Gunnison Valley TPR
2030
Regional Transportation Plan

December 9, 2004

Gunnison Valley Regional Planning Commission

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GUNNISON VALLEY
2030 Regional
Transportation Plan

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INTRODUCTION

The Gunnison Valley 2030 Regional Transportation Plan (the Plan) has been prepared as part of the Colorado Department of Transportation's (CDOT) Regional and Statewide Transportation Planning Process. The Gunnison Valley Transportation Planning Region (TPR) is one of 15 TPRs comprising the entire State of Colorado. The Gunnison Valley TPR consists of Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel Counties and is located in CDOT Region 3 and Region 5. The Plan considers all modes of transportation. The Planning process has been instrumental in developing not only long range plans, but dialogue between representatives of the TPR, local officials, the public, and CDOT. The plan addresses the planning period from 2005-2030. Its purpose is to develop an understanding of the long-term transportation needs of the region and to identify priorities for funding. This has not been a simple task. The needs are diverse and extensive, while available funding is generally understood as inadequate. Therefore, tough choices have necessarily been made regarding the level of improvements that might be reasonably expected, and on what facilities.

It is the belief of the Gunnison Valley Regional Planning Commission that this plan best represents the needs of the TPR within the context of stringent financial constraints. The Plan also takes a new approach for the TPR in that rather than a simple project-based plan that attempts to identify specific improvements at specific locations, it develops a corridor-based approach. The Plan identifies multimodal corridors that may contain a highway, transit providers and service areas, airports, railroads, and bicycle pedestrian facilities. These modes move the region's people, goods and services and are critical to its economic well being and the general quality of life, not only for this region, but also for the state as a whole.

The plan is also unique in that two previously distinct planning processes have been brought together for the first time. Until now, a Regional Transportation Plan formed the basis for (primarily) state highway funding, while the separate Transit Development Program (TDP) was used to establish short- and mid-term needs for public transportation providers. The current planning process dispenses with the TDP in favor of the new Transit Element, containing both short- and long-term public transportation needs. The Transit Element process, while focused on transit needs, is an integral component of the 2030 transportation plan. While published under separate cover, key sections have been summarized and incorporated in this document. The plan is available online at:

http://www.dot.state.co.us/StatewidePlanning/PlansStudies/.

The RPC engaged a team of consultants to assist with the plan. URS Corporation provided professional services for the regional transportation plan and LSC Transportation Consultants, Inc., with Ostrander Consulting, Inc., provided professional services for the Transportation Element.

FHWA Participation

This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.

Exhibit 1: Study Area Map

THE TRANSPORTATION PLANNING PROCESS

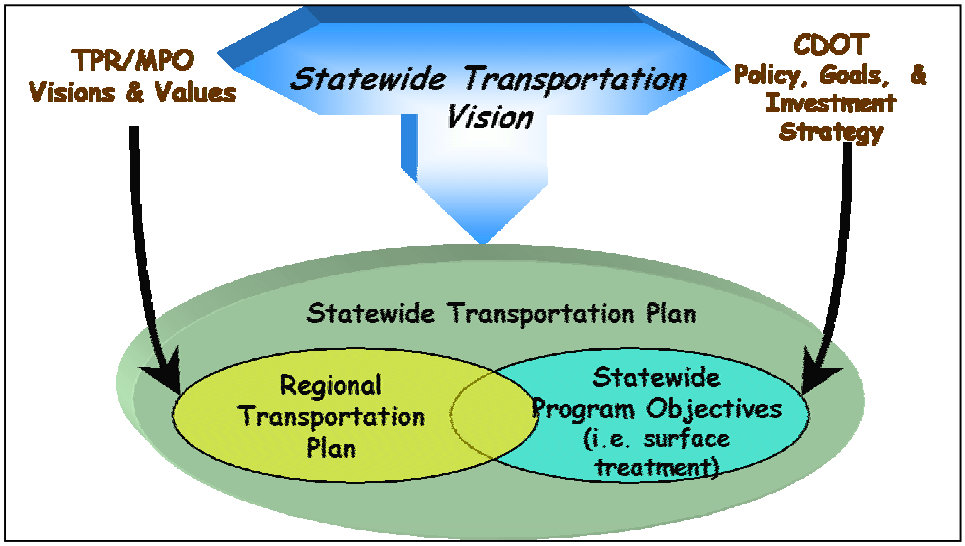
The regional transportation plan is based on a combination of the TPR's Vision and Values and CDOT's stated policies, goals, and investment strategies. The plans are seen to incorporate the statewide transportation vision as expressed by CDOT. Together with statewide programs such as surface treatment, safety programs and the bridge rehabilitation and replacement program, the entire state's needs are encompassed within the Statewide Transportation Plan. In other words, the Statewide Transportation Plan is the summation of needs at the regional and statewide levels.

Consistency with State and Federal Requirements

This plan is offered in response to state and federal requirements to have in place a current long-range transportation plan. The planning process will be based primarily on TEA-21, Title 43 Colorado Revised Statutes, *Colorado's Statewide and Regional Transportation Planning Process Rules and Regulations*, the *Regional Planning Guidebook*, and the *Transit Element Guidelines*.

Other potential sources of guidance include the *Colorado Statewide Planning Public Involvement Guidelines*, Environmental Justice guidance issued by CDOT and the FHWA, CDOT's *Corridor Optimization Guidelines*, the *State of Colorado Access Code*, Federal guidance on *Limited English Proficiency*, and other appropriate documents.

Exhibit 2: Statewide Transportation Planning Process



This plan meets all regulatory and statutory requirements with respect to public involvement and review, subject matter covered, projected timeline, and other items as required.

FHWA Participation

This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.

THE REGIONAL PLANNING COMMISSION

The Gunnison Valley Regional Planning Commission (RPC) has been established by memorandum of agreement to include a representative from each county and each incorporated municipality within the TPR. The RPC has the responsibility to carry out the regional planning process and adopt the plan. The RPC met regularly throughout 2003 and 2004 to oversee the plan.

Table 1: Regional Planning Commission Members

Gunnison Valley Regional Planning Commission Members		
Name	Organization	Location
Tom Hollenbeck	GVTPR Rep. Ouray County Commissioner	Ouray,
Larry Jakublak	Town of Hotchkiss – Mayor	Hotchkiss
Shirley Jentsch	San Juan Corridors Coalition	Montrose
Robert Johnson	GVTPR Rep.Town of Paonia Region 10 Chairperson	Paonia
Erin Kennedy	GVTPR Rep. Town of Ridgway	Ridgway
Kathy Mahoney	GVTPR Rep. Town of Mountain Village	Mountain Village
Bill Miller	GVTPR Rep. Town of Cedaredge	Cedaredge
Bill Murray	GVTPR Rep. Town of Crawford	Crawford
John Norris	GVTPR Rep. Town of Paonia	Paonia
Michael Penny	City of Ouray Administrator	Ouray
Roberta Peterson	Alternate GVTPR Rep. Town of Telluride	Telluride
Imogene Pettis	GVTPR Rep Town of Naturita	Naturita
Michelle Pierce	GVTPR Rep. Town of Lake City	Lake City
Vince Rogalski	GVTPR Chairperson	Mt. Crested Butte
Lolly Ross	GVTPR Rep. Town of Naturita	Naturita
Richard Sales	GVTPR Rep. City of Delta	Delta
Al Shriver	GVTPR Rep. Town of Olathe	Olathe
Woodie Sprouse	Alternative GVTPR Rep. Town of Mt. Crested Butte	Mt. Crested Butte
Chuck Steams	GVTPR Rep. Town of Mt Crested Butte	Mt. Crested Butte
Jonathan Sweet	Alternative GVTPR Rep. Town of Mtn. Village	Mtn. Village
Scott Truex	GVTPR Rep. Town of Crested Butte	Crested Butte
Gary Violetti	Alternative GVTPR Rep. Town of Hotchkiss	Hotchkiss
Ralph Weaver	GVTPR Rep. Town of Norwood	Norwood
David White	Alternative GVTPR Rep. City of Montrose	Montrose
Stan Berryman	GVTPR Rep. Town of Telluride	Telluride
Lynn Black	Town of Telluride Administrator	Telluride
Ray Blaum	Alternate GVTPR Rep. Town of Lake City	Lake City
Bill Brougham	Mayor City of Montrose	Montrose
Chris Brown	Alternate Rep. Town of Crawford	Crawford
Scott Brownlee	Alternate GVTPR Rep. Montrose County	Montrose
Mark Collins	Alternate GVTPR Rep. City of Gunnison	Gunnison
Marlene Crosby	GVTPR Rep. City of Gunnison	Gunnison
Tamara Dargavel	Alternate GVTPR Rep. Town of Norwood	Norwood
Mary Helen deKoevend	GVTPR Rep. Town of Nucla	Nucla
Bob Dodge	Alternative GVTPR Rep. Town of Olathe	Olathe
Carol Drake	GVTPR Rep. Town of Lake City	Lake City
Vernon Ebert	GVTPR Rep. San Miguel County Commissioner	Telluride
Rick Englehart	City of Delta Manager	Delta
Bill Ferguson	GVTPR Alternate Rep. City of Ouray	Ouray
Elaine Fischer	Alternate GVTPR Rep. San Miguel County – Commissioner	Telluride
Maria Forester	Alternative GVTPR Rep. Town of Cedaredge	Cedaredge
Bob Gillie	GVTPR Rep. Town of Crested Butte	Crested Butte
Susan Hansen	GVTPR Rep. Delta County	Delta
Ted Hayden	GVTPR Rep. Delta County Commissioner	Delta
John Hess	Alternative GVTPR Rep. Town of Crested Butte	Crested Butte
Marc Hitchcox	GVTPR Rep. City of Ouray	Ouray
Brian Wilson	GVTPR Rep. Montrose County	Montrose
Henry Woods	GVTPR Rep. Town of Lake City	Lake City

TRANSIT ADVISORY COMMITTEE

The Transit Advisory Committee (TAC) was established to provide technical guidance during the development of the Transit Element. The TAC met on September 26, 2003 and November 20, 2003 to oversee transit planning. Members included transit providers, elected officials, technical staff and the general public.

Table 2: Transit Advisory Committee Members

Gunnison Valley Transit Advisory Committee		
Lou Costello	Alpine Express	Gunnison
Bank Representative	Bank of Telluride	Telluride
Representative	Community Care Center of America	Delta
Michael Erie	Community Options, Inc./Six Points	Montrose
Representative	Crested Butte Mountain Resort Adaptive Sports Center	Crested Butte
Chris Read	Crested Butte Town Taxi	Crested Butte
Peter Sowar	Delta County Council on Aging	Crested Butte
John Loring	Delta Transit Company	Cedaredge
Representative	Town of Telluride Transit/Galloping Goose	Delta
Stan Berryman	Greyhound/TNMO	Telluride
Representative	Gunnison Health Care Center	Gunnison, Montrose, Delta, & Ouray
Robert Patterson	Hinsdale County Jubileers	Gunnison
Durell Thompson	Horizons Care Center	Lake City
Susan Pritchett	Midwestern CO Mental Health Care Center	Eckert
Marian Bell	Montrose County Accessible Transportation	Montrose
Madaline Lake	Mountain Express	Montrose
Scott Truex	Mountain Limo	Crested Butte
Darcy Levtzow	Mountain Village Metropolitan Dist.	Telluride
Tom Sharp	Ouray County Council on Aging	Mountain Village
Walter Rule	Region 10	Ouray
Leslie Jones	Rose Victorian Food Mart	Montrose
Representative	San Juan Living Center	Telluride
Tracy Goetz	San Miguel Senior Transportation	Montrose
Lynn Black	Skyline Ranch/Ophir	Telluride
Cindy Farny	TeleCare Plus	Telluride
Representative	Telluride Express	Ouray, Montrose, & Delta Counties
Drew Smith	Telluride Transit Company	Montrose
Representative	The Peaks Resort Hotel	Telluride
Representative	Valley Manor Care Center	Mountain Village
Leila Cave	Western Express Taxi	Montrose
Bobby Collins	Young at Heart Senior Citizens	Montrose
Skippy White	Aspen Diversified Industries	Gunnison
Lacey Anderson		Montrose

II – PUBLIC PARTICIPATION

The public involvement process provides for communication among all interested parties through public meetings, newsletters, and project updates. It is *the* essential element in facilitating cooperation and consensus building. This planning process sought to involve all interested parties at key points in the visioning, identification of issues, and drafting of the plan.

The consultant team developed a comprehensive mailing list of local agencies, interest groups, modal representatives and citizens with an interest in the plan. A series of three public meetings, as recommended by CDOT in the recent update to the ***Guidelines for the Public Involvement in Statewide Transportation Planning and Programming***, were held in the TPR at the plan visioning, draft and final stages.

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its e**nvironmental justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **environmental justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process. The plan used a Geographic Information System to identify areas of concern based on these principles. Every attempt was made to involve those neighborhoods and/or groups in the planning process.

DOLA OUTREACH PROGRAM

The Gunnison Valley RPC, with assistance from the Department of Local Affairs and CDOT, held community input meetings for each community in the TPR with fewer than 5,000 residents. URS provided supporting information and documentation for this outreach program. The presentation included an overview of the planning process, data about the transportation system, and an opportunity to identify specific issues or ideas about transportation in the surrounding area. The meetings were widely regarded as successful and informative. Residents of the smaller communities were appreciative of the chance to voice their concerns and have them included in the long-range plan.

Table 3: DOLA Meetings – Location and Date

DOLA Outreach Meetings	
Location	**Date**
Delta County	August 29, 2003
Town of Cedaredge	August 21, 2003
Town of Crawford	August 20, 2003
City of Delta	September 16, 2003
Town of Hotchkiss	September 11, 2003
Town of Orchard	September 17, 2003
Town of Paonia	August 26, 2003
Gunnison County	September 9, 2003
Town of Crested Butte	September 15, 2003
City of Gunnison	August 19, 2003
Town of Mount Crested Butte	August 19, 2003
Town of Pitkin	September 9, 2003
Hinsdale County/Lake City	September 3, 2003
Montrose County	September 3, 2003
City of Montrose	September 4, 2003
Town of Naturita/Town of Nucla	September 18, 2003
Town of Norwood	September 10, 2003
Town of Olathe	August 25, 2003
Ouray County	August 25, 2003
Town of Ridgway/City of Ouray	August 13, 2003
San Miguel County/Town of Mountain Village/Town of Telluride	October 14, 2003

Comments received have been incorporated in this report in two ways: recommendations were included, if appropriate, in the representative projects portion of the corridor visions; for concerns considered short-term and not appropriate for this long-range plan, comments were forwarded directly to CDOT for possible attention.

Four Values for the GVTPR were identified from comments resulting from the DOLA meetings and are listed below.

- State Highway as Main Street and the conflicts associated with this Local concerns/needs exist regarding signals, curbs & gutters, signage, speed limits, snow removal and cross walks.
- Variance in the boundaries of the planning region, engineering regions, and Transportation Commission Districts is a concern.
- Concerns about revenues available for projects.
- Highway issues including access, safety, surface condition, and wildlife crossings.

PUBLIC MEETINGS

Three rounds of public meetings were held to provide the opportunity for public input at each critical step in the process.

Table 4: Public Meetings – Round 1 – Project Initiation

County or City	Date	Location	Time
North Fork Area Open House	November 18, 2003	Hotchkiss Town Hall 276 West Main, Hotchkiss	7:00 pm to 9:00 pm
Hindsdale County Open House	November 19, 2003	Cursey Annex 311 N. Hensen Street, Lake City	3:00 pm to 5:00 pm
Gunnison County Open House	November 20, 2003	Gunnison County Planning Dept. 221 N. Wisconsin, #D, Gunnison	7:00 pm to 9:00 pm
Delta County Open House	November 20, 2003	Heddles Recreation Center 530 Gunnison River Drive, Delta	7:00 pm to 9:00 pm
West End Open House	December 3, 2003	Naturita Community Center 222 East Main, Naturita	7:00 pm to 9:00 pm
Ouray County Open House	December 9, 2003	Ridgway Community Center 201 North Railroad Street, Ridway	4:00 pm to 6:00 pm
Montrose County Open House	December 9, 2003	Montrose Chamber of Commerce 1519 E. Main Street, Montrose	7:30 pm to 9:00 pm
San Miguel Open House	December 10, 2003	Telluride Fire House 131 West Columbia, Telluride	6:00 pm to 8:00 pm
GVTPR Meeting	December 11, 2003	Region 10 Conference Room 300 North Cascade, Ste #1, Montrose	1:00 pm

Table 5: Public Meetings –Round 2 – Preferred Plan

County or City	Date	Location	Time
Delta	March 24, 2004	Heddles Recreation Center 530 Gunnison River Drive, Delta	6:30 pm to 7:30 pm
Gunnison	March 25, 2004	Gunnison Courthouse 200 East Virginia, Gunnison	5:00 pm to 6:00 pm
Hinsdale	March 23, 2004	Cursey Annex 311 N. Hensen Street, Lake City	5:00 pm to 6:00 pm
Montrose	March 24, 2004	Region 10 Conference Room 300 North Cascade, Ste #1, Montrose	10:00 am to 11:00 am
Ouray	March 22, 2004	Ridgway Fairgrounds Events Center, Ridgway	1:30 pm to 2:30 pm
San Miguel	March 22, 2004	San Miguel County , Miramonte Rm, 333 W. Colorado Ave., Telluride	10:00 am to 1100 am

Table 6: Public Meetings –Round 3 – Draft Plan

County or City	Date	Location	Time
Montrose	Sept 23,2004	Holiday Inn Express, Montrose	4:00 pm-7:00 pm

Overview of Public Meetings

In December 2003, the Gunnison Valley Regional Planning Commission (GVRPC) held the first round of public meetings to introduce the regional transportation planning process to the public. At these meetings, the public was given the opportunity to participate in the planning process, voice their concerns on specific transportation issues and to comment on previous plans Vision, Values and Regional Issues/Needs. Typical concerns focused on highway construction, particularly the US 50, US 550, SH 145, SH 92, and SH 133 corridors, the adequacy of aviation and transit services within the region, and concern over limited transportation dollars. The second round of meetings were held in mid-March 2004 to present the Preferred Transportation Plan to the public for comment. At these meetings the public was given the opportunity to bring forward any additional transportation projects for consideration. The Preferred Transportation Plan includes all transportation projects identified in the development of the Gunnison Valley RPC regional transportation plan. The third public meeting was held in September 2004 as a joint meeting with CDOT and the Gunnison Valley Regional Planning Commission for the purpose of presenting the findings of the Draft 2005-2030 Colorado Transportation Plan and Draft 2005-2030 Gunnison Valley Regional Transportation Plan and Transit Element to the public for review and comments.

III – REGIONAL VISION, GOALS & STRATEGIES

This task provided the opportunity for the TPR to identify issues that will help in the development of Regional Vision, Goals, and Strategies. Ultimately, the Regional Vision, Goals, and Strategies developed through public, RPC, and TAC processes were used in developing evaluation criteria for use in the transportation alternatives development phase of the plan. The Vision provides the basis to compare projects for consistency with the final adopted 2030 plan.

The consultant team led the RPC in a series of exercises to help reach consensus on the Regional Vision, Goals, and Strategies and how best to implement them in support of regional quality of life. CDOT's ***Regional Planning Guidebook*** offers a series of questions to assist in the completion of this task.

Each plan item was compared to the TPR's Vision, Goals, and Strategies for consistency. This ensured that final planning components support the originally conceived ideas of how best to support the regional quality of life.

