0%	0.0
<i>San Miguel County</i>		<i>2,780</i>	<i>380</i>	<i>3,160</i>	<i>3,500</i>	<i>6,660</i>	<i>26</i>		
<b>GV Regional Total</b>		<b>112,980</b>	<b>11,630</b>	<b>124,610</b>	<b>53,040</b>	<b>177,650</b>	<b>697</b>		

Table IV-2 2030 Estimated Public Transit Demand using the TCRP Method Gunnison Valley - based on Permanent Population									
Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
		Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	Annual TOTAL	#	%	
9646	1	1,570	0	1,570	350	1,920	8	2.7%	0.0
9646	2	1,800	200	2,000	700	2,700	11	3.8%	4.6
9646	3	1,180	60	1,240	500	1,740	7	2.4%	0.5
9646	4	1,660	100	1,760	450	2,210	9	3.1%	0.2
9647	1	3,970	300	4,270	260	4,530	18	6.3%	2.0
9647	2	2,050	200	2,250	380	2,630	10	3.7%	0.1
9647	3	3,370	200	3,570	1,290	4,860	19	6.8%	1.4
9648	1	1,850	440	2,290	940	3,230	13	4.5%	1.9
9648	2	870	80	950	370	1,320	5	1.8%	1.0
9648	3	850	50	900	130	1,030	4	1.4%	0.0
9649	1	1,310	150	1,460	980	2,440	10	3.4%	0.1
9649	2	2,440	640	3,080	580	3,660	14	5.1%	2.3
9649	3	4,210	220	4,430	1,760	6,190	24	8.7%	24.5
9650	1	1,660	40	1,700	860	2,560	10	3.6%	0.1
9650	2	1,870	40	1,910	1,040	2,950	12	4.1%	0.6
9650	3	1,150	130	1,280	880	2,160	8	3.0%	1.4
9650	4	1,910	220	2,130	1,350	3,480	14	4.9%	0.1
9651	1	3,550	430	3,980	1,230	5,210	20	7.3%	25.7
9651	2	1,450	370	1,820	1,020	2,840	11	4.0%	7.1
9651	3	1,230	60	1,290	260	1,550	6	2.2%	0.4
9652	1	2,020	100	2,120	110	2,230	9	3.1%	0.1
9652	2	1,990	90	2,080	100	2,180	9	3.1%	0.2
9652	3	3,340	150	3,490	880	4,370	17	6.1%	7.8
9652	4	2,450	140	2,590	810	3,400	13	4.8%	9.7
<i>Delta County</i>		49,750	4,410	54,160	17,230	71,390	280		
9636	1	1,120	120	1,240	270	1,510	6	3.7%	0.0
9636	2	1,930	310	2,240	850	3,090	12	7.5%	0.1
9636	3	910	0	910	970	1,880	7	4.6%	0.1
9636	4	710	260	970	930	1,900	7	4.6%	0.0
9636	5	2,550	0	2,550	580	3,130	12	7.6%	0.3
9637	1	680	340	1,020	3,340	4,360	17	10.6%	12.2
9637	2	1,560	90	1,650	1,360	3,010	12	7.3%	34.1
9637	3	2,020	130	2,150	1,910	4,060	16	9.8%	10.8
9637	4	1,640	220	1,860	2,800	4,660	18	11.3%	61.1
9637	5	1,630	110	1,740	1,770	3,510	14	8.5%	6.6
9638	1	650	0	650	1,890	2,540	10	6.1%	0.0
9638	2	910	120	1,030	1,590	2,620	10	6.3%	0.2
9638	3	460	110	570	1,020	1,590	6	3.8%	5.9
9639	1	1,380	150	1,530	490	2,020	8	4.9%	0.0
9639	2	1,350	0	1,350	80	1,430	6	3.5%	0.0
<i>Gunnison County</i>		19,500	1,960	21,460	19,850	41,310	162		



Table IV-2, continued									
2030 Estimated Public Transit Demand using the TCRP Method									
Gunnison Valley - based on Permanent Population									
Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
		Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	Annual TOTAL	#	%	
9731	1	1,240	40	1,280	350	1,630	6	100.0%	0.0
<i>Hinsdale County</i>		1,240	40	1,280	350	1,630	6		
9661	1	3,590	400	3,990	1,530	5,520	22	5.2%	0.0
9661	2	2,410	570	2,980	950	3,930	15	3.7%	0.0
9662	1	2,460	470	2,930	2,450	5,380	21	5.0%	0.1
9662	2	3,100	630	3,730	2,600	6,330	25	5.9%	6.1
9662	3	2,990	360	3,350	520	3,870	15	3.6%	0.5
9662	4	1,990	120	2,110	1,070	3,180	12	3.0%	0.0
9663	1	430	350	780	1,220	2,000	8	1.9%	37.2
9663	2	1,070	130	1,200	910	2,110	8	2.0%	27.7
9663	3	2,150	80	2,230	1,340	3,570	14	3.3%	40.8
9663	4	4,500	430	4,930	3,290	8,220	32	7.7%	24.7
9663	5	1,500	520	2,020	920	2,940	12	2.7%	5.2
9664	1	4,080	0	4,080	770	4,850	19	4.5%	29.3
9664	2	3,360	370	3,730	1,680	5,410	21	5.1%	73.3
9664	3	2,070	180	2,250	1,490	3,740	15	3.5%	22.0
9664	4	9,480	250	9,730	1,390	11,120	44	10.4%	31.3
9665	1	3,310	420	3,730	620	4,350	17	4.1%	0.6
9665	2	6,900	630	7,530	1,130	8,660	34	8.1%	0.1
9666	1	4,170	930	5,100	3,750	8,850	35	8.3%	2.0
9666	2	2,010	550	2,560	880	3,440	13	3.2%	0.1
9666	3	6,040	660	6,700	2,800	9,500	37	8.9%	1.9
<i>Montrose County</i>		67,610	8,050	75,660	31,310	106,970	419		
9676	1	1,600	290	1,890	390	2,280	9	25.7%	0.1
9676	2	1,130	160	1,290	440	1,730	7	19.5%	0.1
9676	3	3,200	180	3,380	930	4,310	17	48.5%	0.1
9676	4	390	30	420	140	560	2	6.3%	0.5
<i>Ouray County</i>		6,320	660	6,980	1,900	8,880	35		
9681	1	4,770	330	5,100	9,560	14,660	57	45.2%	1.1
9681	2	1,690	950	2,640	2,300	4,940	19	15.2%	1.0
9681	3	1,320	0	1,320	920	2,240	9	6.9%	0.0
9682	1	5,680	490	6,170	4,400	10,570	41	32.6%	0.0
<i>San Miguel County</i>		13,460	1,770	15,230	17,180	32,410	127		
<b>GV Regional Total</b>		<b>157,880</b>	<b>16,890</b>	<b>174,770</b>	<b>87,820</b>	<b>262,590</b>	<b>1,030</b>		



**Program Trip Demand**

The methodology for forecasting demand for program-related trips involves two factors.

- Determining the number of participants in each program.
- Applying a trip rate per participant using TCRP demand methodology.

The program demand data for the Gunnison Valley was taken from reports released by Head Start and Mental Health Services for fiscal year 2002. The participant numbers were reported by individual agencies and are also available through the Region 8 Head Start office and the Colorado Department of Human Services. The existing program demand estimates are approximately 562,876 annual trips for the Gunnison Valley, which has increased approximately 24,000 trips from 1999. These data are shown in Table IV-3.

County	Participants		Need Estimate		Total Program - Trip Need
	Head Start	Mental Health Services	Head Start	Mental Health Services	
Delta	71	441	18,673	153,027	171,700
Gunnison	0	202	0	70,094	70,094
Hinsdale	0	4	0	1,388	1,388
Montrose	102	743	26,826	257,821	284,647
Ouray	0	44	0	15,268	15,268
San Miguel	0	57	0	19,779	19,779
<b>TOTAL</b>					<b>562,876</b>

*Source: Region 8 Head Start, 2003; CO Department of Human Services, 2002 data.*

**Summary of TCRP Methodology**

Combining the program estimates and non-program estimates—the total current transit demand for the Gunnison Valley, using the TCRP Methodology, is approximately 740,526 annual trips.