CDOT's guidance in developing this portion of the plan requests that the TPR begin with the Department's Mission as a foundation:

> *The mission of the Colorado Department of Transportation is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.*

CDOT also offers the following vision as part of its guidance:

> *To create an integrated transportation system that focuses on moving people and goods, develops linkages among transportation choices, and provides modal choices to enhance the quality of life and environment of the citizens of Colorado.*

2030 VISION FOR TRANSPORTATION SERVICES IN THE GUNNISON VALLEY REGION

The regional vision statement for the GVTPR is:

> *Maintain and improve our quality of life, environmental health and economic viability within Region 10 through the establishment of an efficient, safe, and environmentally sound regional intermodal transportation system.*

During the project process, the four Values were identified as priorities for the region.

Value 1	Quality of Natural Environment
Value 2	Preservation of Rural Character & Western Values
Value 3	Sense of Community
Value 4	Economic Opportunity

In addition, the following list of issues confronting the GVTPR surfaced in terms of providing the region with:

- Tourist/Visitor Services
- Safety
- Maintenance
- Air Service
- Rail Service
- Bicycle/Pedestrian System Development
- Resolutions to Rural/Urban Conflicts
- Land Use Planning

IV – TRANSPORTATION SYSTEM INVENTORY

This chapter provides a comprehensive overview of the existing transportation system including highway system, public transportation, bicycle, pedestrian, rail, and aviation systems. Each mode has been examined along with its infrastructure, level of service, capacity, operating, and safety characteristics etc. to identify existing conditions. Not only will this "picture" of the existing systems broaden our knowledge of what types of systems serve the TPR, it also provides the base of information necessary to determine future transportation investments by allowing for the identification of deficiencies within each system.

The approach to collecting data on the existing transportation system will depended, to a significant degree, on the Transportation Planning Data Set as developed by CDOT. The Dataset contains complete information as collected by CDOT on the highway characteristics and traffic data as well as modal components of the state's transportation system. Information from the Dataset have been mapped and displayed using the ArcView/GIS program.

Note on Transit: A complete inventory of transit operators and their services was undertaken during the transit element **process** and is fully integrated with the RTP. This document contains summary information about local transit systems; for complete information about public transportation, please see the ***Transit Element*** published separately**.**

HIGHWAY SYSTEM

The following section utilizes the best, most current data available as provided by CDOT. Most highway information is for the year 2001, the most recent available. The section describes the region's highway system with the following information:

- Project Area
- National Highway System
- Scenic Byways
- Functional Classification and Mileage
- Traffic Volumes
- Surface Condition
- Bridges
- Accident Locations
- Commercial Truck Traffic
- Hazardous Materials Routes

Project Area Map

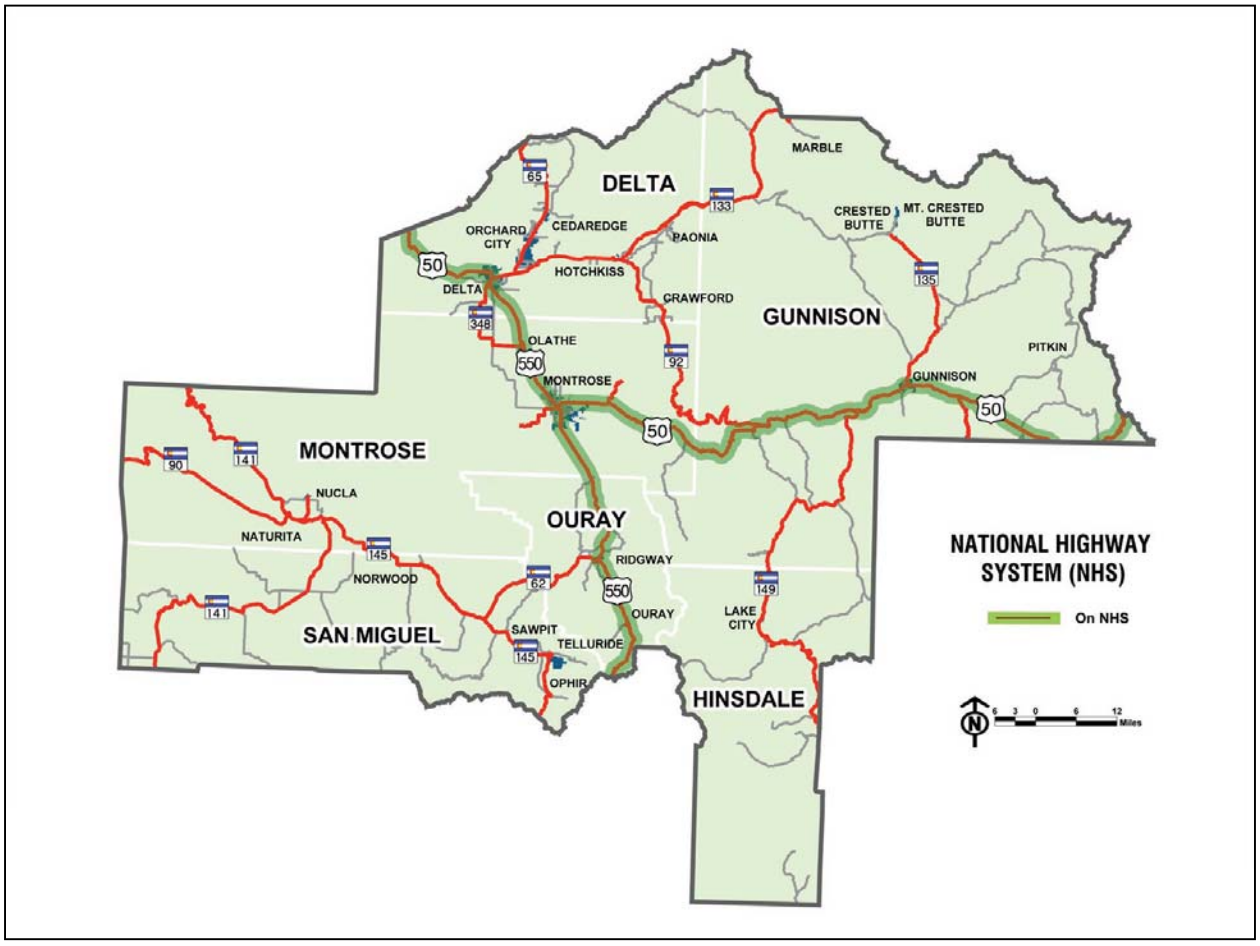
The project area encompasses Delta, Gunnison, Hinsdale, Montrose, Ouray and San Miguel Counties.

Exhibit 3: Project Study Area Map

National Highway System

The National Highway System (NHS) was first proposed in the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and was adopted by Congress. The NHS is a system of principal arterials that are considered significant components of a nationwide network linking major ports to commercial and industrial centers, connecting major metropolitan areas, providing access to major recreational areas, connecting major intermodal facilities, and designating a sub-component of strategic defense highways. The system contains all Interstate Highways plus other major highways and totals about 161,000 miles nationwide. Of the nearly 700 miles of state highway in the GVTPR, 186 miles are identified as being on the NHS.

Exhibit 4: National Highway System Map



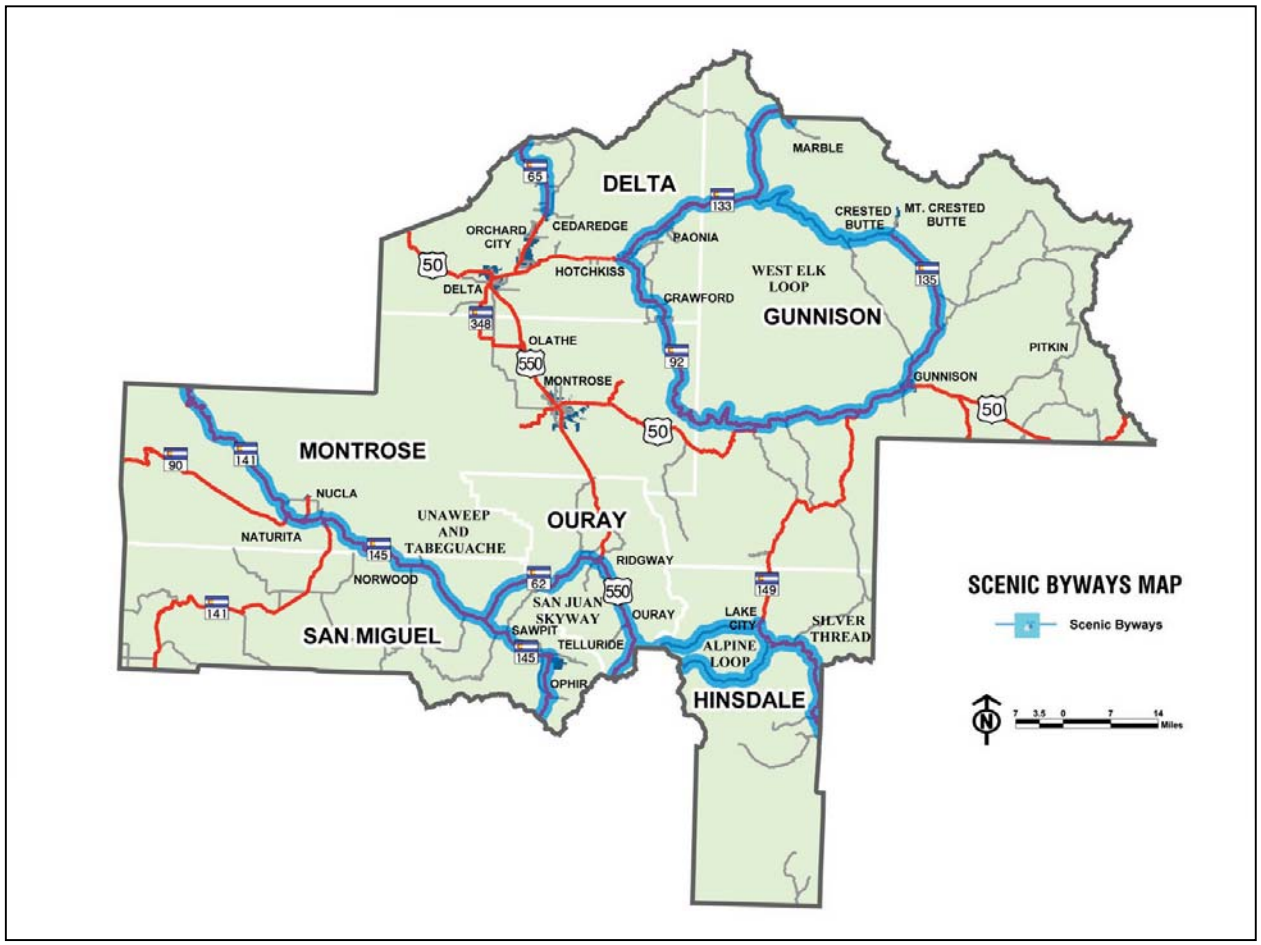
Scenic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradans and visitors. This system of outstanding touring routes in Colorado affords the traveler interpretation and identification of key points of interest and services while providing for the protection of significant resources.

Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features. (From The Official Site of Colorado's Scenic and Historic Byways - http://www.coloradobyways.org/Main.cfm).

The major Scenic Byways in the region include the San Juan Skyway, the Unaweep and Tabeguache, the Alpine Loop, the West Elk Loop and the Silver Thread are identified in Exhibit 5.

Exhibit 5: Scenic Byways Map

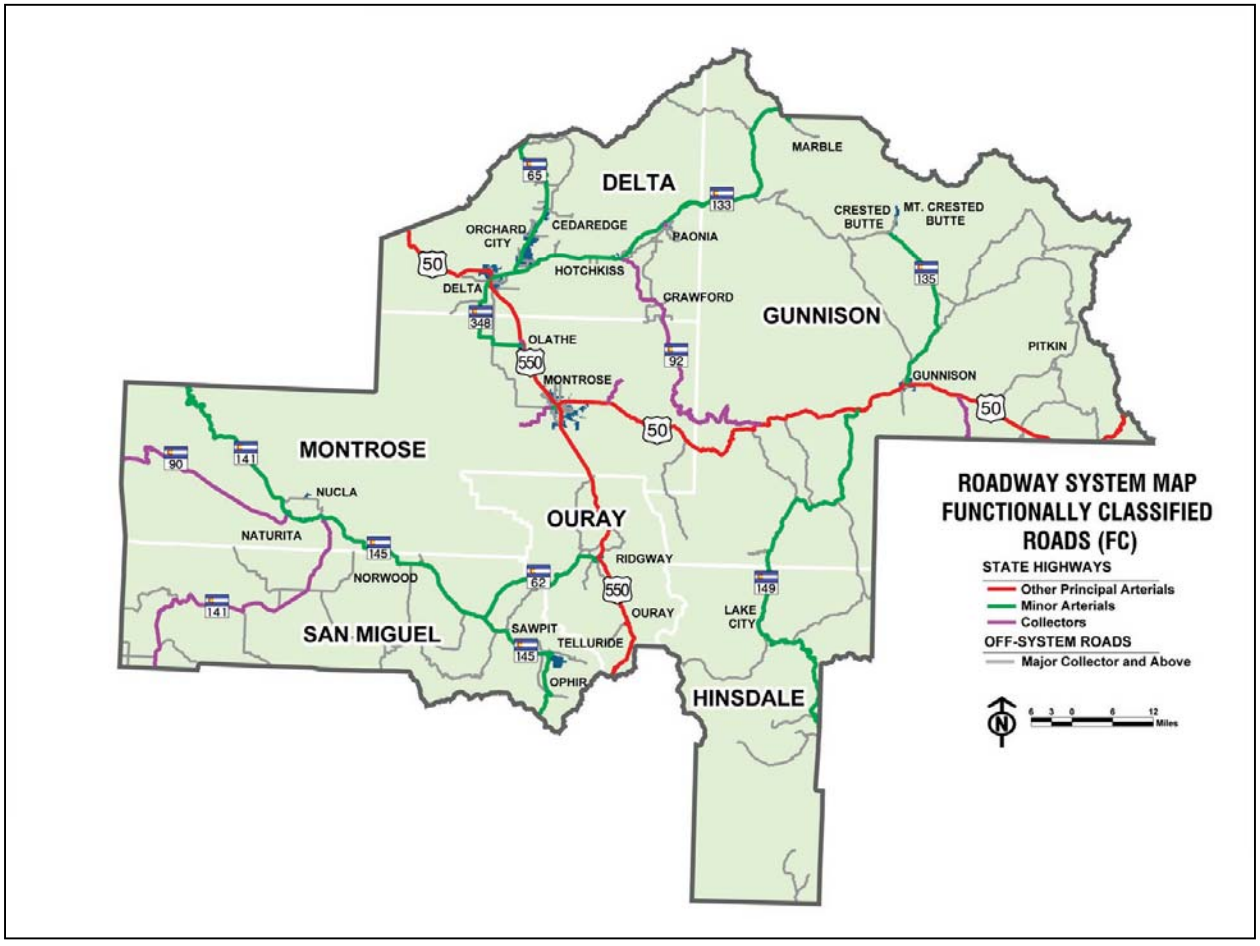


Functional Classification

The classification of the highway system, as defined by FHWA, and is divided between rural and urban areas. The functional classification system is based on the grouping of streets and highways into classes, or systems, according to the character of the service they are intended to provide. The road classes are are used for urban and rural systems:

- Arterial - a major highway primarily for through traffic usually on a continuous route. The classification is divided into Interstate, Freeways and Expressways, Principal Arterials, and Minor Arterials.
- Collector - streets whose primary purpose is to serve the internal traffic movement within an area. The classification is divided into Major and Minor Collector (Rural), and Collector (Urban).
- Local - streets whose primary purpose is feeding higher order systems (Collector & Arterial), or providing direct access with little or no through traffic.

Exhibit 6: Functional Classification Map



State Highways

The following table shows mileages and percent of total state highways for each functional classification within the TPR. Of just under 700 miles, approximately 49.3% are Minor Arterial Rural, 25.4% are Other Principal Arterial Rural, and 22.7% are Major Collector Rural.

Table 7: State Highway Functional Classification

State Highway Functional Classification		
Highway Classification	**% of Total**	**Miles**
Freeway Urban	0.0%	0
Other Principal Arterial Urban	1.6%	11
Collector Urban	0.1%	1
Minor Arterial Urban	0.1%	1
Interstate Rural	0.0%	0
Other Principal Arterial Rural	25.4%	175
Minor Arterial Rural	49.3%	338
Major Collector Rural	22.7%	156
Minor Collector Rural	0.7%	5
Total	100.0%	686

Source: CDOT

Local Roads

The following table shows mileages and percent of total local roadways for each functional classification within the TPR. Local roadways are under the jurisdiction of a county or municipality. Of just under 3,500 miles, approximately 75.1% are Local Rural.

Table 8: Local Road Functional Classification

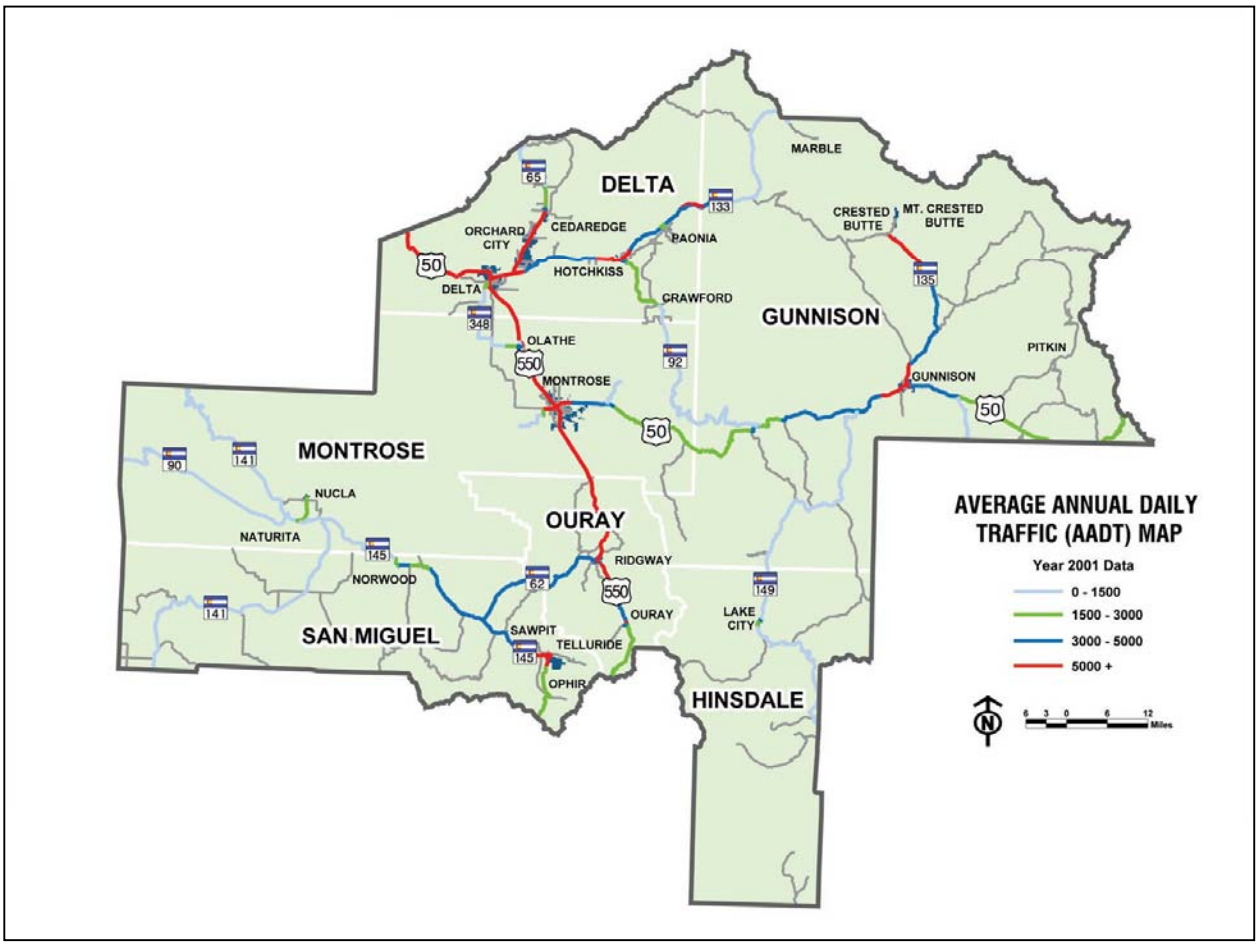
Local Road Functional Classification		
Road Classification	**Miles**	**% of Total**
Principal Arterial Rural	0.0	0.0%
Minor Arterial Rural	0.0	0.0%
Major Collector Rural	185.3	5.4%
Minor Collector Rural	580.3	16.9%
Local Rural	2,587.4	75.1%
Highway Urban	0.0	0.0%
Principal Arterial Urban	0.0	0.0%
Minor Arterial Urban	5.7	0.2%
Major Collector Urban	11.4	0.3%
Local Urban	73.1	2.1%
Total	3443.2	100%

Source: CDOT

Traffic Volumes

Traffic volumes on state highways were generated using CDOT data for 2001, the most recent available. The data is based on a mix of permanent traffic counters, temporary (mobile) traffic counters, and a model comparing known values to similar roadways across the state. The Average Annual Daily Traffic (AADT) is a commonly used measure that provides the total number of vehicles on a highway throughout the year divided by 365. This method helps "smooth" peaks and valleys in the traffic profile that may be seasonal (recreation or agriculture) or special event triggered.

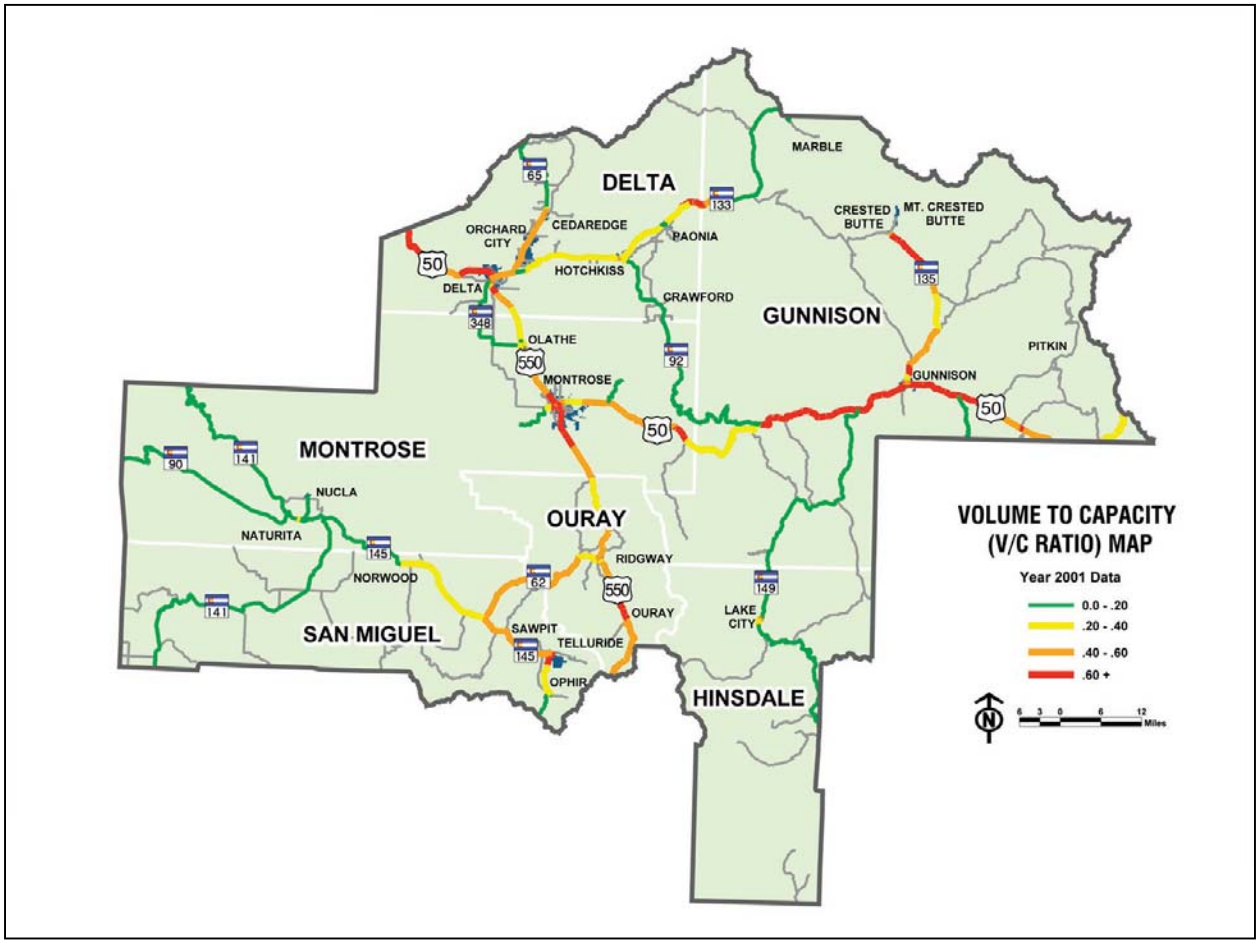
Exhibit 7: Average Annual Daily Traffic 2001 Map



Volume to Capacity Ratio

The Volume to Capacity Ratio, commonly referred to as V/C (V over C), is another commonly used measure of traffic. It provides information about congestion on the facility, rather than the raw number of vehicles. For instance, 5,000 vehicles per day on a narrow, two-lane road with no shoulders is much more congested than 5,000 vehicles per day on a 4-lane interstate facility. In the following maps, the Volume (AADT) is compared with the Capacity of the facility to obtain a ratio between 0 (no congestion) and 100 (gridlock). Congestion starts to become a noticeable problem in rural areas at about 0.60 or 60% of capacity. In urban areas, 0.85 is more commonly acknowledged as the lower limit of severe congestion.

Exhibit 8: Volume to Capacity Ratio 2001 Map



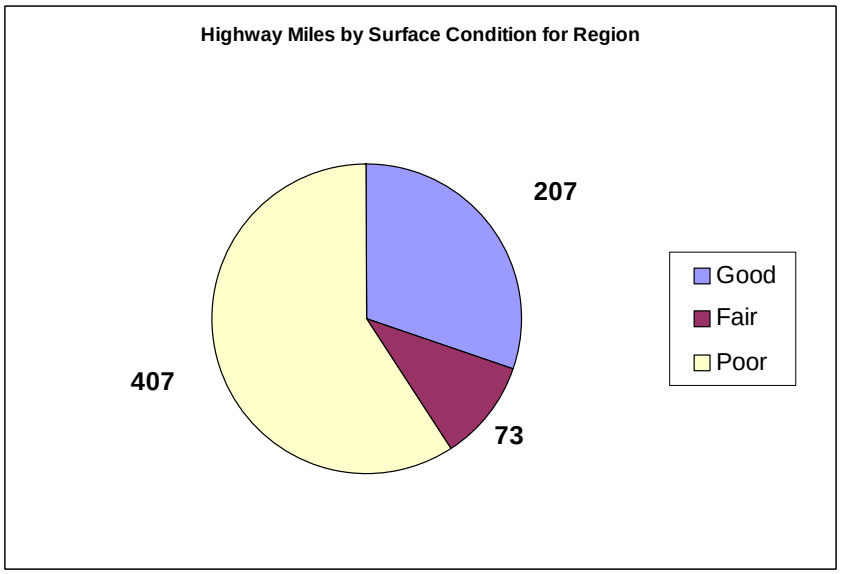
Surface Condition

CDOT rates the condition of highway surfaces with its Pavement Management System, providing a range of years of remaining service life of the pavement of the highway segment depending on roughness, cracking, patching, rutting and other indicators of smoothness and structure. The Colorado Transportation Commission has set a goal of maintaining the state's highway system, overall, with a minimum of 60% rated Good or Fair. Resurfacing projects are not normally chosen as part of the long range plan, but are scheduled by CDOT according to the output of the Pavement Management System.

Remaining Service Life

- >11 Years – Good
- - 11 Years – Fair
- < 6 Years – Poor

Exhibit 9: Highway Miles by Surface Condition Chart



CDOT has reallocated significant funding from construction programs to the surface treatment program to attempt to meet its number one goal of maintaining the existing system at an acceptable level. The region has not met this goal as 40.8% of the roadways are categorized as either in good or fair condition. In addition, almost 60% of the region's roadways are considered to be in poor condition.

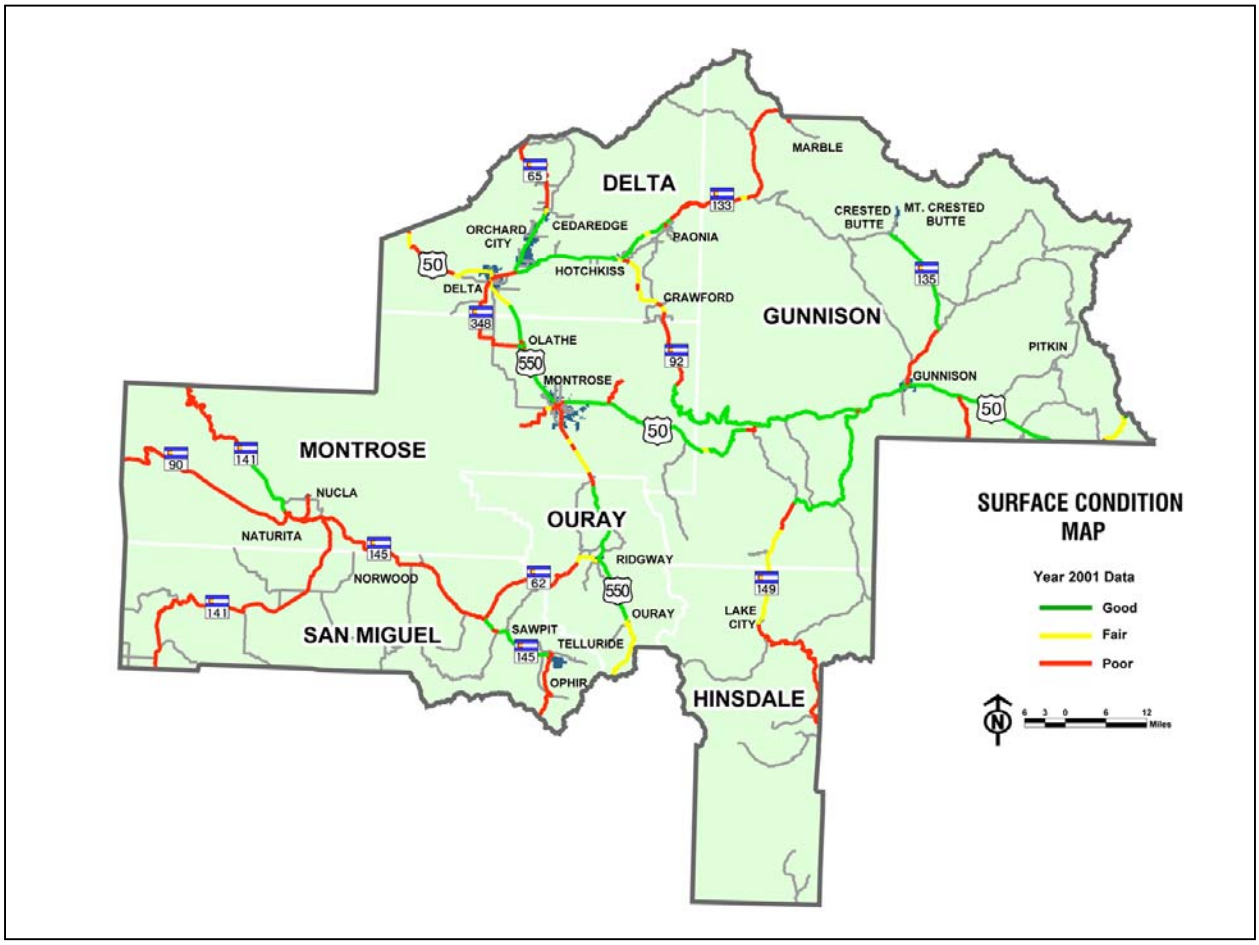
Table 9: State Highway Condition

State Highway Condition							
County	Miles	Miles per Condition			Percentage per Condition		
		Good	Fair	Poor	Good	Fair	Poor
Delta	114	36	29	50	31.3%	25.3%	43.4%
Gunnison	191	101	13	77	52.8%	7.0%	40.2%
Hinsdale	39	0	10	29	0.0%	24.9%	75.1%
Montrose	194	38	3	154	19.3%	1.5%	79.2%
Ouray	48	23	18	7	48.2%	36.9%	14.9%
San Miguel	100	10	0	90	9.9%	0.0%	90.1%
Total	**686**	**207**	**73**	**407**	**30.2%**	**10.6%**	**59.3%**

Source: CDOT 2001

The following map shows the distribution of Good, Fair and Poor highway segments in 2001. Recent repaving projects may have changed to picture somewhat, but as some segments are being repaved, others reach the end of service life.

Exhibit 10: Surface Condition Map

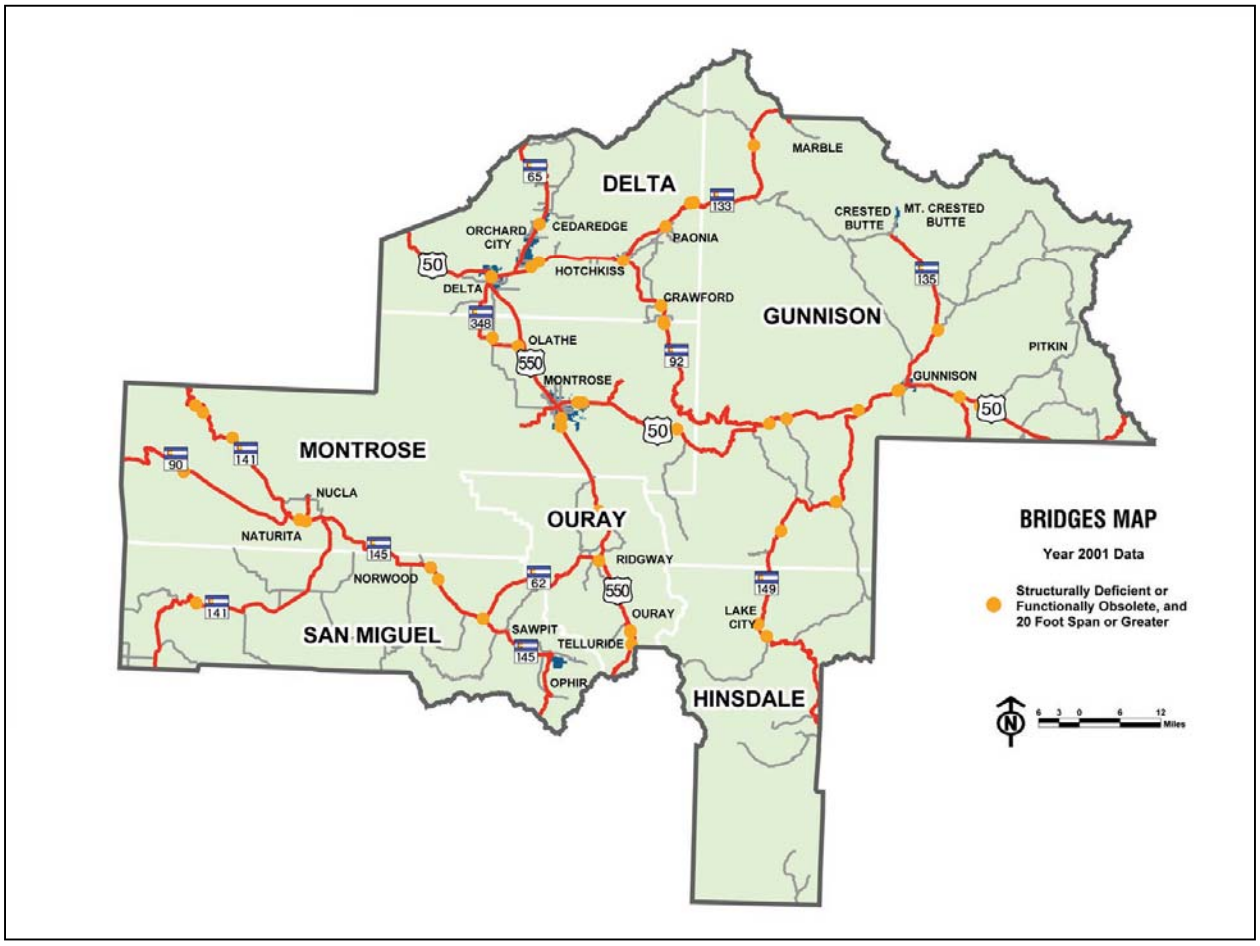


State Highway Bridges

Each bridge on the state highway system is given a Bridge Sufficiency Rating by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. Bridges are ranked from 0-100. Bridges with a sufficiency rating less than .80 and more than 20 feet in length are eligible for rehabilitation funding. Bridges with a sufficiency rating of less than 50 and 20 feet in length are eligible for replacement funding. Those bridges are plotted on the following map.

Bridge repair and replacement projects are not a normal part of the long range planning process, but are chosen by CDOT on the basis of sufficiency rating, funding availability, and proximity to other highway projects. When highways are upgraded or have other major work performed, CDOT also upgrades the associated bridges to current standards as a matter of policy. The data presented here concerning bridges is for information only about the region's system and not intended as part of the major scope of the plan.