**TRANSIT NEEDS AND BENEFITS STUDY (TNBS)**

The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis.



The unmet need estimates in the TNBS incorporated needs related to households without transportation, seniors, persons with disabilities, and resorts. Program trips for the Gunnison Valley are those transportation needs associated with specific programs for mental health services



(such as Head Start, Development Services programs, Senior Nutrition, or Sheltered Workshop programs) reported by the Colorado Department of Human Services.

The LSC Team updated the TNBS transit need estimates using the recently released 2000 census data. Table IV-4 provides a summary of the needs using the 1996, 1999, and 2000 data. One notation for the needs table is that the Census 2000 collected disability information differently than in previous years. The actual numbers reported for 2000 were much higher than those reported in the 1990 Census. The LSC Team believes the increase is due to the revised questioning procedure for the 2000 census.

<b>Table IV-4 TNBS Updated Transit Need Estimates – Gunnison Valley</b>			
<b>Transit Category</b>	<b>1996</b>	<b>1999</b>	<b>2002</b>
Rural General Public	821,025	984,431	1,153,778
Disabled	4,870	6,500	11,695
Program Trips	539,057	539,057	562,876
Urban Area	n/a	n/a	n/a
Resort Area	3,859,405	4,454,261	4,454,261
<b>Annual Need</b>	<b>5,224,357</b>	<b>5,984,249</b>	<b>6,182,610</b>
<i>Annual Trips Provided</i>	2,319,000	2,647,940	2,718,324
Need Met (%)	44%	44%	44%
Unmet Need (%)	56%	56%	56%
<i>Source: LSC, 2003.</i>			

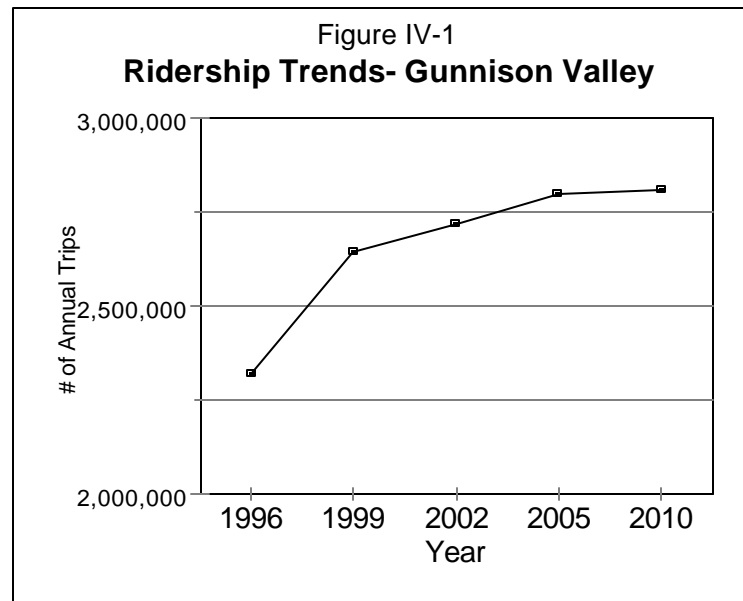
### Unmet Needs

The updated annual transit need estimates for the Gunnison Valley were 1,153,778 trips for the general public including youth and seniors, 11,695 trips for persons with disabilities, 562,876 program trips, and 4,454,261 resort trips. The total transit need in 2002 for the Gunnison Valley is estimated at 6,182,610 annual trips. The table indicates that approximately 44 percent of the existing transit need is being met with 56 percent of the transit need for the region unmet. The unmet need in the future will likely increase with the projected population increase. If local services continue to increase, the transit need for the region will continue to be met.

The TNBS approach used a combination of methodologies and aggregated the need for the Gunnison Valley. However, the approach used factors based on statewide characteristics and is not specific to this region. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

## RIDERSHIP TRENDS

Another approach to looking at short-term transit demand is to evaluate recent trends in ridership. This approach is valid in areas where there are existing transit services such as in the Gunnison Valley. Annual ridership data were presented in Chapter III for the transit providers. Figure IV-1 shows the past ridership trends and ridership projections based on recent trends for the Gunnison Valley—including all public and private providers such as taxi service, Head Start, public transit, etc. This section is based on existing ridership and is projected to year 2010. The ridership trends and projections *do not* estimate the transit need within the study area.



As can be seen in this graph, the transit ridership is expected to increase slightly over the next few years. Demand will also be affected by the increases or decreases in population for the study area. Transit ridership for year 2005 is estimated at approximately 2.8 million riders and for 2010 is estimated at 2.9 million annual trips for the Gunnison Valley.

## TRANSIT DEMAND SUMMARY

Various transit demand estimation techniques were used to determine overall transit need and future transit need. The various methods for estimating current demand are summarized in the previous pages. This chapter presents a brief summary of the unmet need based on data from previous studies and the previous chapters of this report.

## CHAPTER V Transit Alternatives

This chapter presents transit alternatives for the Gunnison Valley. As the world constantly changes, so does transportation—different vehicles, new roads, and more traffic—to mention just a few. By-products of these changes have been the dominance of the automobile and deteriorating air quality in many regions. The Gunnison Valley vision, values, and goals—discussed in the 2030 Regional Transportation Plan—specifically address similar issues, such as a regional transportation system, growth management, and economic development.

The projects presented in this chapter are future transit alternatives that depend on available funding for implementation. The Final Report for this study includes a Preferred Plan and a Fiscally-Constrained Plan, as required by the Colorado Department of Transportation. The projects identified within this chapter will increase the efficient movement of people around the region. In addition, the projects strengthen the regional efforts to reduce single-occupant vehicle travel and efficient use of existing transportation facilities, such as through the use of advanced transportation technologies.

A detailed assessment of the existing transit system was completed in Chapter III. Capital and operating costs for projects in this chapter are based on data reported from local transit agencies in that chapter. This chapter has the transit projects organized by agency and by region, for those transit projects not specific to any one area. The first section of this chapter identifies transit projects that will maintain the existing level of service, more commonly known as Status Quo.

### STATUS QUO - MAINTAIN EXISTING LEVEL OF TRANSIT SERVICE

A good starting point and a very realistic place to start with the transit service alternatives is the Status Quo analysis. This analysis assumes that the Gunnison Valley continues general public transportation as it is today. Table V-1 provides the 25-year capital and operating costs to maintain this level of service. The 25-year operating cost for the Gunnison Valley is \$153,131,048, with capital costs for the next 25 years totaling \$29,740,000. To retain the same level of service as today, the region will spend \$182,871,048 on public transportation in the next 25 years.

<b>Table V-1 Capital and Operating Costs</b>			
<b>Region</b>	<b>Project Description</b>	<b>Investment Category</b>	<b>2030 Plan Cost</b>
GV TPR	Bus purchase - capital (existing service)	System Quality	\$153,131,048
GV TPR	Transit operating funds (existing service)	System Quality	\$29,740,000

As presented in Chapter II, population is expected to increase in the region, which will directly affect the demand for transit service in the region. As the nation's economy and security remain unstable, the tourism market will fluctuate, as will the sales tax revenues in the region.

Public transit services in the Gunnison Valley do not begin to scratch the surface of transit need in the region. Transit agencies must provide good, efficient, and economically feasible service for local residents. Agencies are stretching budgets and maximizing the use of all services.

## COORDINATION OPTIONS

Coordination of the various transit services provided in the Gunnison Valley provide opportunities to maximize the efficiency of management and administration, and result in having the appropriate number of vehicles, increase vehicle utility, and provide more production services overall. Currently, the transit agencies within the Gunnison Valley have several existing coordination efforts and should continue.

## TRANSIT OPTIONS

The following text provides specific projects within the Gunnison Valley that may be introduced in the short term or may be funded in the next decade. This section of the chapter presents options for local transit agencies.

### Gunnison Valley Regional Transit Needs

The following is a list of regional projects which are gaps in service for the Gunnison Valley region. These service options may look to the Gunnison Valley Rural Transportation Authority (RTA) to assist with future funding, along with other resources.

- Express Service Gunnison and Mt. Crested Butte - \$48,360/yr
- Increase Gunnison local service – \$135,780/yr
- Right-of-Way Preservation - \$1,000,000 every three years
- Park-and-Ride (Colorado St/Spencer Ave) - \$500,000
- New vehicles for service expansions - \$430,000
- Montrose to Grand Junction - \$93,600/yr
- Gunnison to Montrose - \$93,600/yr
- Vanpools - \$78,600/yr
- Park-and-Ride lots (Montrose, Nucla, Ophir, Lawson Hill) - \$1,000,000 (2030 cost)

### Delta County COA

The Delta County Council on Aging would like to expand transportation services in the future. It is estimated at \$25,000 per year for the service increase. The agency would also need to acquire a new vehicle to operate the additional hours of service. The vehicle is estimated at \$150,000.

### Hinsdale County COA/Jubileers

The Jubileers would like to add a paid driver to expand services to Gunnison, Montrose, and Grand Junction. The service would cost approximately \$62,400 per year.



### Montrose County Accessible Transportation

Montrose County Accessible Transportation has future plans to expand services with one additional vehicle. The service would cost approximately \$62,400 per year and the agency would need to purchase an additional vehicle. This vehicle is estimated at \$150,000 for the service.

### Mountain Express

Mountain Express bus service in Crested Butte and Mt. Crested Butte is a key service to the ski areas and the communities. Several future projects are shown below for the transit agency.

Project	Annual Cost	2030 Cost
Crested Butte S & Gunnison – expanded service	\$496,000	\$12,410,000
North Village – service expansion	\$175,200	\$4,380,000
Mt. Crested Butte – service expansion	\$496,000	\$12,410,000
Crested Butte Circulator Service – service expansion	\$248,200	\$6,205,000
Crested Butte Country Club – service expansion	\$72,000	\$1,800,000
Intercept Parking Lot – service expansion	\$151,200	\$3,780,000
Gothic Trailheads – service expansion	\$50,400	\$1,260,000
Increase frequency	\$204,000	\$5,100,000
Late night service to 2am, peak season – service expansion	\$72,000	\$1,800,000
New hybrid vehicles for service expansion (14)		\$5,600,000
Maintenance Facility		\$1,200,000
Crested Butte Intercept Lot		\$1,250,000

### Mountain Village Metro District (MVMD)

MVMD also has several projects lined up for the future. These include:

- Increase staff with a Dial-a-Ride driver - \$46,146/yr
- Expand service hours - \$173,500/yr
- Expand parking/Gondola facility - \$2,500,000 total cost
- Vehicles for expanded service - \$1,800,000 total cost
- Facility expansion - \$2,900,000

### Ouray County Council on Aging

The Ouray County Council on Aging has future plans to expand services with a paid driver. The services would include Montrose, Grand Junction, and Meal on Wheels service. The operating cost is estimated at \$62,400 per year. The Council on Aging also plans to have a bus barn in the future. The estimated cost is \$500,000.

### Town of Telluride/Galloping Goose

The Town of Telluride has several project planned for the future. These include:

- Service hour expansion - \$166,400/yr
- Down Valley Commuter Service expansion - \$83,200
- New vehicles for service expansion - \$450,000
- Facility expansion - \$2,000,000

- New transfer facility - \$1,000,000
- Intercept Lot improvements - \$1,000,000

### **Two Buttes Senior Citizens**

The future plan for Two Buttes Senior Citizens is to hire a paid driver for additional days of service. The estimated cost per year is \$62,400.

### **Young at Heart**

The future plan for Young at Heart is to hire a paid driver for additional days of service. The estimated cost per year is \$62,400.

## CHAPTER VI

# Evaluation Criteria and Project Ranking

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The transit projects within this report will far exceed expected transit revenues over the next 25 years. Therefore, it is pertinent for the region to prioritize the transit projects. CDOT also prefers some consistency among the regions in the prioritization process, including transit.

## GUNNISON VALLEY CORRIDOR PRIORITIZATION

The *Gunnison Valley Regional Transportation Plan* developed a vision, strategies, and goals that were supported by evaluation criteria. The Regional Planning Commission approved these guidelines based on the CDOT *Colorado Regional Transportation Planning Guidebook*. Development of the adopted project prioritization process followed a three-step process.

### Project Prioritization Criteria

The first step in the process was to develop the evaluation criteria. The following criteria were selected for the region. Although not all of the criteria apply directly to transit, these criteria have been used as transit projects may compete for funding with projects in other modes.



- \$ Congestion
- \$ Safety
- \$ Ability to Implement
- \$ Community Acceptance
- \$ Integration of Modes
- \$ Economic Impact
- \$ Environment
- \$ System Continuity
- \$ System Preservation

### Criteria Weighting

In the second step, each criterion is assigned a scoring range and weight for the score.

### Project Evaluation

The third step in the process is to evaluate each project and assign a score for each of the criteria.

## CORRIDOR EVALUATION

Each Gunnison Valley corridor was ranked using the criteria from the Regional Transportation Plan. Transit emerged as the high priority. The Regional Transportation Plan has the detailed information for this process. It must again be noted that the assumption “*Maintain Existing Service*” for all transit systems in the region is the highest priority.

## CORRIDOR PRIORITIZATION

The application of evaluation criteria to corridors is a subjective process. No quantitative information is required to score each project. General CDOT guidelines may be used for the criteria. The corridor prioritization is described in detail in the 2030 Regional Transportation Plan.

# CHAPTER VII

## Long-Range Transit Element (2030)

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### INTRODUCTION

Transportation planning was once simple. It meant more money for more roads, especially freeways. Building roads was also simpler. There was more available land, better funding, fewer environmental constraints, and people clearly wanted more and better roads for their cars. Today the situation and the regulatory climate are much more complex. Clearly there is a crisis in transportation, but the only consensus on solutions may be that there is no easy solution. There are not enough transportation funds, preservation for right-of-way is not readily practiced in communities, and public opposition often arises. Yet the mobility needs of a growing population need to be met.



Making better use of our existing transportation system will require overcoming significant obstacles. Local governments and rural counties are hard-pressed to maintain the roads they have. The transportation issue itself is now interlinked with many complex issues. Air quality and transportation go hand in hand. Accommodating growth, land use, environmental concerns, and public safety directly relate to transportation. The state spending limit, budgeting process, and the economics of transportation tie the issue to a myriad of often conflicting or competing interests. This report focuses on the long-range and short-range transit alternatives to meet these transportation challenges.

This chapter presents the Long-Range 2030 Transit Element for the Regional Transportation Plan. The Long-Range Transit Element includes an analysis of unmet needs, gaps in the service areas, regional transit needs, and a funding plan.

The Gunnison Valley is a challenging environment for public transportation due to the distinct rural nature of the area, tourism demands on the transportation system, and scattered development. Funding and land-use development patterns are constraints to transit growth in the region. One constraint is due to transit operations being dependent on federal transit funds and the *limited* local funding in the study area. A second constraint is the low residential density within the counties, combined with scattered work destinations, which limit the ability of traditional transit service to efficiently serve an increasing number of people. Also, the demands stimulated from tourism industry, from visitors to employees to residents, present a different challenge. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles.

The communities of each county are continuously working to update the general comprehensive plans, land use plans, and transportation plans within the study area. Changes in these plans are needed to meet the long-range transit needs and to develop a sustainable transit system for the future.