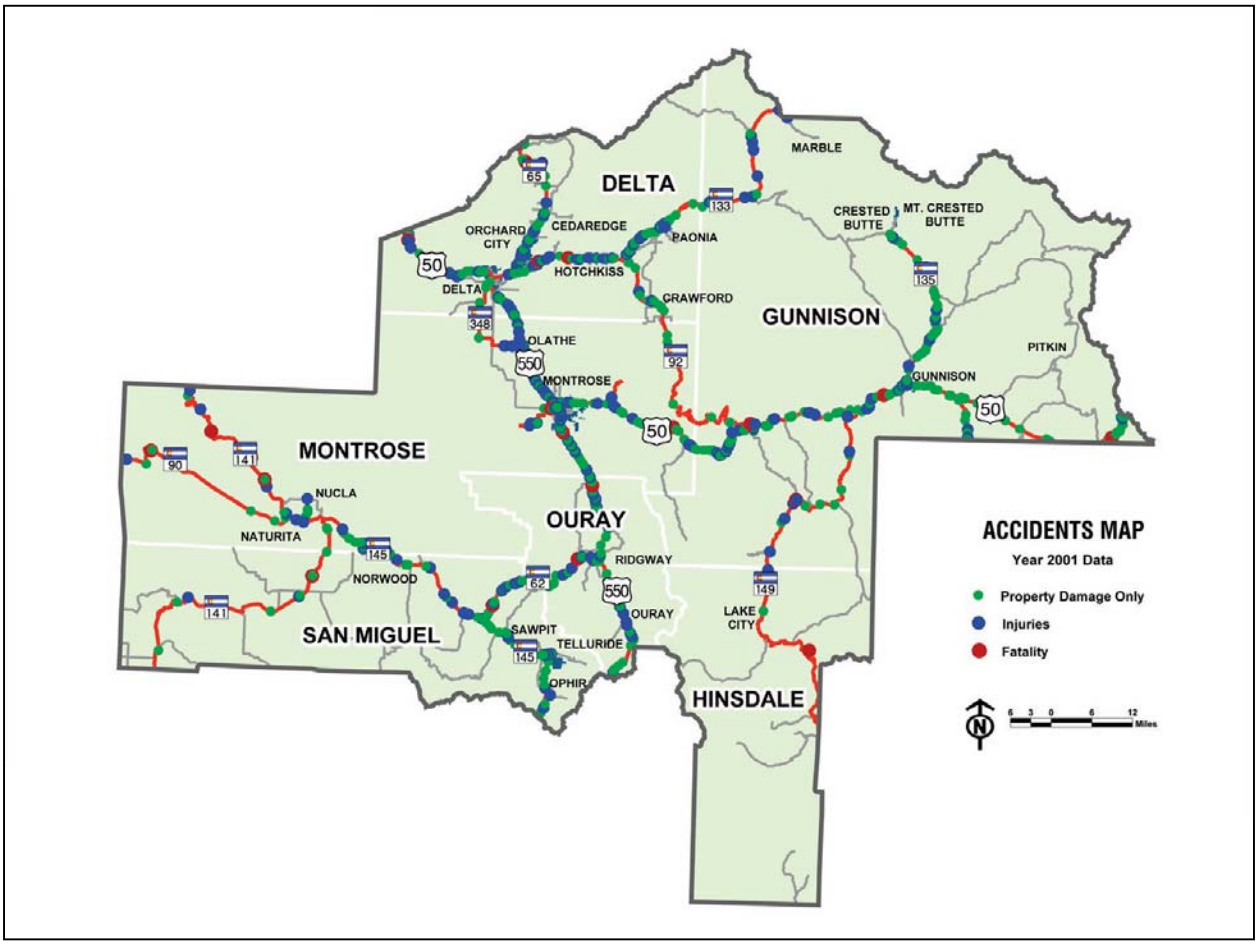
Exhibit 11: Functionally Obsolete/Structurally Deficient Bridge Map



Accident Locations

Two sources of information about highway safety and accident locations were examined for this report. CDOT provided a segment-by-segment analysis for the planning process, which showed a crash rate, an injury rate, and a fatality rate on each section of highway. This data provided information for the prioritization of corridors and about the type of work that should be done in the Alternatives Analysis chapter of this report. In addition, year 2001 crash data has been plotted in the following map to provide an overview, for one year, of the distribution and concentration of crashes in the region.

Exhibit 12: Accident Locations Map



Freight

The two following maps, Exhibits 13 and 14, provide a picture of the level of commercial truck use on regional highways. The first, Commercial Truck AADT, shows the actual volume of commercial trucks on highways. The heaviest used highways, more than 150 trucks per day, include US 50 across the entire region, US 550 (north of Ridgway), and sections of SH 62, SH 141 and SH 145. The second, Commercial Truck Percent Total of AADT, shows the percentage of trucks relative to the total traffic stream. A percent of greater than 10% indicates that a corridor more than likely plays a role in the movement of commerce within the TPR. This map shows the highest percentage of trucks (over 10%) occurs on US 550, US 50, SH 141, and a segment of SH 90 near the Utah border.

Exhibit 13: Commercial Truck Average Annual Daily Traffic – 2001 Map

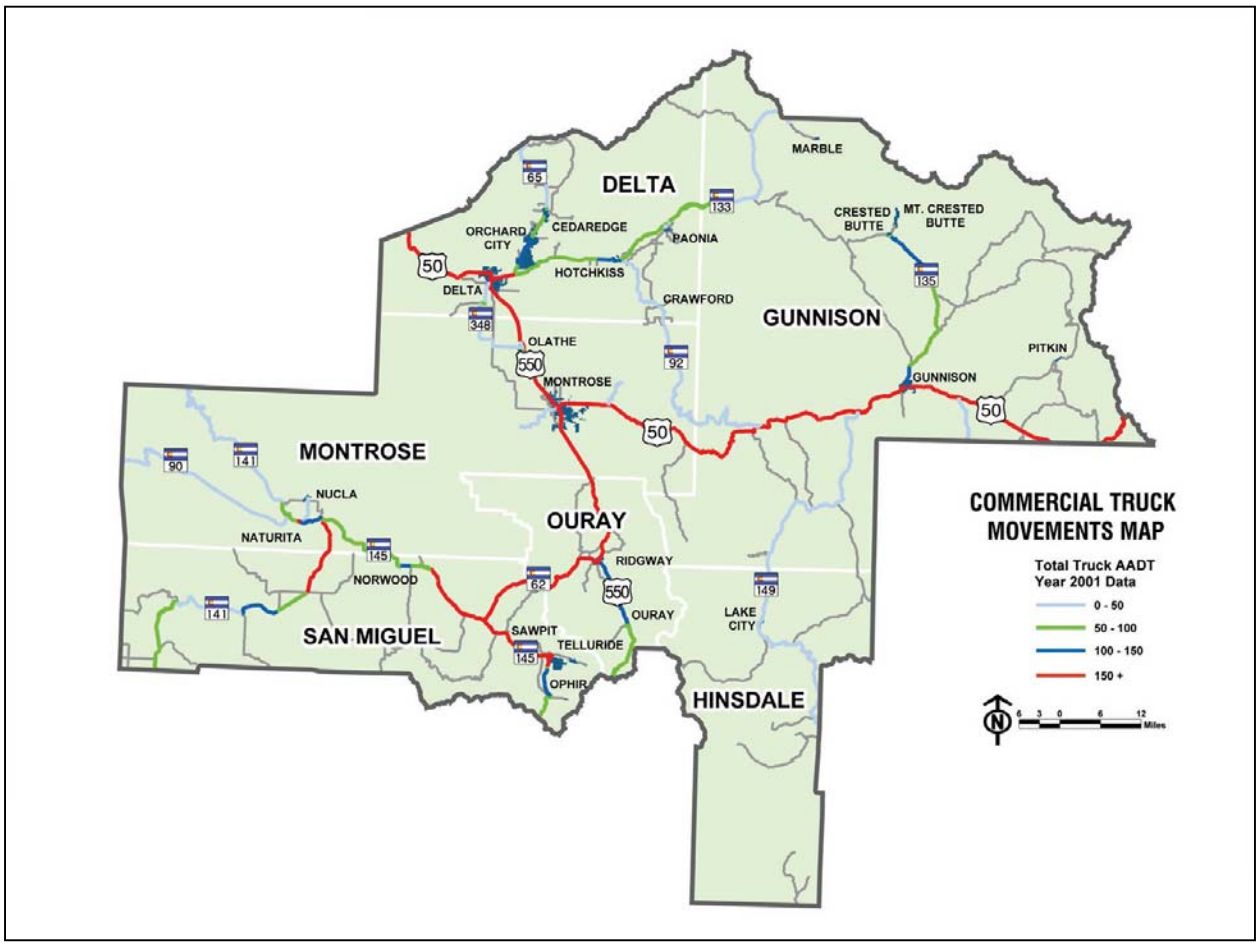
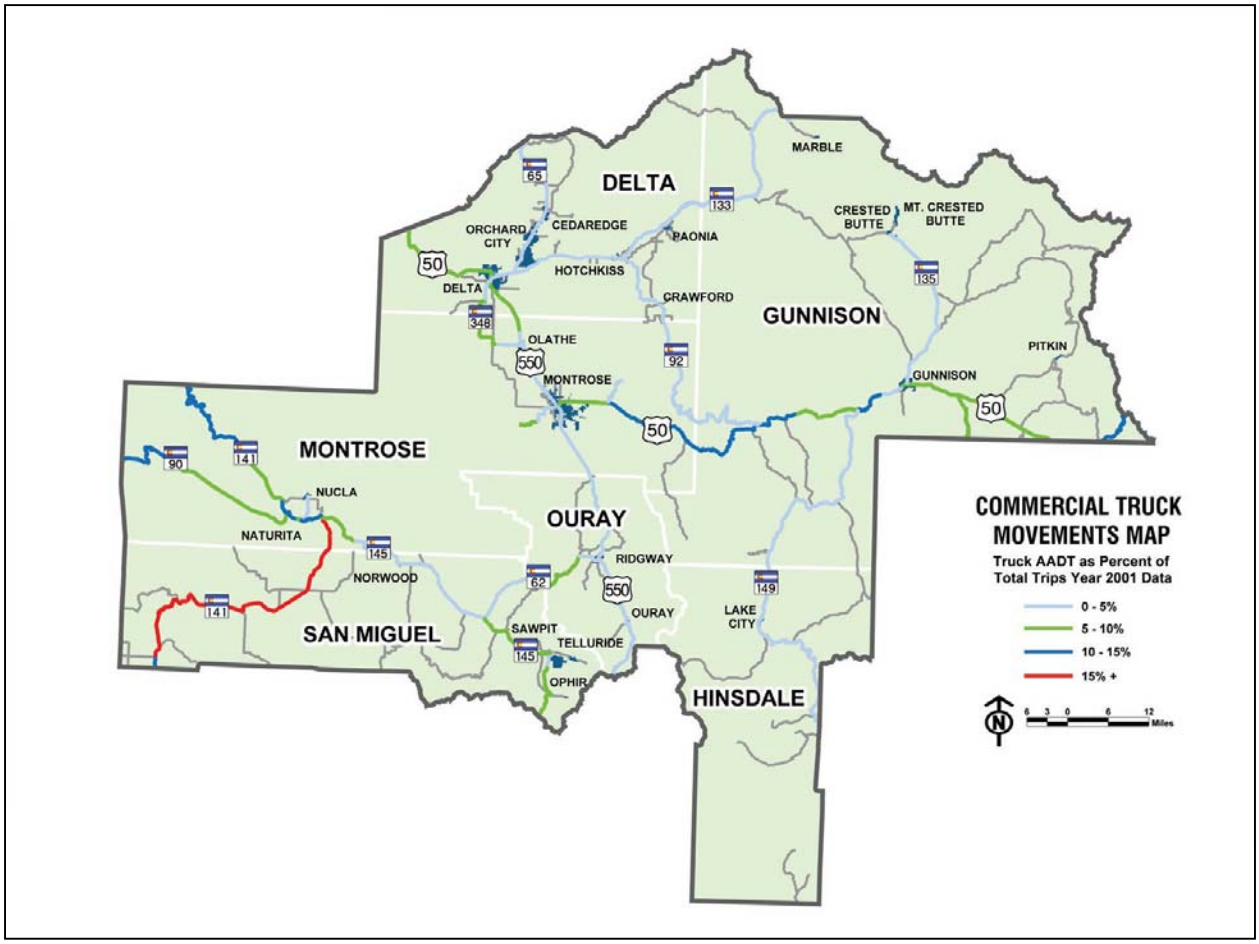


Exhibit 14: Commercial Trucks Percent Total AADT – 2001 Map



Freight Analysis Framework

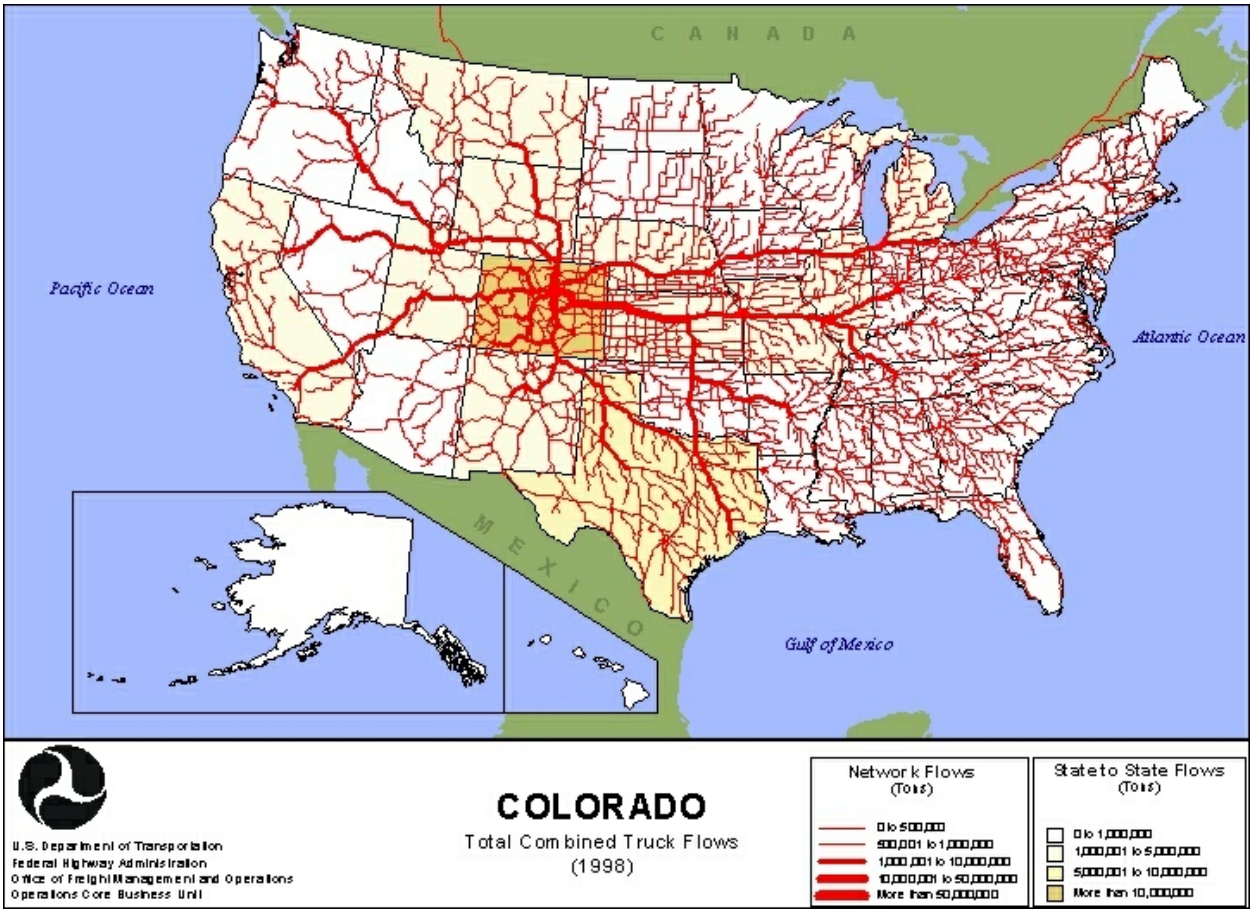
Additional information was acquired from existing federal and local databases as appropriate. For instance, a new federal database reporting model, the ***Freight Analysis Framework***, is available to assist us in understanding commercial vehicle movements in relationship to inter-regional and interstate travel on the state highway system.

"Understanding future freight activity is important for matching infrastructure supply to demand and for assessing potential investment and operational strategies. To help decision makers identify areas in need of capacity improvements, the U.S. Department of Transportation developed the Freight Analysis Framework (FAF), a comprehensive national data and analysis tool, including county-to-county freight flows for the truck, rail, water, and air modes. FAF also forecasts freight activity in 2010 and 2020 for each of these modes. Information about the methodology used in developing FAF is available on the Office of Freight Management and Operations' website www.ops.fhwa.dot.gov/freight.

The U.S. freight transportation network moves a high volume of goods each year. Over 15 billion tons of goods, worth over $9 trillion, were moved in 1998. The movement of bulk goods, such as grains, coal, and ores, still comprises a large share of the tonnage moved on the U.S. freight network. However, lighter and more valuable goods, such as computers and office equipment, now make up an increasing proportion of what is moved. FAF estimates that trucks carried about 71 percent of the total tonnage and 80 percent of the total value of U.S. shipments in 1998. By 2020, the U.S. transportation system is expected to handle about 23 billion tons of cargo valued at nearly $30 trillion.

The following map shows the relative flows of commercial truck traffic on a national basis that either originates or terminates in Colorado. In the TPR, US 50 and US 550 stand out in this macro-level view.

Exhibit 15: Map Freight Flows to, From, and Within Colorado by Truck: 1998 (tons)



Hazardous Materials Routes

Two major routes - one east-west and the other north-south - in the region are designated as hazardous materials routes. These hazardous materials routes in the GVPTPR are US 50/US 550, and SH 141. Transporters of all hazardous materials in Table 1 in the Colorado Code of Regulations, Part 172 must adhere to these routes. Transporters of hazardous materials must adhere to the designated routes if the quantities being transported are over certain regulated amounts or in certain types of containers. Exceptions may be granted under some conditions. Information, permits, and complete regulations are available for the Colorado State Patrol at http://csp.state.co.us/HazMat.htm.

Exhibit 16: Hazardous Materials Routes Map

TRANSIT SYSTEM

This section discusses transportation providers within the Gunnison Valley study. The information includes public, private, and nonprofit transportation providers.

A Transportation Provider Survey was sent to all providers in the region. Table 10 lists all transit providers in the region with detailed information for providers that responded to the survey. Limited data were submitted from several agencies because they do not currently track all transportation information.

For more detailed information on transit needs, please see the ***Gunnison Valley 2030 Regional Transit Element***, published separately. The Transit Element forms an integral part of this long-range transportation plan. Summary information from the Transit Element is included in the following section.

Public Transportation Inventory

Alpine Express, Inc.

Alpine Express provides 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.

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. 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. 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. 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 vehicles are described as "school buses." Alpine Express purchased a bus in 1996, which cost $70,000.

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. 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. The Center has one 1995 vehicle, a Ford extended cab that carries eight passengers, including three wheelchair tiedowns. One full-time and one part-time driver are employed year-round. 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. One full-time year-round driver is employed; however, the residential staff of 60 caregivers serve as drivers whenever needed. 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. 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.

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 Mount 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. Funding of $500,000 annually comes from activity fees, donations, and fundraisers. Most riders have some sort of disability.

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 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. Several services are offered by the Council on Aging. 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. Delta Transit owns two non-accessible vehicles in good condition. 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 Ridgway. 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.

Gunnison Valley Rural Transportation Authority (RTA)

The Gunnison Valley Rural Transportation Authority was created in the November 2003 election and is funded by 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, which will be in progress as the 2030 Transit Element is completed.

- Expand the current level of service between the City of Gunnison and Towns of Mount 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 Mount Crested Butte.
- Research the feasibility of providing public transportation between the City of Gunnison, Crested Butte and Mount Crested Butte to the trailheads located between Mount 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 into Grand Junction by 7:30 p.m. The fare is approximately $25 one-way.

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 others 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. 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 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. Currently they have two volunteer drivers, and they hope to recruit more to serve on a rotating basis. 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. 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 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.

Montrose County Accessible Transportation

Formerly known as Montrose County Senior Transportation, Montrose County Accessible Transportation provides demand-response service to communities throughout Montrose County. 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. The agency has nine vehicles—seven used for service and two vehicles for backup. 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 para-transit 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. Mountain Express has 24 full-time seasonal drivers and 3 part-time drivers. 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. 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 at $62.20; cost per vehicle mile at $5.45 and cost per passenger trip at $1.53.

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. The 1995 Regional TDP documented Mountain Limo as providing 17,600 trips per year at a total of 600,000 vehicle-miles. Their operating revenues, as well as their total costs, are in the $150,000 to $200,000 range annually.

Mountain Village Metropolitan District

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.