### UNMET NEED

As mentioned previously, the existing transportation providers were presented in Chapter III, along with the transit demand for the region in Chapter IV. The following section summarizes unmet transit need for the area.

Unmet need has several definitions. This study introduces two different definitions of unmet need. The first unmet needs analysis is from the Statewide Transit Needs and Benefits Study, as presented

in Chapter IV. The second unmet needs analysis is from public feedback from the open houses and the DOLA meetings, which were held in the Gunnison Valley in November and December of 2003.

### Statewide Transit Needs and Benefits Study

The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis. Chapter IV presents the detailed methodology for the TNBS.



The LSC Team updated the TNBS transit needs estimates using the recently released 2000 census numbers. The 2002 annual transit need estimates for the Gunnison Valley were 1,153,778 trips for the rural general public including youth and seniors; 11,695 trips for persons with disabilities; 562,876 program trips; and 4,454,261 for resort trips. The total transit need in 2002 for the Gunnison Valley is estimated at 6,182,610 annual trips.

Table VII-1 presents a summary of the TNBS methodology for the Gunnison Valley. The table indicates that approximately 44 percent of the existing transit need *is being* met with 56 percent of the transit need for the region unmet.

Methodology	Srs./Youth/ Gen. Public	Disabled	Program	Resort	TOTAL DEMAND	Trips Provided*	Unmet Need
TNBS Gunnison Valley	1,153,778	11,695	562,876	4,454,261	6,182,610	2,718,324	56%
* Information from local providers.							
Source: LSC, 2004.							

The TNBS approach used a combination of methodologies and aggregated the need for the Gunnison Valley. However, the approach used factors based on statewide characteristics and is not specific to the Gunnison Valley counties. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

### Unmet Need Based on Public Input

The purpose of the unmet transit needs analysis is to ensure that all reasonable unmet transit needs are met. Unmet transit needs are currently defined in terms of a couple of target groups—specifically, people who are recognized as “transportation disadvantaged” and people who are “choice riders.” An individual is considered “transportation disadvantaged” when his or her transportation needs are not adequately met by the automobile. The following are examples of people who meet this definition:

- *Individuals who do not own and/or operate an automobile for reasons of low income.*
- *Individuals who do not own and/or operate an automobile because of advanced age, physical disability, and/or mental impairment.*

The definition includes all individuals who, by virtue of their age, income, or disability, are not adequately served by the automobile. Transportation-disadvantaged persons are the primary targets for proposals to provide or expand public transportation services. Choice riders are those persons who have a vehicle available for transportation, but opt to utilize the public transportation system for any number of reasons—environmental consciousness, saving gas, parking too expensive, transit convenience, etc.

### Local Meetings

This report addresses unmet needs based on input received from local citizens at open houses for the Regional Transportation Plan. Comments and suggestions from those meetings are included in this Final Report, where appropriate.

To conclude, the second method of looking at unmet needs has several different aspects with unique transit needs around the region. Most suggestions from residents are realistic and were included in the 2030 Preferred Plan.

## **GAPS IN SERVICE AREAS**

Going hand-in-hand with unmet needs are gaps in service areas. The existing regional transit services were presented in Chapter III and are used to identify gaps in the service area. The future transit projects presented in this report consciously plug some of the most glaring gaps in service. However, the funding sources for future projects are not dedicated and provoke the obvious question of “How will we pay for it?” Many sources could potentially be used, such as: higher fares charged, private/public partnerships, more county funding, more federal and state funds, rural transportation authority, and others.

## **REGIONAL NEEDS - PREFERRED PLAN**

Each provider in the Gunnison Valley study area was asked to submit operational and capital projects for the next 25 years to address long-range transit needs. The projects discussed in the following pages are the 2030 Long-Range Preferred Plan for the Gunnison Valley, *not* the Constrained Plan. The Long-Range Constrained Plan is presented later in the chapter. The Preferred Plan is based on *unrestricted funding* for the transit providers. The submitted projects include costs to maintain the existing system and also projects that would enhance the current transit services. All of the projects are eligible for transit funding.

Under TEA-21, transportation plans must show the ability to fund all proposed projects. This requirement has compelled the Gunnison Valley to focus on projects that are high-performing and cost-effective. The available funding is expected to be far short of meeting all the identified needs. Therefore, it is important to provide a Preferred Plan that is not constrained by financial resources. Projects in the unconstrained list could be advanced through the amendment process to the Constrained Plan, if new funds were identified—subject to the approved performance and environmental considerations. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future.



Table VII-2 presents a regional total for the long-range transit projects. The transit projects for the region for the next 20-plus years have an estimated cost of approximately \$299.2 million dollars. This total includes operational and capital costs.



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**Table VII-2  
Long-Range Preferred Plan**

<b>EXPENSES</b>				
<b>Operating</b>	<b>2005</b>		<b>2030</b>	
Gunnison County RTA	\$ 100,333	\$ 2,508,333		Expand Service to full yr @ \$467 per day
	\$ 69,750	\$ 1,743,750		Increase frequency w/ twice as many AM & PM runs (Add 15 hrs/day @ \$31)
	\$ 67,890	\$ 1,697,250		Full day service, all yr @ \$31, Add 6 hrs day
	\$ 48,360	\$ 1,209,000		Gunnison/Mt CB express service - all yr AM & PM
	\$ 135,780	\$ 3,394,500		Gunnison local service - all yr @ \$31 hr
	\$ 10,000	\$ 250,000		Supplement Taxi Service
Delta County COA	\$ 25,000	\$ 625,000		Expand Services
Hinsdale Co COA/Jubileers	\$ 62,400	\$ 1,560,000		Pd driver for service expansion to Gunnison, Montrose and GJ
Montrose Co Seniors	\$ 62,400	\$ 1,560,000		Additional services w/ 1 vehicle
Montrose City Service	\$ 95,000	\$ 2,375,000		New service within Montrose
Mountain Express	\$ 496,400	\$ 12,410,000		Expand Service CB S & Gunnison
	\$ 175,200	\$ 4,380,000		Expand Service North Village
	\$ 496,400	\$ 12,410,000		Expand Service Mt. Crested Butte
	\$ 248,200	\$ 6,205,000		Expand Service Circulator Service CB
	\$ 72,000	\$ 1,800,000		Expand Service CB County Club
	\$ 151,200	\$ 3,780,000		Expand Service Intercept Parking Lot
	\$ 50,400	\$ 1,260,000		Expand Service Gothic Trailheads
	\$ 204,000	\$ 5,100,000		Increase frequency to 15 min peak season
	\$ 72,000	\$ 1,800,000		Expand Service to 2 am peak season
Mtn Village Metro District	\$ 46,146	\$ 1,153,650		DAR Driver; Increase staff
	\$ 173,500	\$ 4,337,500		Service hr expansion
Ouray Co COA	\$ 62,400	\$ 1,560,000		Pd driver for service expansion to Montrose and GJ and Meals on Wheels
San Miguel Co Sr. Transportation	\$ 65,000	\$ 1,625,000		Commuter Service
Town of Telluride/Galloping Goose	\$ 166,400	\$ 4,160,000		Service hr expansion
	\$ 83,200	\$ 2,080,000		Down Valley Commuter Service expansion
Two Buttes Sr Citizens	\$ 62,400	\$ 1,560,000		Pd driver for additional days of service
Young at Heart	\$ 62,400	\$ 1,560,000		Pd driver for additional days of service
Regional Service				
Montrose to Grand Junction	\$ 93,600	\$ 2,340,000		
Gunnison to Montrose	\$ 93,600	\$ 2,340,000		
Vanpools	\$ 76,800	\$ 1,920,000		
GV Preferred Projects Subtotal	\$ 3,628,159	\$ 90,703,983		
+ Maintain Existing	\$ 6,125,242	\$ 153,131,048		
<b>Preferred Total- Operating</b>	<b>\$ 9,753,401</b>	<b>\$ 243,835,031</b>		