The ***Mountain Village Gondola*** is operated by the Mountain Village Metropolitan District and 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 Gondola operates approximately 275 days per year, 17 hours per day. The gondola is currently operating with a total of 55 cabins. The Gondola carried 1,818,584 passengers.

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. The Chondola is currently operating with eight gondola cabins. The Chondola served 82,932 foot- passengers in 2002 (foot-passengers are distinguishable from skier passengers).

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

The 18-hours per day, 365-days per year, ***demand response*** service is provided within the boundaries of Mountain Village and operates where other forms of public transportation do not exist. In 2001, a total of 31,171 rides were provided. The 2002 ridership increased to 35,833 or 15 percent.

Mountain Village Metro District has a fleet of 14 vehicles, which were purchased by local funds. MVMD also counts, as part of its fleet, 55 gondola cabins. Total 2002 operating costs were $3,902,665, capital costs were $493,997, for a total of $4,396,662 transit costs for MVMD.

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. 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 not wheelchair-accessible and was purchased with private funds. Six volunteer drivers are employed. 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.

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.

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 over age 60, and the remaining 20 percent of the passengers are mentally disabled passengers. Tele-Care has two vehicles to provide transportation service. The agency employs two full-time drivers and two part-time drivers.

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. The highest demand is in the winter ski season.

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 fleet consists of 12 vehicles. The 2002 budget for Galloping Goose was $508,754. The agency provided 165,424 annual passenger trips with 137,760 miles and 11,271 annual revenue hours.

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 communities of Crested Butte and Mt. Crested Butte. The agency has one vehicle, a 2001 Goshen in excellent condition, which is owned by Mountain Express. 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.

Valley Manor Care Center

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

one vehicle and operates from 8:00 a.m. to 6:00 p.m. on weekdays with one full-time driver. 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.

Young at Heart

Young at Heart is a nonprofit organization serving senior residents of Gunnison County on a demand-responsive basis. Transportation for elderly persons occurs on Mondays, Wednesdays, and Fridays between 10:00 a.m. and 3:00 p.m. No fare is charged for this service. Approximately 3,200 annual passenger-trips are provided with 750 annual hours. 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.

Table 10: Transit Providers

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

AVIATION SYSTEM

Aviation facilities within the region include five General Aviation service facilities and three commercial service facilities. Airports contribute to the region's mobility and access to services as well as helping to support economic activity.

General Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flight departments, airport maintenance and administration, etc.

Commercial aviation facilities provide the bulk of business and tourist activity. Together general and commercial activities enhance and the support the regions economy.

The following table describes the regions airports' and facilities.

Table 11: Airport Operations

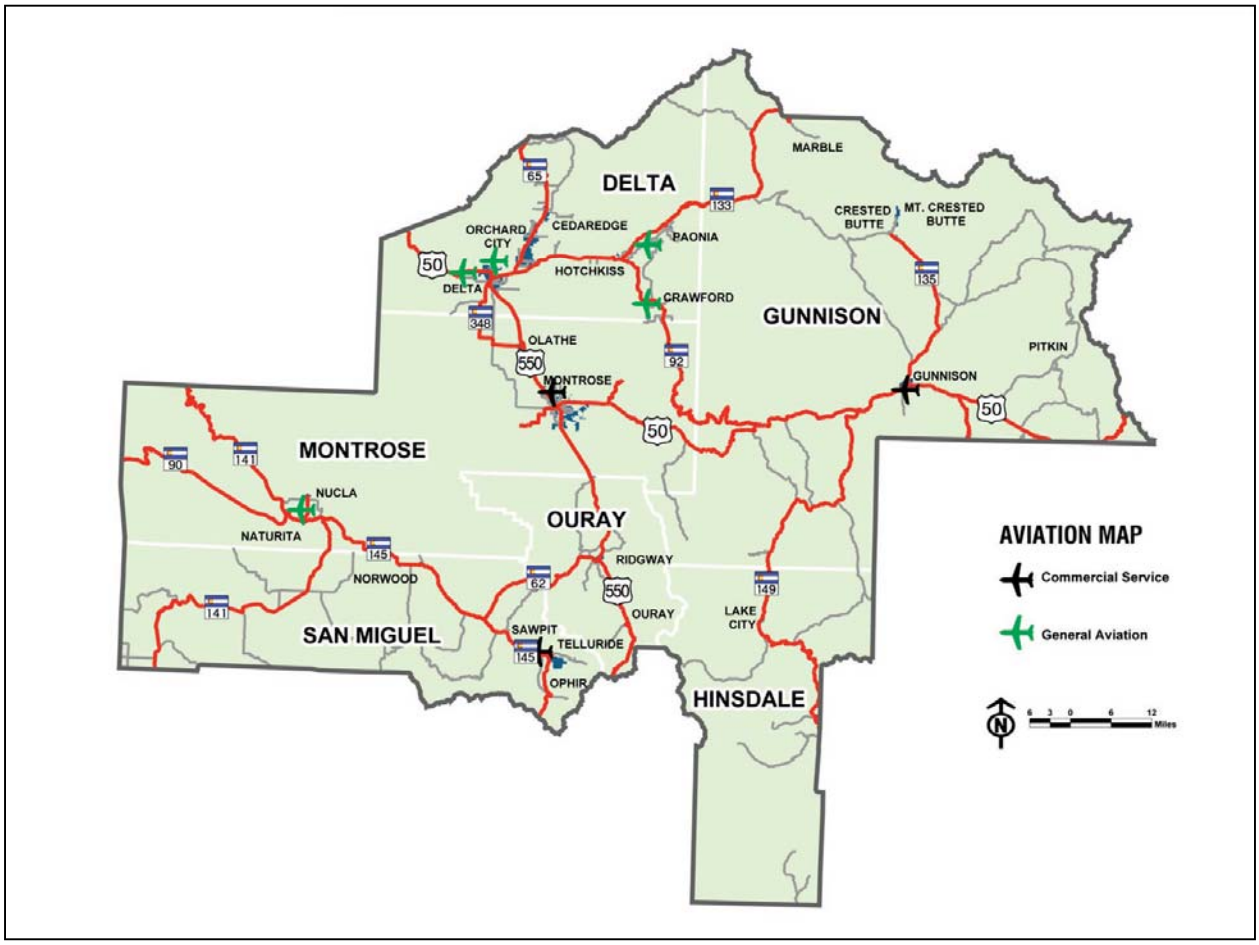
Airport Operations								
City	**Crawford**	**Delta**	**Delta**	**Gunnison**	**Montrose**	**Nucla**	**Paonia**	**Telluride**
County	**Delta**	**Delta**	**Delta**	**Gunnison**	**Montrose**	**Montrose**	**Delta**	**San Miguel**
Airport	**Crawford Airport**	**Blake Field**	**Hawkins Field**	**Gunnison County Airport**	**Montrose Regional Airport**	**Hopkins Field**	**North Fork Valley Airport**	**Telluride Regional Airport**
FAA Classification	General Aviation	General Aviation	General Aviation	Commercial Service	Commercial Service	General Aviation	General Aviation	Commercial Service
Functional Level	Minor	Intermediate	Minor	Major	Major	Intermediate	Minor	Major
Annual Enplanements				55,131.00	67,242.00			17,107.00
Based Aircraft	26	40	0	28	59	10	13	44
Annual Operations *	5,060.00	7,100.00	1,700.00	28,310.00	17,276.00	2,392.00	4,000.00	30,182.00
Runway ID	7/25 (Both)	21-Mar	4/22 and 13/31	6/24 and 17/35	17/35 and 13/31	5/23 and '11/29	23-May	27-Sep
Length in Feet	5100 and 2500	5600	4000 and 2300	9402 and 3000	10000 and 7500	4600 and 4000	4500	6870
Width in Feet	40 and 125	75	40 and 100	150 each	150 and 100	75 and 80	60	100
Surface Type	Asphalt and Turf	Asphalt	Asphalt and Dirt	Asphalt/Turf and Gravel	Asphalt	Asphalt and Turf/Dirt	Asphalt	Asphalt
# of Runways	2	1	2	2	2	2	1	1
Lights	None	MIRL	None	MIRL/None	HIRL/MIRL	MIRL/None	LIRL	MIRL
Approach Lights	N	N	N	Y/N	Y/N	N	N	Y

Source: CDOT, Division of Aeronautics, 2001

* Annual Operation = 1 takeoff, approach, or landing

The following map locates the five general aviation airports in the TPR, along with the three commercial service airports.

Exhibit 17: Aviation Map



RAIL SYSTEM

No Passenger Rail Service exists in the region.

Freight Rail Service

The Union Pacific Railroad owns and operates tracks located along US 50/US550 and SH 133 in the northwestern corner of the GVTPR. The Grand Junction to Montrose Branch runs about 2-3 trains per day serving general freight needs. The Delta to Oliver Branch serves coalmines at Hotchkiss, Paonia, and Somerset with 2-3 trains per day. In the past, coal shippers have been generally dissatisfied due to the lack of predictability with the existing rail service, more specifically ensuring that empty cars are returned to mine sites.

Rail Abandonments

No known rail abandonments are in process.

Top 10 (Most Dangerous) Railroad Grade Crossings

The following table shows the top ten rated railroad grade crossings along with the Accident Prediction Value as established by the US Department of Transportation. The Accident Prediction Value is a relative prediction of the likelihood of an accident within any one year and is based on type of crossing protection, number of trains, traffic volumes on the intersecting road, and train speed.

See "Guidance On Traffic Control Devices At Highway-Rail Grade Crossings," U.S. Department Of Transportation, Federal Highway Administration, Highway/Rail Grade Crossing Technical Working Group, November 2002 for more information about threshold levels for improvements and other procedures.

Table 12: Railroad Crossing Accident Rate – Top Ten in the Region

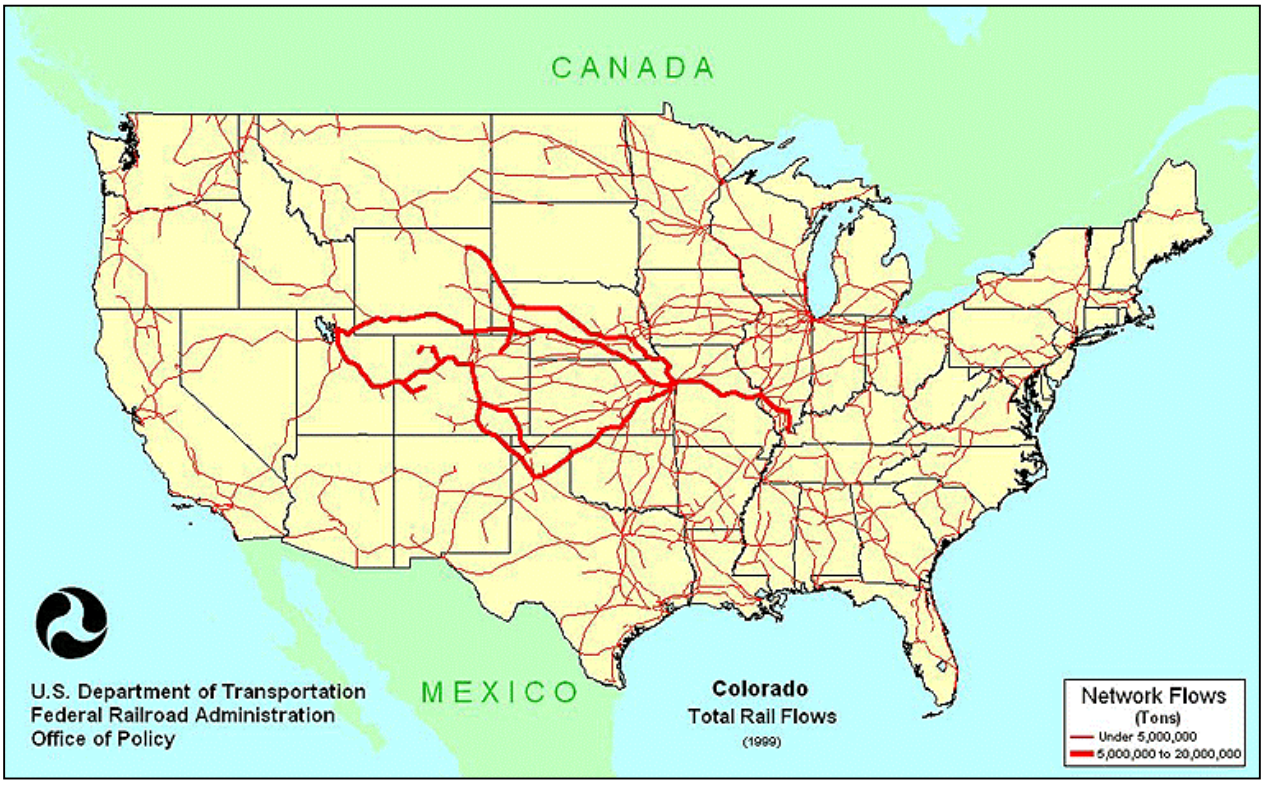
Railroad Crossing Accident Rate						
CROSSING	COUNTY	HIGHWAY	STREET	TRAINS PER DAY	WARNING DEVICE	ACCIDENT PREDICTION VALUE
254041G	Delta	SH 92A	LAZEAR WO SH 92	12	flashing lights	0.127801
253419J	Delta		5TH ST-W OF G.25	2	crossbucks	0.056538
254038Y	Delta		22RD-N OF21.75 DR	2	stop signs	0.053250
254050F	Delta		HOTCHKISS 4TH ST	2	stop signs	0.047103
254064N	Delta		3RD EO OAK	2	stop signs	0.040788
254031B	Delta	SH 65A	SH 65 NO SH 93	3	flashing lights	0.029889
254076H	Delta		BOWIE EO OLDSH133	3	Crossbucks	0.027116
254077P	Delta		OLDSH133EO254076H	3	crossbucks	0.027116
254078W	Delta		OLDSH133EO254077P	3	crossbucks	0.027116
254051M	Delta	SH 133A	HOTCHKISS EOSH133	3	flashing lights	0.022845

Exhibit 18: Rail Lines in Gunnison Valley TPR Map

Freight Flows To, From, and Within Colorado by Rail: 1998 (tons)

The following map from the Freight Analysis Framework, shows the relative volumes of rail freight originating in or destined to Colorado.

Exhibit 19: Freight Flows To, From and Within Colorado by Rail: 1998 (tons)



BICYCLE/PEDESTRIAN SYSTEM

Regional GVTPR Bicycle/Pedestrian Facilities

The majority of local roads, State and Federal Highways and trails within the GVPTR permit bicycle and pedestrian travel. There are no official restrictions regarding bicycle and pedestrian use. However there are restrictions in place regarding mechanized vehicles.

Intermodal connections can also include roadways with shoulders that are four feet in width or greater to accommodate bicycles. Major bicycle/pedestrian trails identified in the GVTPR include, but are not limited to:

- Alpine Loop – 63 mile loop –dirt road system linking old mining towns of Lake City, Ouray and Silverton.
- Gunnison Area Trails – Crested Butte area contains approximately 50 designated trails that connect the Gunnison National Forest around Crested Butte, and the Roaring Fork Valley to the north.
- Telluride Region – This area has over 30 designated trails, which connect the towns of Telluride, Mountain Village, and much of the surrounding area.
- Tabeguache Trail – This trail is 142 miles long and weaves through the mesas and plateaus of the Uncompahgre Plateau. It provides access to points near Montrose, Olathe and Delta. The route is a combination of old and existing jeep roads. The trail also provides access to Kokapelli's trail near Grand Junction and continues westerly to Moab, Utah.
- Colorado Trail – This is a 470 mile that extends from Denver to Durango. The Trail winds through seven national forests and six wilderness areas. Within the GVTPR this travel traverses Hinsdale County south of Lake City. This trail is predominantly for pedestrian use, yet some portions permit bicycle use. One spur of the trail extends from just outside of Gunnison to the Continental Divide.

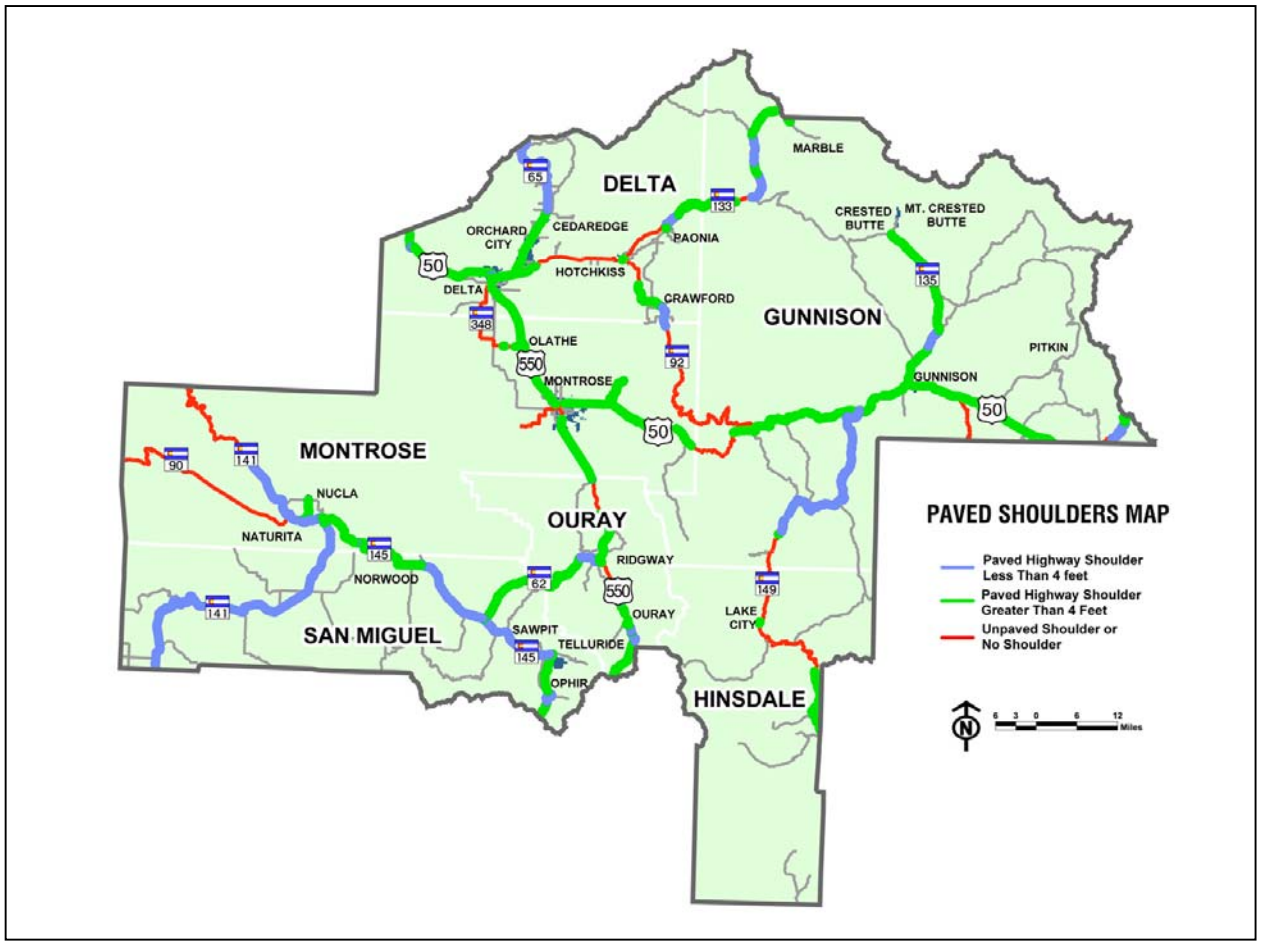
Numerous city park/trails are provided within and/or in close proximity to the following cities and towns of the GVTPR:

- City of Montrose
- City of Delta
- Town of Telluride
- City of Gunnison

Many cyclists enjoy riding on the region's highways. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. The following map shows state highways with paved shoulders wider than or narrower than four feet, the minimum perceived safety margin.