**Table VII-2, continued  
Long-Range Preferred Plan**

<b>CAPITAL</b>	<b>2030 Costs</b>	
Gunnison County RTA	\$ 8,000,000	ROW Preservation - \$1M every 3 yrs
	\$ 500,000	Park-and-Ride at Colorado St/Spencer Ave
	\$ 430,000	4 new vehicles (2 @ \$65K) & (2 @ \$150K) for new service
	\$ 860,000	Replacement vehicles for new services (8 total veh)
Delta County COA	\$ 150,000	Vehicle for service expansion
Hinsdale Co COA/Jubileers	\$ -	
Montrose Co Accessible	\$ 150,000	Vehicle for service expansion
Montrose City Service	\$ 585,000	Vehicles for new service
Mountain Express	\$ 5,600,000	14 new veh for new services (hybrid)
	\$ 1,200,000	Maintenance Facility
	\$ 1,250,000	Crested Butte Intercept Lot
Mtn Village Metro District	\$ 2,500,000	Expansion of Parking/Gondola facility
	\$ 1,800,000	Vehicles for expanded service
	\$ 2,900,000	Facility Expansion
Ouray Co COA	\$ 500,000	Bus Barn
San Miguel Co Sr. Transportation	\$ 585,000	Vehicles for Commuter Service
Town of Telluride/Galloping Goose	\$ 3,000,000	Vehicles for service expansion
	\$ 2,000,000	Facility Expansion
	\$ 1,000,000	Transfer Facility
	\$ 1,000,000	Intercept Lot Improvements
Two Buttes Sr Citizens		
Young at Heart		
Regional	\$ 1,000,000	Park-and-Ride lots in Montrose, Nucla, Ophir, Lawson Hill
GV Existing Transit Providers	\$ 35,010,000	
+ Maintain Existing	\$ 20,390,000	
<b>Preferred Total- Capital</b>	<b>\$ 55,400,000</b>	
<b>TOTAL</b>	<b>\$ 299,235,031</b>	

## FUNDING PLAN

This section of Chapter VII presents the funding plan for the Gunnison Valley Long-Range Financially-Constrained Plan. The revenue projections are presented along with alternative funding sources to be pursued by the agencies within the region. This Financially-Constrained Plan relies on the funding sources that are currently being used by the transit agencies or are likely to be realized over the planning horizon.



Funding for transit services within the region will come from federal and local (public and private) sources. The Transportation Equity Act for the 21st Century (TEA-21) is the current legislation guiding the federal transit program. Under TEA-21, the Federal Transit Administration administers formula and discretionary funding programs that are applicable to the Gunnison Valley. Currently, no state funding is available for transit services in Colorado. Senate Bill 1 will result in state funding for transit, but no funds are anticipated for several years. The following text provides a short description of other existing funding sources.

### Federal Funding Sources

#### 5309 Discretionary Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978 and the Intermodal Surface Transportation Efficiency Act of 1991, this program provides capital funding assistance to any size community. The program is administered by the FTA. The funds are available to public transportation providers in the state on a competitive discretionary basis, providing up to 80 percent of capital costs. These funds are generally used for “big ticket” major capital investment projects, such as modernization of a fleet and expansion plans. Competition for these funds is fierce, and generally requires lobbying in Washington, DC and receiving a congressional earmark.

Total Section 5309 funding nationwide increased from a fiscal year 1997-98 level of \$1.9 billion to a fiscal year 2001-02 apportionment of \$2.8 billion. Approximately 10 percent of the funds are set aside for rehabilitation or replacement of buses and equipment, and the construction of bus transit facilities. In fiscal year 2001-02, \$7,672,725 was earmarked for projects in Colorado. It should be noted that in recent years the transit agencies in Colorado have submitted requests for projects through a statewide coalition—CASTA. The LSC Team encourages the transit agencies in the Gunnison Valley to join the CASTA coalition.

#### 5310 Elderly and Persons with Disabilities Capital Funds

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies that transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. In fiscal year 2001-02, Colorado received \$994,098 for this program. Preliminary estimates by FTA Regional staff indicate that CDOT’s apportionment for fiscal year 2002-03 was approximately \$1,115,251.

#### 5311 Capital and Operating Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978 and the Intermodal Surface Transportation Efficiency Act of 1991, this program provides funding assistance to communities with a population of less than 50,000. The Federal

Transportation Administration (FTA) is charged with distributing federal funding for “purposes of mass transportation.”

The program is administered by the Colorado Department of Transportation. The funds are available to public and private transportation providers in the state on a competitive, discretionary basis to support up to 80 percent of the net administrative costs and up to 50 percent of the net operating deficit. Use of this funding requires the agency to maintain certain records in compliance with federal and state requirements. Most of the funds are apportioned directly to rural counties based upon population levels. The remaining funds are distributed by the Department of Transportation on a discretionary basis, and are typically used for capital purposes.

Cuts in this program have been substantially smaller than in the urbanized area program, equaling roughly 16.4 percent. According to FTA Regional staff, CDOT’s apportionment for fiscal year 2002-03 was approximately \$2,791,089—\$538,500 more than last fiscal year.

### 5312 Research, Development, Demonstration, and Training Projects

The Secretary of Transportation may make grants or contracts that will help reduce urban transportation needs, improve mass transportation service, or help mass transportation service meet the total urban transportation needs at a minimum cost. The Secretary of Transportation may make grants to nonprofit institutions of higher learning:

- To conduct research and investigation into the theoretical or practical problems of urban transportation.
- To train individuals to conduct further research or obtain employment in an organization that plans, builds, operates, or manages an urban transportation system.

The grants could be for state and local governmental authorities for projects that will use innovative techniques and methods in managing and providing mass transportation.

### 5313 State Planning and Research Programs

Planning and research appropriations provided under 5338 are split in Section 5313. Fifty percent of the research grants are available to the Transit Cooperative Research Program (TCRP), and fifty percent are available to states to conduct their own research. The dollars for state research are allocated based on each state’s respective funding allotment in other parts of the Mass Transportation Chapter of the US Code.

### 5319 Bicycle Facilities

These funds are to provide access for bicycles to mass transportation facilities or to provide shelters and parking facilities for bicycles in or around mass transportation facilities. Installation of equipment for transporting bicycles on mass transportation vehicles is a capital project under Sections 5307, 5309, and 5311. A grant under 5319 is for 90 percent of the cost of the project, with some exceptions.

### Transit Benefit Program

The “Transit Benefit Program” is a provision in the Internal Revenue Code (IRC) that permits an employer to pay for an employee’s cost to travel to work in other than a single-occupancy vehicle. The program is designed to improve air quality, reduce traffic congestion, and conserve energy by encouraging employees to commute by means other than single-occupancy motor vehicles.

Under Section 132 of the IRC, employers can provide up to \$100 per month to those employees who commute to work by transit or vanpool. A vanpool vehicle must have seating capacity of at least six adults, not including the driver, to qualify under this rule. The employer can deduct these costs as business expenses, and employees do not report the subsidy as income for tax purposes. The subsidy is a qualified transportation fringe benefit.

Under TEA-21, this program has been made more flexible. Prior to TEA-21, the transit benefit could only be provided in addition to the employee's base salary. With the passing of TEA-21, the transit pass may be provided as before, or can be provided in lieu of salary. In addition, the transit pass may be provided as a cash-out option for employer-paid parking for employees. To summarize, this program may not necessarily reduce an employer's payroll costs. Rather, it enables employers to provide additional benefits for employees without increasing the payroll.

### Congestion Mitigation/Air Quality (CMAQ) ISTEA Funding

A strong new source of funding for many transit services across the country has been provided by the Congestion Mitigation/Air Quality (CMAQ) program, authorized through ISTEA. This funding is available to metropolitan areas that do not meet federal air quality standards regarding ozone or carbon monoxide. If any of the Gunnison Valley communities are designated as a non-attainment area in the future, these funds could be accessed.