It is the policy of CDOT to incorporate the necessary shoulder improvements to enhance safety for the motoring public and bicyclists along state highways whenever an upgrade of the roadways and structures is being implemented and is technically feasible and economically reasonable.

Exhibit 20: Paved Shoulders Map



INTELLIGENT TRANSPORTATION SYSTEM

CDOT has done much work with planning, implementing and operating ITS in Colorado. Several regional and project level architectures have been developed and many corridors now have incident management plans.

In 2001, the CDOT ITS branch, in consultation with an ITS Steering Group, developed an ITS Strategic Plan setting forth the vision and strategic goals for ITS investments, describing organizational roles and responsibilities, and establishing strategies and implementation actions to achieve the CDOT goals for ITS investment. This plan also established a Performance Measures program to drive business based investments decisions for ITS.

Gaps in coverage of ITS Architecture include the Eastern Plains and mountain areas of Region 4, and the bulk of CDOT Regions 1, 2, 3 and 5.

For Regions 3 and 5, several ITS elements are deployed including the Hanging Lake Tunnel System, which includes a major Traffic Operations Center. This system is currently being upgraded. There are also a number of dynamic message signs, CCTV cameras installed and incident management plans have been developed for I-70. However, Strategic Plans and Architectures have not been developed for these Regions.

Major Architecture issues identified for Regions 3 and 5 include coordination with the recreation industry, tribal councils and mountain areas of other adjacent CDOT regions.

Currently, CDOT has retained a consultant team to assist them with developing ITS Architecture and Strategic Plans for CDOT Regions 1, 2, 3 and 5, along with developing a plan for Statewide ITS Architecture.

The general process in considering a route for ITS Architecture includes assessing the problems confronted by a particular route and then identifying the ITS Architecture that may assist in mitigating negative situations, such as traffic congestion, safety concerns, etc.

INTERMODAL FACILITIES

Delta County

- Various recreational trailheads including but not limited to Confluence Park (City of Delta), Grand Mesa National Forest, Gunnison National Forest, Uncompahgre National Forest and BLM public lands.
- Rail/Track Transfer centers for coal and freight movements within the City of Delta, outside Paonia, and in Somerset (Gunnison County)
- Four general aviation airports
- A TNM&O Bus Stop located in the City of Delta

Gunnison County

- Gunnison County Airport (commercial and general aviation), which includes availability of rental cars, linkages to Crested Butte/Mt. Crested Butte Transit systems via taxi and limousine services.

- Various recreational trailheads including but not limited to, the Gunnison National Forest, Uncompahgre National Forest and BLM public lands.
- A TNM&O Bus Stop located in the City of Gunnison
- Curecanti National Recreation Area which provides parking and boat ramp facilities for Blue Mesa and Morrow Point reservoirs.

Hinsdale County

- Various recreational trailheads including but not limited to, the Gunnison National Forest, Uncompahgre National Forest, Rio Grande National Forest and BLM public lands.

Montrose County

- Montrose Regional Airport (commercial and general aviation), which includes availability of rental cars, taxi and limousine services providing transportation to the surrounding areas of Montrose, Telluride, Gunnison, and Crested Butte/Mt. Crested Butte. Freight hauling companies (i.e. UPS, Fed Ex) also use the airport to send and receive shipments.
- Various recreational trailheads including but not limited to, the Uncompahgre National Forest, Black Canyon of the Gunnison National Monument, the BLM public lands, the Tabeguache and Paradox Bike Trails, and the Uncompahgre Riverway Trail System.
- A TNM&O Bus Stop located in the City of Montrose

Ouray County

- Various recreational trailheads including but not limited to, the Uncompahgre National Forest, BLM public lands, and the Uncompahgre Riverway Trail System.

San Miguel

- Telluride Regional Airport, which includes availability of rental cars, taxi and limousine services providing transportation to the surrounding areas of Telluride, Gunnison, and Crested Butte/Mt. Crested Butte, Montrose, Grand Junction, and other areas.
- Multiple Gondola connections that allow pedestrians, bicyclists, skiers, and automobiles to travel for free on a public transportation gondola system, which runs between the towns of Telluride and Mountain Village.
- Various recreational trailheads including but not limited to, the San Juan National Forest, Uncompahgre National Forest, and BLM public lands.
- Park and Ride lots at various locations that allow linkages from automobiles to pedestrian, bike, gondola, or public bus transportation.

V – SOCIOECONOMIC & ENVIRONMENTAL PROFILE

The Socioeconomic and Environmental Regional Profile provides the human and natural environment background necessary to help in estimating future transportation demand through 2030. It also provides the framework to assess the potential impacts of proposed transportation investments on the human and natural environment within the Gunnison Valley TPR.

The plan compiles socioeconomic projections for 2030 for the TPR based on U.S. Census projections, Colorado Department of Local Affairs projections and locally generated projections. Since population is integrally related to travel demand, reviewing current demographic information in relation to projected future growth will give a broad indication of future travel demand potential within the TPR.

The environmental scan provides a broad overview of the human and natural environment. Its main purpose is to identify potential areas where transportation projects may have an adverse impact on the environment. The approach used in this task will *not* result in a NEPA document, but it will provide enough information to inform the regional planning commission and citizens within the TPR that a proposed transportation project may result in "unacceptable or significant detrimental environmental impacts." The environmental scan will identify areas of concern for both the natural and human environment. Natural environment related concerns may include air quality, wetlands, parklands, historic areas, archeological sites, threatened and endangered species sites, noise and hazardous material sites. This chapter also identifies minority and low-income populations as required by the Environmental Justice initiative and a series of demographic factors such as age, vehicle ownership, and income that are traditional indicators of transit dependence.

POPULATION

Population in the region is anticipated to grow from 86,870 in 2000 to 159,429 in 2030 reflecting an 83.5% growth rate. Over the same period, statewide population is expected to grow by 65.1%. The fastest growing counties in descending order are San Miguel (103.8%), Montrose (102.9%), Delta (79.3%), Ouray (69.5%), Hinsdale (58.0%) and Gunnison (40.9%). The following tables and exhibit identity the numerical and percentage population growth by county, region and state.

Table 13: Population Estimates and Forecasts

Population Estimates and Forecasts by County, 1990 - 2030					
	Year				
County	**1990**	**2000**	**2010**	**2020**	**2030**
Delta	20,991	28,009	34,405	42,325	50,215
Gunnison	10,281	13,967	14,968	17,457	19,682
Hinsdale	463	791	883	1,067	1,250
Montrose	24,539	33,666	43,371	56,255	68,304
Ouray	2,315	3,771	4,648	5,601	6,392
San Miguel	3,732	6,666	8,919	11,291	13,586
Region Total	**62,321**	**86,870**	**107,194**	**133,996**	**159,429**
Colorado Total	3,304,042	4,335,540	5,137,928	6,133,491	7,156,422

Table 14: Population Forecast by Percent

% Change of Population 2000-2030		
County	**1990 - 2000**	**2000 - 2010**
Delta	37.2%	79.3%
Gunnison	33.4%	40.9%
Hinsdale	35.9%	58.0%
Montrose	78.6%	102.9%
Ouray	62.9%	69.5%
San Miguel	70.8%	103.8%
Region Total	**39.4%**	**83.5%**
Colorado Total	31.2%	65.1%

Source: Colorado Department of Local Affairs, Division of Local Government, Demography Section

Exhibit 21: Population Estimates and Forecasts Graph

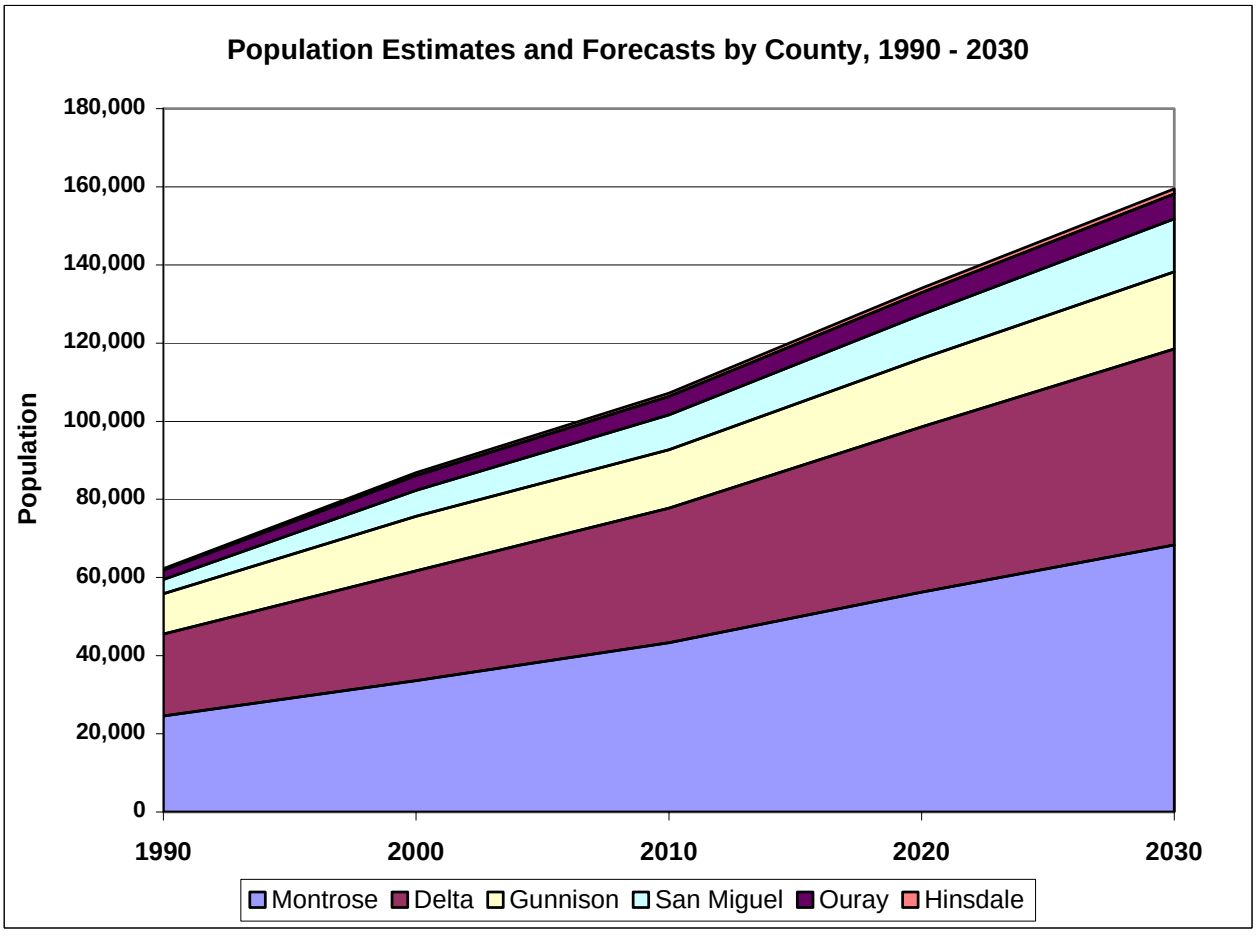


Table 15: Household Characteristics

Household Characteristics 2000 Census		
County	Total Households	Average Household Size
Delta	11,058	2.43
Gunnison	5,649	2.30
Hinsdale	359	2.20
Montrose	13,043	2.52
Ouray	1,576	2.36
San Miguel	3,015	2.18

Employment

The following table reflects statistics for Labor Force, Unemployed Persons, Unemployment Rate, Employed Persons, and Estimated Total Jobs, all key indicators of the use of the transportation system. Over the ten-year period from 1990-2000 the labor force grew by 39.2%, jobs grew by 32.3%, and employed persons by 42.9%. All figures from the table below reflect only those people who reside in the region's counties.

Table 16: Labor Force and Employment

Labor Force and Unemployment by County, 1990 - 2000								
	Labor Force			Unemployed Persons			Unemployment Rate	
County	**1990**	**2000**	**% Change**	**1990**	**2000**	**% Change**	**1990**	**2000**
Delta	8,535	10,936	28.1%	589	420	-28.7%	6.9%	3.8%
Gunnison	6,005	8,132	35.4%	432	372	-13.9%	7.2%	4.6%
Hinsdale	404	712	76.2%	9	12	+33.3%	2.2%	1.7%
Montrose	11,664	15,876	36.1%	728	719	-1.2%	6.2%	4.5%
Ouray	1,233	1,894	53.6%	119	51	-57.1%	9.7%	2.7%
San Miguel	2,449	4,615	88.4%	122	164	+34.4%	5.0%	3.6%
Region Total	**30,290**	**42,165**	**39.2%**	**1,999**	**1,738**	**13.1%**	**6.6%**	**4.1%**
Colorado Total	1,764,181	2,275,545	29.0%	89,057	62,501	-29.8%	5.0%	2.7%

	Employed Persons			Estimated Total Jobs		
County	**1990**	**2000**	**% Change**	**1990**	**2000**	**% Change**
Delta	7,946	10,516	32.3%	8,634	10,518	21.8%
Gunnison	5,573	7,760	39.2%	7,197	9,582	33.1%
Hinsdale	395	700	77.2%	250	417	66.8%
Montrose	10,936	15,157	38.6%	13,397	17,221	28.5%
Ouray	1,114	1,843	65.4%	1,174	1,753	49.3%
San Miguel	2,327	4,451	91.3%	3,539	5,736	62.1%
Region Total	**28,291**	**40,427**	**42.9%**	**34,191**	**45,227**	**32.3%**
Colorado Total	1,675,124	2,213,044	32.1%	2,021,517	2,872,899	42.1%

Source: Colorado Demography Section

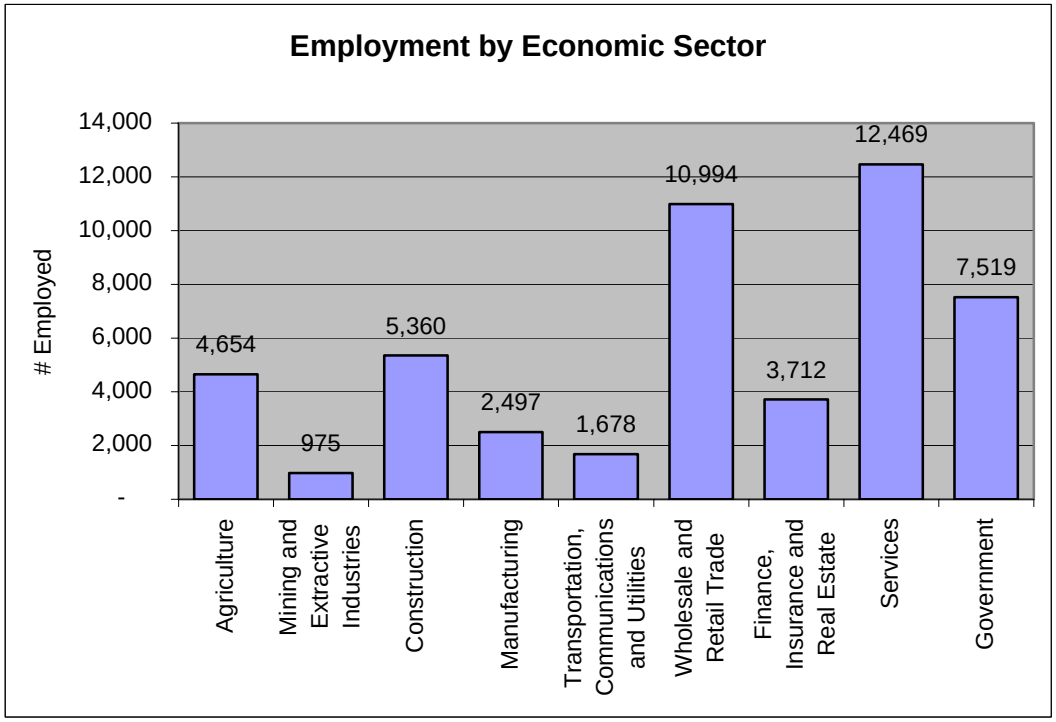
The following table shows employment by economic sector for 2000. The four highest employment sectors in the TPR are the service sector, the wholesale and retail trade sector, the government sector and the construction industry. Employment by sector does not represent county of residence, but rather the number of individuals by economic sector irrespective of where they live. It is noteworthy to compare Table 15 "Employed Persons" in 2000 (40,427) to Table 17 "Employment by Economic Sector" in 2000 (49,859) for the TPR. The variance between the two figures, approximately 9,400, represents people coming from outside the region for gainful employment within the TPR.

Table 17 - Employment by Economic Sector

Employment by Economic Sector – 2000							
Economic Sector	Delta	Gunnison	Hinsdale	Montrose	Ouray	San Miguel	Region
Agriculture	1,834	531	21	1,846	113	309	4,654
Mining and Extractive Industries	184	600	0	148	10	33	975
Construction	824	1,265	59	1,790	374	1,048	5,360
Manufacturing	559	140	3	1,595	51	149	2,497
Transportation, Communications and Utilities	372	263	5	955	19	64	1,678
Wholesale and Retail Trade	2,367	2,523	117	4,163	435	1,389	10,994
Finance, Insurance and Real Estate	473	949	56	735	131	1,368	3,712
Services	2,790	2873	102	4,389	407	1,908	12,469
Government	2,074	1,605	78	2,765	300	697	7,519
Total	**11,477**	**10,749**	**441**	**18,386**	**1,840**	**6,966**	**49,859**

Source: Colorado Demography Section

Exhibit 22: Employment by Economic Sector



Source: Colorado Demography Section Place of Work

In 2000, 86.0% of workers lived and worked in the same county, compared to 67% for the state as a whole. However, over 5,200 workers in 2000 as compared to 2,647 in 1990 did travel to a different county for their job, presumably commuting on the region's highways.

Table 18: Place of Work by County 1990-2000

Place of Work by County, 1990 - 2000					
2000					
County	**Workers 16 and Over**	**Worked in County of Residence**	**% Worked in County of Residence**	**Worked Outside County of Residence**	**Worked Outside State of Residence**
Delta	11,211	8,817	78.6%	2,288	106
Gunnison	7,916	7,565	95.6%	274	77
Hinsdale	433	370	85.5%	47	16
Montrose	14,855	12,674	85.3%	2,037	144
Ouray	1,778	1,283	72.2%	463	32
San Miguel	4,370	4,163	95.3%	141	66
Region Total	**40,563**	**34,872**	**86.0%**	**5,250**	**441**
Colorado Total	2,191,626	1,468,010	67.0%	702,583	21,033
1990					
County	**Workers 16 and Over**	**Worked in County of Residence**	**% Worked in County of Residence**	**Worked Outside County of Residence**	**Worked Outside State of Residence**
Delta	7,293	6,164	84.5%	1,039	90
Gunnison	5,319	5,016	94.3%	283	20
Hinsdale	264	223	84.5%	38	3
Montrose	10,239	9,205	89.9%	962	72
Ouray	1,040	774	74.4%	243	23
San Miguel	2,107	1,997	94.8%	82	28
Region Total	**26,262**	**23,379**	**89.0%**	**2,647**	**236**
Colorado Total	1,619,760	1,124,306	69.4%	495,454	17,680

Source: US Census

Means of Transport to Work

The following tables provide more information about how people traveled to work in years 2000 and 1990. Approximately 64.4% drove alone in their car to work in 2000, compared to 75% statewide. Carpooling is the next most common means of transportation to work, with 15.0% riding in a multiple occupant vehicle in 2000 compared to 12.2% statewide. Public transportation accounted for 1.1% of work trips in the region in 2000 compared to 3.2% statewide.

Table 19: Means of Transport to Work by County 2000

Means of Transport	Means of Transport to Work by County 2000															
	Delta		Gunnison		Hinsdate		Montrose		Ouray		San Miguel		Region		Colorado	
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Drove alone in car, truck, or van	7,827	69.8%	4,479	56.6%	220	50.8%	10,595	71.3%	1,044	58.7%	1,971	45.1%	26,136	64.4%	1,646,454	75.1%
Carpooled in car, truck, or van	1,606	14.3%	1,239	15.7%	71	16.4%	2,356	15.9%	247	13.9%	564	12.9%	6,083	15.0%	268,168	12.2%
Public transportation	14	0.1%	228	2.9%	2	0.5%	44	0.3%	6	0.3%	150	3.4%	444	1.1%	69,515	3.2%
Motorcycle	13	0.1%	1	0.0%	0	0.0%	20	0.1%	6	0.3%	0	0.0%	40	0.1%	2,582	0.1%
Bicycle	27	0.2%	418	5.3%	7	1.6%	94	0.6%	7	0.4%	92	2.1%	645	1.6%	16,905	0.8%
Walked	608	5.4%	941	11.9%	47	10.9%	564	3.8%	202	11.4%	864	19.8%	3,226	8.0%	65,668	3.0%
Other means	53	0.5%	77	1.0%	6	1.4%	114	0.8%	20	1.1%	366	8.4%	636	1.6%	14,202	0.6%
Worked at home	1,063	9.5%	533	6.7%	80	18.5%	1,068	7.2%	246	13.8%	363	8.3%	3,353	8.3%	108,132	4.9%
Total	**11,211**	**100.0%**	**7,916**	**100.0%**	**433**	**100.0%**	**14,855**	**100.0%**	**1,778**	**100.0%**	**4,370**	**100.0%**	**40,563**	**100.0%**	**2,191,626**	**100.0%**

Table 20: Means of Transport to Work by County 1990

Means of Transport	Means of Transport to Work by County 1990															
	Delta		Gunnison		Hinsdale		Montrose		Ouray		San Miguel		Region		Colorado	
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Drove alone in car, truck, or van	4,825	66.2%	3,075	57.8%	147	55.7%	7,153	69.9%	534	51.3%	998	47.4%	16,732	63.7%	1,216,639	74.3%
Carpooled in car, truck, or van	1,142	15.7%	688	12.9%	26	9.8%	1,457	14.2%	198	19.0%	329	15.6%	3,840	14.6%	210,274	12.8%
Public transportation	14	0.2%	45	0.8%	2	0.8%	36	0.4%	2	0.2%	6	0.3%	105	0.4%	46,983	2.9%
Motorcycle	49	0.7%	7	0.1%	0	0.0%	53	0.5%	0	0.0%	3	0.1%	112	0.4%	3,825	0.2%
Bicycle	82	1.1%	201	3.8%	2	0.8%	58	0.6%	9	0.9%	81	3.8%	433	1.6%	13,140	0.8%
Walked	473	6.5%	836	15.7%	47	17.8%	516	5.0%	119	11.4%	479	22.7%	2,470	9.4%	69,041	4.2%
Other means	79	1.1%	65	1.2%	0	0.0%	51	0.5%	16	1.5%	46	2.2%	257	1.0%	10,349	0.6%
Worked at home	629	8.6%	402	7.6%	40	15.2%	915	8.9%	162	15.6%	165	7.8%	2,313	8.8%	67,189	4.1%
Total	**7,293**	**100.0%**	**5,319**	**100.0%**	**264**	**100.0%**	**10,239**	**100.0%**	**1,040**	**100.0%**	**2,107**	**100.0%**	**26,262**	**100.0%**	**1,637,440**	**100.0%**

ENVIRONMENTAL JUSTICE

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **environmental justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **environmental justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process.

Transit Dependency

The following table shows the number of mobility limited, below poverty level, elderly, youth and households with no vehicle for each county, for the region as a whole, and for the state. Transit dependence can be defined as a person or household without the ability to own or operate a vehicle. This may result from a physical disability, lack of financial resources, or the inability to obtain a drivers license due to age (either young or old). This information helps provide background on those who might traditionally be dependent on public transportation, rather than a private vehicle. In 2000, the TPR exceeded the statewide percentage by for mobility limited, poverty level, and elderly population. Not all persons enumerated in the following table are known to be transit dependent. This table gives an overview of those who **may** be transit dependent. For more information about the location of transit dependent populations, see the ***Transit Element***, published separately.

Table 21: Transit Dependency by County 2000

Transit Dependency by County, 2000					
Transit-Dependent Population Group					
County	Mobility Limited	Below Poverty Level	Elderly (60 Years +)	Youth (0 – 15 Years)	Households with No Vehicle
Delta	1,971	3,272	7,058	5,802	538
Gunnison	294	1,949	1,435	2,186	224
Hinsdale	11	57	152	139	17
Montrose	1,982	4,160	6,730	7,900	748
Ouray	146	269	673	749	52
San Miguel	100	685	404	1,027	194
Region Total	**4,504**	**10,392**	**16,452**	**17,803**	**1,773**
Colorado Total	**125,994**	**388,952**	**558,918**	**976,064**	**105,926**
% of County Total per Transit-Dependent Population Group					
County	Mobility Limited *	Below Poverty Level	Elderly (60 Years +)	Youth (0 – 15 Years)	Households with No Vehicle
Delta	7.0%	11.7%	25.2%	20.7%	1.9%
Gunnison	2.1%	14.0%	10.3%	15.7%	1.6%
Hinsdale	1.4%	7.2%	19.2%	17.6%	2.1%
Montrose	5.9%	12.4%	20.0%	23.5%	2.2%
Ouray	3.9%	7.1%	17.8%	19.9%	1.4%
San Miguel	1.5%	10.3%	6.1%	15.4%	2.9%
Region Total	5.2%	11.7%	18.9%	20.5%	**2.0%**
Colorado Total	**2.9%**	**9.3%**	**12.9%**	**22.5%**	6.4%

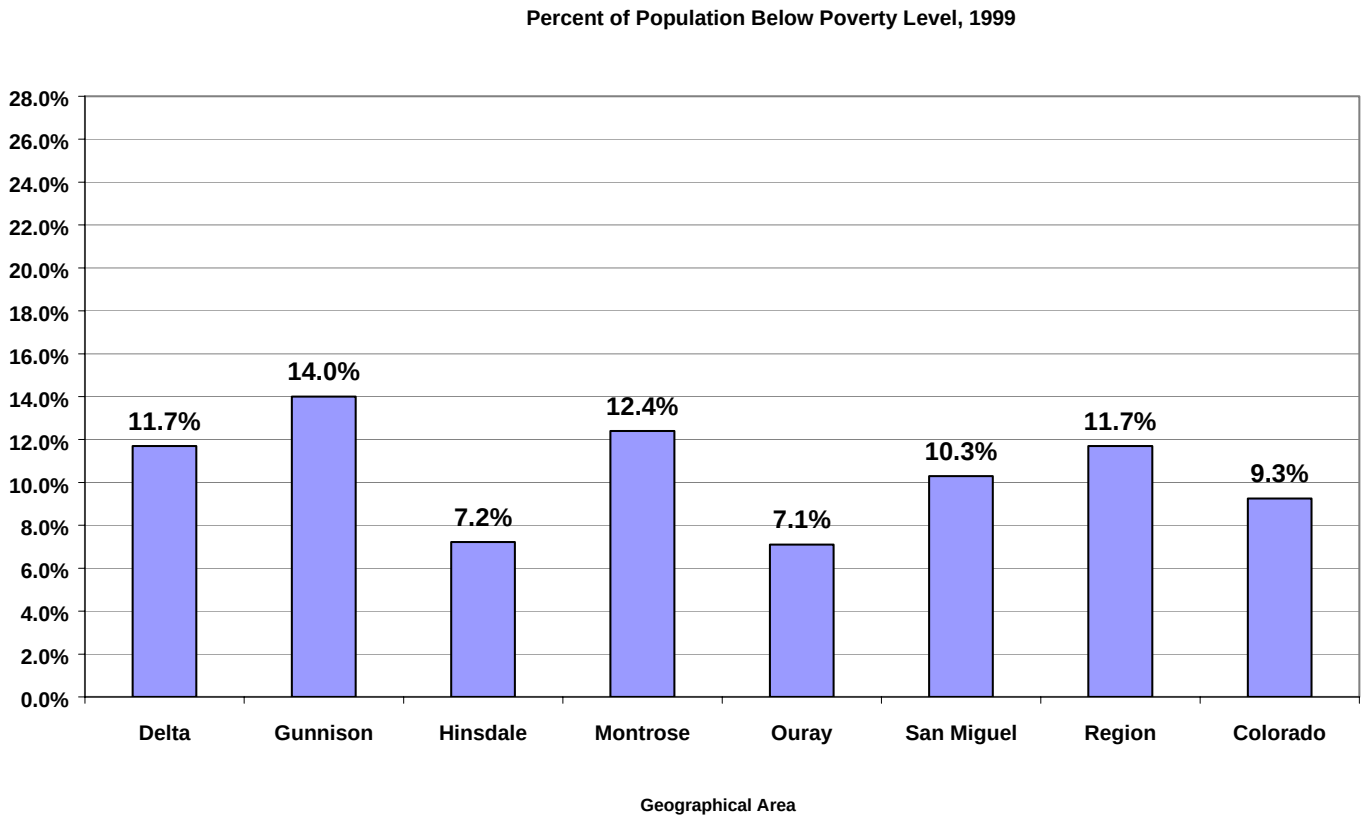
Source: US Census

*Persons are self-identified in the US Census as having a mobility limitation if they had a health condition that had lasted for 6 or more months and which made it difficult to go outside the home alone.

Low Income Areas

The following chart shows the percentage of the population with household income below the Census-defined poverty level. The 1999 definition for a family of four was income under about $17,000, depending on relative age of the residents and other factors. Approximately 11.7% of the region falls below this line, significantly more than the statewide average of 9.3%. For more information about how the Census defines poverty, see http://www.census.gov/hhes/poverty/povdef.html.

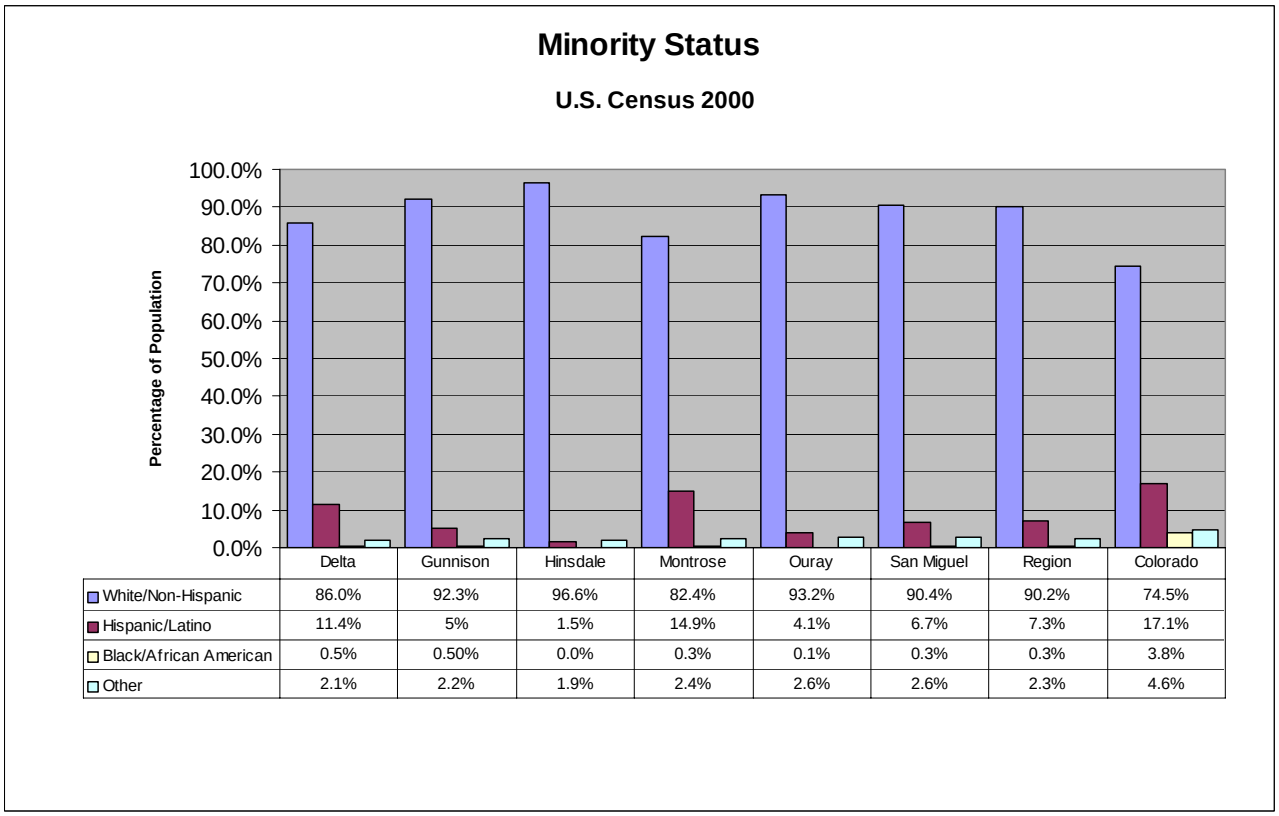
Exhibit 23: Population with Household Income Below Poverty Level



Minority Status

Minority status as defined for the purposes of this report is all residents who are not White/Non-Hispanic. The Hispanic/Latino population of the region is significantly less (7.3%) than the state average of 17.1%. The Black/African American Populations is very small. Other groups represent an average of 2.3% of the population for the region.

Exhibit 24: GVTPR Minority Status



	Delta	Gunnison	Hinsdale	Montrose	Ouray	San Miguel	Region	Colorado
White/Non-Hispanic	86.0%	92.3%	96.6%	82.4%	93.2%	90.4%	90.2%	74.5%
Hispanic/Latino	11.4%	5%	1.5%	14.9%	4.1%	6.7%	7.3%	17.1%
Black/African American	0.5%	0.50%	0.0%	0.3%	0.1%	0.3%	0.3%	3.8%
Other	2.1%	2.2%	1.9%	2.4%	2.6%	2.6%	2.3%	4.6%

TOURISM AND MAJOR ACTIVITY CENTERS

The regions activity centers serve as major origins and destinations of trip in the TPR. The nature of these trips may be recreational, social service, commercial, institutional, educational or health care related activities. Travel to and from these activities creates a strong reliance on the regions system.

The most significant attractors within the region and those that most influence day-to-day travel are tourist and recreation related trips. Examples include such destinations as the ski areas in Crested Butte and Telluride, The Uncompahgre and Gunnison National Forests, the Cureconti National Recreation Area, the Black Canyon of the Gunnison National Park, nationally designated wilderness areas, and Bureau of Land Management properties in the TPR. Another significant consideration are work trips that originate outside of the TPR that are bound for work related destinations in the TPR.

AGRICULTURE

The Gunnison Valley TPR has a substantial amount of land dedicated to farming. According to 1997 data provided by the U.S. Department of Agriculture's Natural Resource Conservation Service (NRCS), 18.4% (1,776 square miles out of 9,610 square miles) of the land in the GVTPR is farmland. The breakdown per county is shown in the Table 22. -http://www.co.nrcs.usda.gov.

Table 22: GVTPR Farmland by County

Gunnison Valley TPR Farmland by County							
Farm Attributes	Delta	Gunnison	Hinsdale	Montrose	Ouray	San Miguel	Total
Number of farms	1,041	187	14	866	79	83	2,270
Acreage in farms	281,889	195,030	8,834	371,881	116,906	161,937	1,136,477
Average acreage/farm	271	1,043	631	429	1,480	1,951	5,805

The following table includes a list of agricultural products and information on the cattle industry for each county in the TPR. For transportation projects identified within the Gunnison Valley TPR, project specific surveys will be required to determine the types of farmland and amounts of farmland impacts that would result from construction and plan implementation. Whenever feasible, impacts to farmlands would be avoided and/or mitigated.

Table 23 - Major Crops by County

Major Crops by County												
Crop	Delta		Gunnison		Hinsdale		Montrose		Ouray		San Miguel	
	Acres	State Rank	Acres	State Rank	Acres	State Rank	Acres	State Rank	Acres	State Rank	Acres	State Rank
Barley	-	-	-	-	-	-	1000	9	-	-	-	-
Corn	2200	15	-	-	-	-	5300	11	-	-	-	-
Dry Beans	600	14	-	-	-	-	4000	5	-	-	700	19
Hay, Alfalfa	16000	19	1000	49	-	-	23000	10	1000	50	3000	44
Hay, Other	8500	21	15000	16	1000	56	10000	20	6000	37	2000	54
Wheat, Winter	300	36	-	-	-	-	-	-	-	-	-	-
All Cattle	26000	21	16000	32	1000	57	33500	14	5000	46	6000	44
Source: Colorado Agricultural Statistics, 2004												

HISTORIC/CULTURAL RESOURCES

The Gunnison Valley TPR has a wealth of cultural resources within its 9,610 square miles. Any transportation project identified for this region would require field surveys to determine which resources have cultural/archaeological significance and potential eligibility for listing on the National or State Registers of Historic Places (NHRP). The Colorado Office of Archaeology and Historic Preservation tracks sites that are considered significant and are on the NRHP are listed. Within the GVTPR there are a substantial number of sites (approximately 65) listed as significant which include ranches, national park sites, lodges, ditches, historic districts, schools, churches, houses/homesteads, campgrounds, railroads, barns, and roads, bridges, caves, and kilns. For more information on these properties see http:www.coloradohistory-oahp.org/programareas/register/1503/cty.htm.

The listings for the GVTPR are as follows by each county and general location in the TPR.