### Surface Transportation Program (STP)

The funds from this program may be spent on any road that is functionally classified as a collector or arterial for urban streets or as a major collector or arterial for rural areas. The type of projects may range from rehabilitation to new construction. These funds may also be used for transit projects.

Fifty percent of a state's STP funds are allocated to urban and rural areas of the state based on population. Thirty percent can be used in any area of the state at the discretion of the State Transportation Commission. For the remaining 20 percent of the funds, 10 percent must be spent on highway safety projects, and 10 percent must be spent on Transportation Enhancements. Enhancement projects can range from historic preservation and bicycle and pedestrian facilities to landscaping and water runoff mitigation.

### Advantages

- Using federal funding reduces the need to raise funds locally, freeing up funds for other needed services.

### Disadvantages

- Many organizations are frustrated by the "bureaucratic" requirements attached to using federal funding.
- Competition for federal funding is strong.
- Federal funding is never a certainty, especially given current federal efforts to reduce expenses and balance the budget.
- Only certain entities can secure funds.

## Other Federal Funds

The US Department of Transportation funds other programs including the Research and Special Programs Administration (RSPA), and the National Highway Traffic Safety Administration's State and Community Highway Grants Program funds transit projects that promote safety.

A wide variety of other federal funding programs provide support for transportation programs for the elderly and handicapped. Some of these are currently being utilized in the region and others can be explored further, including the following:

- Retired Senior Volunteer Program (RSVP)
- \$ Title IIIB of The Older Americans Act
- \$ Medicaid Title XIX
- \$ Veterans' Affairs
- \$ Job Training Partnership Act (JTPA)
- \$ Temporary Assistance for Needy Families (TANF)
- \$ Developmental Disabilities
- \$ Housing and Urban Development (Bridges to Work and Community Development Block Grants)
- \$ Head Start
- \$ Vocational Rehabilitation
- \$ Health Resources and Services Administration
- \$ Senior Opportunity Services
- \$ Special Education Transportation
- \$ Weed and Seed Program, Justice Department
- \$ National Endowment for the Arts
- \$ Rural Enterprise Community Grants, Agriculture Department
- \$ Department of Commerce, Economic Development, and Assistance Programs
- \$ Pollution Prevention Projects, Environmental Protection Agency
- \$ Access to Jobs/Reverse Commute Program

## **State Funding Sources**

The Colorado Legislature passed legislation that will provide state funding for public transportation under House Bill 1310. House Bill 1310 requires that 10 percent of funds raised under Senate Bill 1 be set aside for transit-related purposes. Funds under this legislation are not anticipated until 2007 to 2009. Potential funding from this source could be as much as \$24 million statewide.

## Local Transit Funding Sources

A variety of local funds are available in the Gunnison Valley. Examples of local support that could be used for transit include the following: voluntary assessments of municipalities; contributions by major business associations; and taxes (sales tax, lodging tax, property tax, fuel tax, real estate tax). Many local agencies benefit from business support in the form of advertising. These and other local funding sources are discussed below.

\$ **General Fund Appropriations:** Counties and municipalities appropriate funds for transit operations and maintenance and for transit capital needs. Monies to be appropriated come generally from local property taxes and sales taxes. Competition for such funding is tough and local governments generally do not have the capacity to undertake major new annual funding responsibilities for transit.

\$ **Advertising:** One modest but important source of funding for many transit services is on-vehicle advertising. The largest portion of this potential is for exterior advertising, rather than interior “bus card” advertising. The potential funds generated by advertising placed within the vehicles are comparatively low.



\$ **Voluntary Assessments:** This alternative requires each participating governmental entity (cities and counties) and private businesses to contribute to funding of the system on a year-to-year basis. This alternative is common for areas that provide regional service rather than service limited to a single jurisdiction. An advantage of this type of funding is that it does not require voter approval. However, the funding is not steady and may be cut off at any time.

\$ **Private Support:** Financial support from private industry is essential to provide adequate transportation services in the Gunnison Valley. This financial support should continue even if an Authority is established to ensure that adequate service is provided. The major employers in the Gunnison Valley are potential sources of revenue.

\$ **Transportation Impact Fees:** Traditional methods of funding transportation improvements required by new development raise questions of equity. Sales and property taxes are applied to both existing residents and to new residents attracted by development. However, existing residents then inadvertently pay for public services required by the new residents. As a means of correcting this inequity, many communities nationwide, faced with strong growth pressures, have implemented development impact fee programs that place a fee on new development equal to the costs imposed on the community.

Previous work by the LSC Team indicates that the levy of impact fees on real estate development has become a commonplace tool in many areas to ensure that the costs associated with a development do not fall entirely on existing residents. Impact fees have been used primarily for highways and roads, followed by water and sewer projects. A program specifically for mass transit has been established in San Francisco.

A number of administrative and long-term considerations must be addressed:

- It is necessary to legally ensure that the use on which the fees are computed would not change in the future to a new use with a high impact by placing a note restricting the use on the face of the plat recorded in public records.
- The fee program should be reviewed annually.
- The validity of the program, and its acceptability to the community, is increased if a time limit is placed on the spending of collected funds.
- TIF funds need to be strictly segregated from other funds. The imposition of a TIF program could constrain capital funding sources developed in the future, as a new source may result in a double payment.
- TIF fees should be collected at the time that a building permit is issued.

\$ **Lodging Tax:** The appropriate use of lodging taxes (a.k.a. occupancy taxes) has long been the subject of debate. Historically, the bulk of these taxes are used for marketing and promotion efforts for conferences and general tourism. In other areas, such as resorts, the lodging tax is an important element of the local transit funding formula. A lodging tax can be considered as a specialized sales tax, placed only on lodging bills. As such, it shares many of the advantages and disadvantages of a sales tax. Taxation of this type has been used successfully in Park City, Utah; Sun Valley, Idaho; and Telluride, Colorado. A lodging tax creates inequities between different classes of visitors, as it is only paid by overnight visitors. Day visitors (particularly prevalent in the summer) and condominium/second homeowners, who may use transit as much as lodging guests, do not contribute to transit.

\$ **Sales Tax:** A sales tax could be implemented with funds to go to transit services. Sales tax is the financial base for many transit services in the western United States. The required level of sales tax would depend upon the service alternatives chosen. One advantage is that sales tax revenues are relatively stable and can be forecast with a high degree of confidence. In addition, sales tax can be collected efficiently, and it allows the community to generate revenues from visitors in the area. This source, of course, would require a vote of the people to implement. In addition, a sales tax increase could be seen as inequitable to residents not served by transit. This disadvantage could be offset by the fact that sales taxes could be rebated to incorporated areas not served by transit. Transit services, moreover, would face competition from other services that may seek to gain financial support through sales taxes.

\$ **Ad Valorem Property Taxes for Capital Projects:** Counties are authorized (Sec. 39-13-103) to impose property taxes for specific capital projects with voter approval.

\$ **Rural Transportation Authority:** Legislation adopted in 1997 and amended in the 2000 session (CRS Sec. 43-4-603) provides authority for Colorado municipalities and counties (outside the RTD area) to establish RTAs. RTAs are able to impose a \$10 annual vehicle registration fee and, with voter approval, may levy a sales tax of up to one percent and/or a visitor benefit fee (fee added to the lodging rate within the area) of up to two percent of the price of overnight lodging. Local governments have considerable flexibility in designing the boundaries of RTAs, which may include all or a portion of the areas of participating jurisdictions. An RTA is a regional, multi-jurisdictional entity that becomes a separate subdivision



of the state, but which operates pursuant to an intergovernmental agreement adopted by its member governments. The existing Gunnison Valley Rural Transportation Authority was established in the November 2003 election and provides funding for air and ground transportation.

A visitor benefit fee was added to the statute in the 2000 legislative session. Extensive research would be required to estimate the funding potential from this source.

\$ **Special Districts:** Colorado local governments also may create a variety of local districts including special districts (CRS Sec. 32-1-101), service authorities (CRS Sec. 32-7-101), municipal general improvement districts (CRS Sec. 31-25-601), county public improvement districts (CRS Sec. 30-20-501), municipal special improvement districts (CRS Sec. 31-25-501), and county local improvement districts (CRS Sec. 30-20-601). In general, these districts are funded from fees or property taxes, with the exception of the county improvement district, which, with voter approval, may levy a sales tax of up to 0.5 percent. In general, these districts are limited in their usefulness as mechanisms for funding transit systems, particularly in a multi-jurisdictional setting.

\$ **Local College Funding:** A strategy to generate transit revenues from campus communities is to levy a student activity fee for transit services or an established amount from the college general fund. An activity fee would have to be approved by a majority of students and would be applied each semester or quarter of school.

The best and most versatile of the above funding sources for local and regional transit services is the RTA, which was recently passed in the Valley. The RTA offers more options for funding sources and much greater flexibility in designing the boundaries and makeup of a multi-jurisdictional transit system.

### Financially-Constrained Plan

The following section presents the financially-constrained transit plan for the Gunnison Valley. The long-range transit projects include the continuation of existing services. Table VII-3 presents the transit cost information for the Gunnison Valley and the anticipated funding. The estimated total for the existing services over the next 25 years is approximately \$182.9 million. This financially-constrained plan is the basis for developing the Short-Range Transit Element presented in Chapter VIII.

**Table VII-3  
FISCALLY-CONSTRAINED PLAN  
Maintain Existing Services**

**EXPENSES**

<b>Operating</b>	<b>2005</b>	<b>2030</b>	
Gunnison County RTA	\$ 76,491	\$ 1,912,272	
Delta County COA	\$ 47,440	\$ 1,185,991	
Hinsdale Co COA/Jubileers	\$ 10,927	\$ 273,182	
Montrose Co Accessible	\$ 189,807	\$ 4,745,167	
Mountain Express	\$ 898,081	\$ 22,452,017	
Mtn Village Metro District	\$ 4,264,547	\$ 106,613,685	
Ouray Co COA	\$ 10,927	\$ 273,182	
San Miguel Co Sr. Transportation	\$ 21,855	\$ 546,364	
Town of Telluride/Galloping Goose	\$ 555,929	\$ 13,898,231	
Two Buttes Sr Citizens	\$ 5,464	\$ 136,591	
Young at Heart	\$ 43,775	\$ 1,094,366	
<b>GV Operating Costs</b>	<b>\$ 6,125,242</b>	<b>\$ 153,131,048</b>	
<b>Capital</b>	<b>2005</b>	<b>2030</b>	
Gunnison County RTA	\$	700,000	(14 vehicles @ \$50K)
Delta County COA	\$	900,000	(18 vehicles @ \$50K)
Hinsdale Co COA/Jubileers	\$	150,000	(3 vehicles @ \$50K)
Montrose Co Accessible	\$	700,000	(14 vehicles @ \$50K)
Mountain Express	\$	1,200,000	Maintenance Facility
	\$	7,020,000	Replacement vehicles (Hybrid-electric/diesel)
	\$	1,250,000	Crested Butte Intercept Lot
Mtn Village Metro District	\$	5,950,000	(14 vehicles @ \$50K + replacements) + (55 Gondola Cabins)
	\$	2,900,000	Facility Expansion
Ouray Co COA	\$	150,000	(3 vehicles @ \$50K)
San Miguel Co Sr. Transportation	\$	250,000	(5 vehicles @ \$50K)
Town of Telluride/Galloping Goose	\$	4,370,000	Replacement and expansion vehicles
	\$	2,900,000	Facility Expansion
	\$	1,000,000	Intercept Lot Improvements
Two Buttes Sr Citizens	\$	150,000	3 vehicles @ \$50K
Young at Heart	\$	150,000	3 vehicles @ \$50K
<b>GV Capital Costs</b>	<b>\$</b>	<b>29,740,000</b>	
<b>TOTAL</b>	<b>\$</b>	<b>182,871,048</b>	
<b>REVENUES (based on control totals from CDOT)</b>			
FTA 5309	\$	21,832,000	
FTA 5310	\$	800,115	
FTA 5311	\$	2,181,515	
Local Funds	\$	158,057,418	
<b>Total Revenue</b>	<b>\$</b>	<b>182,871,048</b>	

# CHAPTER VIII

## Short-Range Transit Element

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### INTRODUCTION

The LSC Team prepared this Final Report, which includes the Short-Range Transit Element for the Gunnison Valley. The Short-Range Plan establishes transit services which will be provided over the next six years.

# 2006 - 2011

### SHORT-RANGE TRANSIT ELEMENT (Six-Year Transit Plan)

This section presents the Short-Range Transit Element. The Gunnison Valley shows maintaining the existing services as the plan for the next six years. CDOT requires dedicated funds to be used for the Short-Range Transit Element and the Gunnison Valley does not currently anticipate increased funding.

The major assumptions used in developing revenue and cost projections are sources *currently dedicated* to the transit agencies or to be realized over the short planning horizon.

The Short-Range Transit Element is the basis for operational plans for each transit provider within the Gunnison Valley. Each operator is responsible for developing their own detailed operational plans to implement the Short-Range Transit Element. The Short-Range Transit Element is used by the Colorado Department of Transportation in the evaluation of transit grant applications.

### Service Plan – Gunnison Valley

The fiscally-constrained Short-Range Transit Element for the Gunnison Valley is presented in Table VIII-1. The transit agencies would like to expand transit service, but will phase in any expansions over the long term due to funding constraints. The current economic status with statewide budget cuts and unsteady markets does not favor transit agencies. However, transportation is necessary to get employees to jobs and people to services. The primary funding sources for transit services in the Gunnison Valley are from local and county governments, fares/donations, and the federal government.

**Table VIII-1  
Short-Range Plan - GV Region  
2006-2011**

	2006	2007	2008	2009	2010	2011
<b>OPERATING COSTS</b>						
Alpine Express, Inc.	\$ 76,491	\$ 76,491	\$ 76,491	\$ 76,491	\$ 76,491	\$ 76,491
Delta County COA	\$ 47,440	\$ 47,440	\$ 47,440	\$ 47,440	\$ 47,440	\$ 47,440
Hinsdale Co COA/Jubileers	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927
Montrose Co Accessible	\$ 189,807	\$ 189,807	\$ 189,807	\$ 189,807	\$ 189,807	\$ 189,807
Mountain Express	\$ 898,081	\$ 898,081	\$ 898,081	\$ 898,081	\$ 898,081	\$ 898,081
Mtn Village Metro District	\$ 4,264,547	\$ 4,264,547	\$ 4,264,547	\$ 4,264,547	\$ 4,264,547	\$ 4,264,547
Ouray Co COA	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927
San Miguel Co Sr. Transportation	\$ 21,855	\$ 21,855	\$ 21,855	\$ 21,855	\$ 21,855	\$ 21,855
Town of Telluride/Galloping Goose	\$ 555,929	\$ 555,929	\$ 555,929	\$ 555,929	\$ 555,929	\$ 555,929
Two Buttes Sr Citizens	\$ 5,464	\$ 5,464	\$ 5,464	\$ 5,464	\$ 5,464	\$ 5,464
Young at Heart	\$ 43,775	\$ 43,775	\$ 43,775	\$ 43,775	\$ 43,775	\$ 43,775
<i>Subtotal</i>	\$ 6,125,242	\$ 6,125,242	\$ 6,125,242	\$ 6,125,242	\$ 6,125,242	\$ 6,125,242
<b>CAPITAL COSTS</b>						
Gunnison County RTA - vehicles	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000
Delta County COA - vehicles	\$ 50,000	\$ 50,000		\$ 50,000	\$ 50,000	
Hinsdale County COA - Jubileers - vehicles			\$ 50,000			
Montrose County Seniors - vehicles	\$ 50,000		\$ 50,000		\$ 50,000	
Mountain Express - vehicles	\$ 650,000	\$ 600,000	\$ 650,000	\$ 600,000	\$ 650,000	\$ 600,000
Maintenance Facility	\$ 1,200,000				\$ 50,000	
Crested Butte Intercept Lot				\$ 1,200,000		
Mountain Village Metro District - vehicles	\$ 50,000	\$ 50,000		\$ 50,000		\$ 50,000
Ouray County COA - vehicles			\$ 50,000			
San Miguel County - vehicles	\$ 50,000		\$ 50,000			\$ 50,000
Town of Telluride - vehicles	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000
Facility expansion						\$ 2,900,000
Intercept Lot Improvements	\$ 1,000,000					
Two Buttes Senior Citizens				\$ 50,000		
Young at Heart					\$ 50,000	
<i>Subtotal</i>	\$ 3,765,000	\$ 1,415,000	\$ 1,565,000	\$ 2,665,000	\$ 1,565,000	\$ 4,315,000
<b>Expense Total</b>	\$ 9,890,242	\$ 7,540,242	\$ 7,690,242	\$ 8,790,242	\$ 7,690,242	\$ 10,440,242
<b>REVENUES</b>						
Local funding	\$ 6,918,981	\$ 6,368,981	\$ 6,478,981	\$ 6,658,981	\$ 6,478,981	\$ 6,948,981
FTA 5309	\$ 2,852,000	\$ 1,052,000	\$ 1,092,000	\$ 2,012,000	\$ 1,092,000	\$ 3,372,000
FTA 5310	\$ 32,000	\$ 32,000	\$ 32,000	\$ 32,000	\$ 32,000	\$ 32,000
FTA 5311	\$ 87,261	\$ 87,261	\$ 87,261	\$ 87,261	\$ 87,261	\$ 87,261
<i>Revenue Total</i>	\$ 9,890,242	\$ 7,540,242	\$ 7,690,242	\$ 8,790,242	\$ 7,690,242	\$ 10,440,242

Source: LSC, 2004.

Note: 2005 Constant Dollars



# Appendix A: Existing Plan



**Appendix A  
MAINTAIN EXISTING SERVICES**

		Assumed 3% inflation to 2005				
<b>Operating</b>	<b>Existing Transit Services</b>		<b>constant \$</b>			2030
	<b>Operating</b>		<b>2003</b>	<b>2004</b>	<b>2005</b>	
Alpine Express, Inc.	\$ 70,000	2001	\$ 72,100	74,263	76,491	
Delta County COA	\$ 43,414	2002	\$ 44,716	46,058	47,440	
Hinsdale Co COA/Jubileers	\$ 10,000	2002	\$ 10,300	10,609	10,927	
Montrose Co Accessible	\$ 173,700	2002	\$ 178,911	184,278	189,807	
Mountain Express	<b>\$ 778,562</b>	<b>2003</b>	<b>\$ 778,562</b>	<b>871,923</b>	<b>898,081</b>	
Mtn Village Metro District	<b>\$ 3,902,665</b>	<b>2002</b>	\$ 4,019,745	4,140,337	4,264,547	\$ 893,562
Ouray Co COA	\$ 10,000	2001	\$ 10,300	10,609	10,927	
San Miguel Co Sr. Transportation	\$ 20,000	2002	\$ 20,600	21,218	21,855	
Town of Telluride/Galloping Goose	\$ 508,754	2002	\$ 524,017	539,737	555,929	
Two Buttes Sr Citizens	\$ 5,000	2002	\$ 5,150	5,305	5,464	
Young at Heart	\$ 40,060	2002	\$ 41,262	\$ 42,500	43,775	
<b>GV Existing Transit Providers</b>	<b>\$ 5,562,155</b>		<b>\$ 5,705,663</b>	<b>\$ 5,946,837</b>	<b>\$ 6,125,242</b>	<b>\$ 153,131,048</b> operating
<b>Other Agencies</b>						
Community Care Center	\$ 83,200	2002	\$ 85,696	88,267	90,915	
Community Options	\$ 200,500	2002	\$ 206,515	212,710	219,092	
CB ADI	\$ 240,000	2002	\$ 247,200	254,616	262,254	
CB Town Taxi, Inc	n/a					
Delta Transit Company	\$ 40,000		\$ 41,200	42,436	43,709	
Franz Klammer Lodge	\$ 20,000	2002	\$ 20,600	21,218	21,855	
Health Care Center	\$ 62,400	2002	\$ 64,272	66,200	68,186	
Horizons	\$ 5,000	2002	\$ 5,150	5,305	5,464	
Midwestern CO Mental Health	\$ 13,000	2002	\$ 13,390	13,792	14,205	
Mountain Limo	\$ 150,000	2002	\$ 154,500	159,135	163,909	
The Peaks Resort Hotel	n/a					
San Juan Living Center	n/a					
Skyline Ranch/Ophir	n/a					
Tele-Care Plus	\$ 10,000	2002	\$ 10,300	10,609	10,927	
Telluride Express/Wild West Tours	n/a					
Valley Manor Care Center	n/a					
Western Express	n/a					
			<b>\$ 848,823</b>	<b>874,288</b>	<b>900,516</b>	

**Appendix A  
MAINTAIN EXISTING SERVICES**

<b>Maintain Existing Services</b>		
<b>Capital</b>	<b>2030 costs</b>	
Alpine Express, Inc.	\$ 700,000	(14 vehicles @ \$50K)
Delta County COA	\$ 900,000	(18 vehicles @ \$50K)
Hinsdale Co COA/Jubileers	\$ 150,000	(3 vehicles @ \$50K)
Montrose Co Accessible	\$ 700,000	(14 vehicles @ \$50K)
Mountain Express	\$ 1,200,000	Maintenance Facility
	\$ 7,020,000	Replacement vehicles (Hybrid-electric/diesel)
Mtn Village Metro District	\$ 5,950,000	(14 vehicles @ \$50K + replacements) + (55 Gondola Cabins)
	\$ 2,900,000	Facility Expansion
Ourray Co COA	\$ 150,000	(3 vehicles @ \$50K)
San Miguel Co Sr. Transportation	\$ 150,000	(3 vehicles @ \$50K)
Town of Telluride/Galloping Goose	\$ 4,370,000	Replacement vehicles (34)
Two Buttes Sr Citizens	\$ 150,000	3 vehicles @ \$50K
Young at Heart	\$ 150,000	3 vehicles @ \$50K
<b>GV Existing Transit Providers</b>	<b>\$ 24,490,000</b>	capital
<b>Other Agencies</b>	<b>2030 cost</b>	
Community Care Center	\$ 150,000	3 buses @ \$50K
Community Options	\$ 3,750,000	3 to 5 vehicles every yr
CB ADI	\$ 150,000	3 buses @ \$50K
CB Town Taxi, Inc	\$ 200,000	2 vehicles every 5 yrs
Delta Transit Company	\$ 200,000	2 vehicles every 5 yrs
Franz Klammer Lodge	\$ 90,000	3 vehicles @ \$30K
Health Care Center	\$ 300,000	6 vehicles @ \$50K
Horizons	\$ 150,000	3 vehicles @ \$50K
Midwestern CO Mental Health	\$ 300,000	12 vehicles @ \$20K
Mountain Limo	\$ 490,000	14 vehicles @ \$35K
The Peaks Resort Hotel	\$ 500,000	\$20K annual expense
San Juan Living Center	\$ 150,000	3 vehicles @ \$50K
Skyline Ranch/Ophir	\$ 90,000	3 vehicles @ \$30K
Tele-Care Plus	\$ 230,000	3 vehicles @ \$50K & 4 veh @ \$20K
Telluride Express/Wild West Tours	\$ 1,250,000	\$50K annual expense
Valley Manor Care Center	\$ 150,000	3 vehicles @ \$50K
Western Express	n/a	