Table 24: Historic and Cultural Resources

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
Delta	Austin	Ferganchick Orchard Rock Art Site	Austin vicinity	National Register 05/09/1983, 5DT.355
Delta	Cedaredge	Cedaredge Consolidated School	360 N. Grand Mesa Dr.	State Register 09/09/1998, 5DT.118
Delta	Cedaredge	Lovett House	210 Aspen	State Register 06/14/1995, 5DT.1012
Delta	Cedaredge	Stolte House	1812 Colo. Hwy. 65	National Register 11/17/1997, 5DT.1076
Delta	Cedaredge	Surface Creek Livestock Company Silos	315 SW 3rd St.	State Register 11/09/1994, National Register 04/27/2000, 5DT.1013
Delta	Crawford	Crawford School	425 Colo. Hwy. 92	State Register 11/09/1994, 5DT.502
Delta	Delta	Captain Smith's Cabin	Escalante Rd. west of US Hwy. 50, Delta Vicinity	State Register 03/12/1997, 5DT.981
Delta	Delta	Delta County Bank Building	301-305 Main St.	National Register 06/24/1993, 5DT.364
Delta	Delta	Delta National Bank (Delta City Hall)	360 Main St.	State Register 06/14/1995, 5DT.423
Delta	Delta	Delta Post Office & Federal Building	National Register 01/24/1986, 5DT.270	360 Meeker St.
Delta	Delta	Delta Public Library	211 W. Sixth St.	State Register 12/13/1995, 5DT.441
Delta	Delta	Egyptian Theater	452 Main St.	National Register 07/12/1993, 5DT.431
Delta	Delta	Fairlamb House	700 Leon St.	State Register 09/13/1995, 5DT.1047
Delta	Delta	First Methodist Episcopal Church Of Delta	199 E. 5th St.	National Register 02/20/1991, 5DT.896
Delta	Delta	Garnethurst	509 Leon St.	State Register 08/12/1992, National Register 11/07/1995, 5DT.988

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
Delta	Delta	Tru-Vu Drive In	1001 Colo. Hwy. 92	State Register 03/10/1999, 5DT.1222
Delta	Delta	Walker Cabin	Escalante Rd. west of US Hwy. 50, Delta vicinity	State Register 03/12/1997, 5DT.741
Delta	Hotchkiss	Elmwood School	2876 O Rd., Hotchkiss vicinity	State Register 03/12/1997, 5DT.1089
Delta	Hotchkiss	Hotchkiss Hotel	101 Bridge St.	National Register 09/20/1984, 5DT.505
Delta	Orchard City	Stell House	1122 2100 Rd, Orchard City vicinity	State Register 05/16/2001, 5DT.1328
Delta	Paonia	Bruce Estate	1468 Colo. Hwy. 133	State Register 12/08/1993, 5DT.444
Delta	Paonia	Curtis Hardware Company	228 Grand Ave.	National Register 10/19/1989, 5DT.528
Gunnison	Crested Butte	Cf&I Superintendent's House	721 Maroon Ave.	State Register 05/16/2001, 5GN.3210
Gunnison	Crested Butte	Crested Butte Denver & Rio Grande Railroad Depot	716 Elk Ave.	National Register 05/10/2001, 5GN.3112
Gunnison	Crested Butte	Crested Butte Historic District	Crested Butte	National Register 05/29/1974; Additional documentation; Boundary increase and decrease: National Register 06/06/2002, 5GN.271
Gunnison	Crystal	Crystal Mill	County Rd. 3, 7 miles southeast of Marble	National Register 07/05/1985, 5GN.1627
Gunnison	Crystal	Tays House	Star Route #3	State Register 12/13/1995, 5GN.2432
Gunnison	Doyleville	Doyleville Schoolhouse	11 County Rd, 45, vicinity of Doyleville	State Register 06/14/1995, 5GN.1979
Gunnison	Gunnison	Curecanti Archaeological District	West of Gunnison	National Register 08/15/1984, 5GN.1728
Gunnison	Gunnison	Edgerton House	514 W. Gunnison Ave.	National Register 04/01/1998, 5GN.1500
Gunnison	Gunnison	Fisher-Zugelder House & Smith Cottage	601 N. Wisconsin St.	National Register 01/05/1984, 5GN.1633
Gunnison	Gunnison	Gunnison Hardware	102 S. Main St.	State Register 12/08/1993, 5GN.29
Gunnison	Gunnison	Gunnison Municipal Building	201 Virginia Ave.	State Register 03/11/1998, 5GN.3681
Gunnison	Gunnison	Gunnison River Bridge I	US Hwy. 50 Service Road	National Register 10/15/2002, 5GN.3321
Gunnison	Gunnison	Gunnison River Bridge Ii	US Hwy. 50 Service Road	National Register 10/15/2002, 5GN.3322
Gunnison	Gunnison	Haystack Cave	Gunnison vicinity	State Register 09/09/1998, 5GN.189
Gunnison	Gunnison	Murray House	211 S. Main St.	State Register 12/11/1996, 5GN.1651
Gunnison	Gunnison	Savage, Leslie J., Library	Western State College	State Register 03/10/1993, 5GN.2366
Gunnison	Gunnison	Tenderfoot Archaeological Site	Gunnison vicinity	State Register 03/09/1994, 5GN.1835
Gunnison	Gunnison	Webster Building	229 N. Main St.	National Register 05/17/1984, 5GN.31
Gunnison	Marble	Haxby House	101 W. Silver	National Register 04/04/1996, 5GN.2557
Gunnison	Marble	Marble City State Bank Building	105 W. Main St.	State Register 08/11/1999, National Register 09/17/1999, 5GN.2872
Gunnison	Marble	Marble High School	412 Main St.	National Register 08/03/1989, 5GN.2041
Gunnison	Marble	Marble Mill Site/Colorado Yule Marble Co.	Park & West 3rd	National Register 02/07/1979, 5GN.270
Gunnison	Marble	Marble Town Hall	407 Main St.	National Register 08/03/1989, 5GN.2042
Gunnison	Marble	Parry, William D., House	115 Main St.	National Register 08/03/1989, 5GN.2043
Gunnison	Marble	St. Paul's Church	123 State St.	National Register 08/03/1989, 5GN.1355
Gunnison	Pitkin	Alpine Tunnel Historic District	Northeast of Pitkin	State Register 09/13/1995, National Register 04/01/1996, 5GN.2598/5CF.838
Gunnison	Pitkin	Bon Ton Hotel (Pitkin Hotel)	329 Main St.	State Register 05/12/1993, 5GN.2370
Gunnison	Pitkin	Pitkin Schoolhouse	800 Main St.	State Register 06/14/1995, 5GN.2549

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
Gunnison	Pitkin	Pitkin Town Hall	400 4th St.	State Register 12/09/1992, 5GN.2365
Gunnison	Sapinero	Rimrock School	County Rd. 24, Sapinero vicinity	State Register 08/09/2000, National Register 10/12/2000, 5GN.1410
Gunnsion	Spencer	Spencer School	West of Colo. Hwy. 149	State Register 06/12/1996, 5GN.3752
Hinsdale	Lake City	Argentum Mining Camp	Gunnison Resource Area, Lake City vicinity	National Register 09/28/1999, 5HN.300
Hinsdale	Lake City	Capitol City Charcoal Kilns	Gunnison Resource Area, Lake City vicinity	National Register 09/28/1999, 5HN.594
Hinsdale	Lake City	Empire Chief Mine And Mill	Gunnison Resource Area, Lake City vicinity	National Register 09/28/1999, 5HN.375
Hinsdale	Lake City	Golconda Mine	Gunnison Resource Area, Lake City vicinity	National Register 09/28/1999, 5HN.454
Hinsdale	Lake City	Lake City Historic District	Colo. Hwy. 149	National Register 12/01/1978, 5HN.68
Hinsdale	Lake City	Little Rome	Gunnison Resource Area, Lake City vicinity	National Register 09/28/1999, 5HN.593
Hinsdale	Lake City	Rose Lime Kiln	County Rd. 20, southwest of Lake City	State Register 12/09/1992, National Register 04/08/1993, 5HN.287
Hinsdale	Lake City	Silence, Frank, Cabin	Hinsdale County Rd. 20	State Register 07/13/1994, 5HN.637
Hinsdale	Lake City	Tellurium/White Cross Mining Camp	Gunnison Resource Area, Lake City vicinity	National Register 09/28/1999, 5HN.302
Montrose	Bedrock	Bedrock Store	9812 Colo. Hwy. 90	State Register 03/10/1993, 5MN.1409
Montrose	Bedrock	Dolores River Bridge	Colorado Hwy. 90, Bedrock vicinity	National Register 10/15/2002, 5MN.4955
Montrose	Cimarron	D&Rg Narrow Gauge Trestle	Northeast of Cimarron	National Register 06/18/1976, 5MN.1839
Montrose	Montrose	Carriage Works	237 N. Cascade St.	State Register 03/10/1993, 5MN.2725
Montrose	Montrose	Denver & Rio Grande Depot	20 N. Rio Grande Ave.	National Register 06/03/1982, 5MN.1661
Montrose	Montrose	Gunnison Tunnel	US Hwy. 50, 1/2 mile south of Black Canyon Turnoff	National Register 07/22/1979, 5MN.1837
Montrose	Montrose	Lathrop, J. V., House	718 Main St.	National Register 07/08/1988, 5MN.3348
Montrose	Montrose	Methodist Episcopal Church Of Montrose	19 S. Park Ave.	State Register 08/11/1999, National Register 11/30/1999, 5MN.4493
Montrose	Montrose	Montrose City Hall	433 S. First St.	National Register 06/03/1982, 5MN.1811
Montrose	Montrose	Montrose County Courthouse	320 S. First St.	National Register 02/18/1994, 5MN.1813
Montrose	Montrose	Montrose County High School Agricultural Education Building	1045 S. Cascade	State Register 09/10/1997, 5MN.4768
Montrose	Montrose	Montrose Post Office	321 S. First St.	National Register 01/22/1986, 5MN.1808
Montrose	Montrose	Shavano Valley Rock Art Site	Montrose vicinity	State Register 08/08/2001, National Register 10/12/2001, 5MN.5
Montrose	Montrose	Townsend, Thomas B., House	222 S. 5th St.	National Register 09/17/1980, 5MN.1838
Montrose	Montrose	Uncompahgre Valley Water Users Association Office	601 N. Park Ave.	National Register 11/27/1991, 5MN.2724
Montrose	Montrose	Ute Memorial Site	US Hwy. 550, 2 miles south of Montrose	National Register 02/26/1970, 5MN.1841
Montrose	Nucla	Cottonwood Cave	Nucla vicinity	State Register 09/11/1996, 5MN.519
Montrose	Nucla	Tabeguache Cave	Nucla vicinity	State Register 09/11/1996, 5MN.868
Montrose	Nucla	Tabeguache Pueblo	Nucla vicinity	State Register 09/11/1996, 5MN.1609
Montrose	Olathe	Pea Green Community Hall	3015 Colo. Hwy. 348, northwest of Olathe	State Register 03/09/1994, 5MN.4360
Montrose	Uravan	Dolores Cave	Uravan vicinity	State Register 09/11/1996, 5MN.915
Montrose	Uravan	Hanging Flume	Colo. Hwy. 141, 5.7 miles northwest of Uravan	National Register 05/15/1980, 5MN.1840
Montrose	Uravan	Joe Jr. Mill And Camp	206, 207, 209 Main St.	State Register 11/09/1994, 5MN.4497
Montrose	Uravan	Tabeguache Cave	Uravan vicinity	State Register 09/11/1996, 5MN.890
Ouray	Colona	Colona School	County Rd. No. 1	State Register 12/13/2000, 5OR.1173
Ouray	Ouray	Beaumont Hotel	3rd St. & 5th Ave.	National Register 10/30/1973, 5OR.62

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
Ouray	Ouray	Ouray City Hall And Walsh Library	6th Ave. between 3rd & 4th Sts.	National Register 04/16/1975, 5OR.61
Ouray	Ouray	Ouray Historic District	US Hwy. 550	National Register 10/06/1983, 5OR.585
Ouray	Ridgway	Bank Building	523 W. Clinton	State Register 08/14/1991, 5OR.772
Ouray	Ridgway	Hartwell Park	Bounded by Sherman, Lena, Clinton St, & D&RG right-of-way	State Register 08/14/1991, 5OR.999
Ouray	Ridgway	Herran House	146 N. Cora St.	State Register 08/14/1991, 5OR.111
Ouray	Ridgway	Jackson, George, House	129 Citadel Dr.	National Register 01/11/1996, 5OR.113
Ouray	Ridgway	Phillips House	282 S. Mary	State Register 08/14/1991, 5OR.791
Ouray	Ridgway	Holmes-Duckett House	810 Clinton	State Register 08/14/1991, 5OR.998
Ouray	Ridgway	Rasmussen House	191 S. Charlotte	State Register 08/14/1991, 5OR.792
Ouray	Ridgway	Sherbino Building/Theater	604 N. Clinton	State Register 08/14/1991, 5OR.1368
Ouray	Ridgway	Stanwood-Carmichael House	709 W. Clinton	State Register 08/14/1991, 5OR.776
Ouray	Ridgway	Walther House	755 Clinton	State Register 08/14/1991, 5OR.781
San Miguel	Ophir	Rio Grande Southern Railroad Bridge 51-A	Forest Service Rd. 626, southeast of Hwy 145, Ophir vicinity	State Register 05/14/1997, 5SM.2030.14
San Miguel	Placerville	Schmid Ranch	4553 County Rd. 60M, Placerville vicinity	State Register 08/14/2002, 5SM.2770
San Miguel	Telluride	Fall Creek Tram At Primos Siding	Off Hwy. 145, west of Sawpit, Telluride vicinity	State Register 05/14/1997, 5SM.2847
San Miguel	Telluride	Smuggler-Union Hydroelectric Power Plant/Bridal Veil Powerhouse	East of Telluride	National Register 12/27/1979, 5SM.751
San Miguel	Telluride	Telluride Historic District	Colo. Hwy. 145, roughly includes all the commercial and residential area as well as the Lone Tree Cemetery to the east	National Historic Landmark 07/04/1961, National Register 10/15/1966, Boundary Adjustments: 12/01/1976, 09/30/1988, 5SM.752
San Miguel	Telluride	Vance Junction Coal Chute	Along RR grade, north of Ilium, Telluride vicinity	State Register 05/14/1997, 5SM.951.8

NATURAL ENVIRONMENT

CDOT's Environmental Ethic states: "*CDOT will support and enhance efforts to protect the environment and the quality of life for all of Colorado's citizens in the pursuit of the best transportation systems and services possible*." It encourages CDOT to consider environmental issues at the earliest stage practicable. As part of the 2030 plan, corridor-visioning process, the Transportation Planning Regions should identify the environmental context of the TPR and the corridors.

General Environmental Issues

Many people associate environmental issues with natural resources like air, water, or wildlife. However, environment actually refers to the whole context of an area. It includes the natural environment and the human environment. The natural environment would refer to a broad range of issues like wildlife, wetlands, clean air, and clean water to name just a few. Factors associated with the human environment would include historic properties, public parks and recreational facilities, communities, human and natural history resources, and cultural facilities as well as clean air and clean water issues.

Many environmental resources are protected by local, state, or federal agencies; impacts to these protected resources require consultation with the regulating agency. Other resources have no legal protection, but are still important to the community.

The regional planning process does not require a complete inventory of all potential environmental resources within the corridor. Many resources are difficult to identify, and all resources will require a more in depth analysis as part of the project planning process. However, the corridor visioning process provides the opportunity to identify the general environmental context within the corridor. Establishing this context at the corridor visioning stage provides valuable information to the project planners and designers to enable the transportation system to be more sensitive to the environment. There are three components to this analysis:

- Known regulated resources with in the TPR or corridor that have the potential to be impacted by projects.
- Known agencies with responsibilities for resources within the TPR or corridor, examples may include the US forest Service, the State Historical Preservation Office, or the City Parks Department.
- Known resources of value to the community that do not necessarily have legal protection.

The information that follows identifies general environmental issues within the TPR or along a corridor. The fact that an issue is not identified in these comments should not be taken to mean that the issue might not be of concern along the corridor. This section focuses on issues that are easily identifiable or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be acted upon proactively, to identify components of the environment that can be incorporated into the values of the people and communities the TPR serves. The CDOT Environmental Stewardship guide is an excellent resource and source of guidance about ways to accomplish this.

General Natural Context

- This TPR incorporates three major drainage systems.
- There are threatened or imperiled stream reaches in the TPR.
- There is a major flyway for migratory birds in the TPR.
- There are wildlife refuges in the TPR.
- There is a National Recreation Area in the TPR.
- There is a National Park in the TPR.
- Many of the corridors cross rivers and riparian zones.
- There are gold medal fisheries within the TPR
- Telluride is a PM-10 maintenance attainment zone.
- There are extensive public lands in the area: both state and federal.

General Human Context

- There are many other historically eligible sites in the TPR.
- Telluride National Historic District is within the TPR
- There are scenic byways in the TPR.
- This is the historical territory of the Ute Nation.
- There are numerous known archeological resources within the TPR.

Mineral Resources

The Gunnison Valley TPR contains a number of economically valuable mineral resources. The Colorado Department of Mining and Geology monitors mining activity throughout the state. For the Gunnison

Valley TPR, the table below indicates the number of mines containing the referenced commodity. According to the table below, the most commonly mined commodity in the region is coal.

Table 25: Mining Facilities in the Region

Gunnison Valley TPR						
Commodity	**Delta**	**Gunnison**	**Hinsdale**	**Montrose**	**Ouray**	**San Miguel**
Borrow Pit	6	15	0	13	3	4
Coal Mines	30	28	0	14	0	4
Sand, Gravel, Aggregate, Stone	85	77	19	94	32	40
NA	0	2	0	0	0	0
Silver, Gold, Copper	0	16	5	15	11	19
Clay	0	0	0	3	0	0
Uranium	0	0	0	70	0	47
Vandium	0	0	0	64	0	42
Other Minerals/Metals Mined	6	7	4	4	7	7
Total	127	145	28	277	53	163

For more information on the location of mines throughout Colorado see:

http//:www. mining.state.co.us/operatordb/report.asp.

AIR QUALITY

Air quality in the GVTPR is a concern due to the high elevation of the topography. Major sources of air pollution found within the region result from the use of or activities related to: wood stoves, unpaved roads and street sanding, coal mining, oil shale production, refineries, and power plants.

The 1990 Clean Air Act (CAA) renewed and intensified national efforts to reduce air pollution in the United States. These amendments presented a monumental challenge for regulatory officials, regulating industries, and others involved in this environmental control undertaking. The primary purposes of the actions mandated by the CAA were to improve public health, preserve property, and benefit the environment.

The CAA addresses interstate movement of air pollution, international air pollution, permits, enforcement, deadlines, and public participation. The CAA identifies air pollutants and sets primary and secondary standards for each. The primary standard protects human health, and the secondary standard is based on potential environmental and property damage. An area that meets or exceeds the primary standard is called an attainment area; an area that does not meet the primary standard is called a non-attainment area. An estimated 90 million Americans live in non-attainment areas.

The main or "criteria" air pollutants covered by the CAA are ozone, sulfur dioxide (SO_2), particulate matter (PM), lead, nitrogen oxides (NO_x), and carbon monoxide (CO). The CAA includes specific limits, timelines, and procedures to reduce these criteria pollutants. The CAA also regulates what are called "hazardous air pollutants" (HAPs). HAPs are released by chemical plants, dry cleaners, printing plants, and motor vehicles. They can cause serious health and environmental effects.

The CAA includes specific goals for reducing emissions from all mobile sources. The comprehensive approach to reduce pollution from mobile sources includes requiring cleaner fuels; manufacturing cleaner cars, trucks, and buses; establishing inspection and maintenance (I/M) programs; and developing regulations for off-road vehicles and equipment.

Air pollution is the contamination of air by the discharge of harmful substances. Air pollution can cause health problems, including burning eyes and nose, itchy irritated throat, and difficulty breathing. Some contaminants found in polluted air (e.g., benzene, carbon dioxide, carbon monoxide, lead, nitrogen oxide, particulate matter, and sulfur dioxide) can cause cancer, birth defects, brain and nerve damage, and long-term injury to the lungs and breathing passages. Above certain concentrations and durations, air pollutants can be extremely dangerous and can cause severe injury or death.

The Colorado Air Quality Control Commission, under the Colorado Department of Health and Environment, distributed a “Report to the Public 2002-2003” addressing air quality issues and attainment designations in the state of Colorado. When discussing air quality in Colorado, the Air Quality Control Commission separates the state into six regions to more clearly address each region’s air quality conditions and activities. All six counties of the Gunnison Valley TPR fall within the northern boundaries of the Western Slope region.

Within the Western Slope region, the air quality program has shifted it emphasis from industrial operations to community area sources; in other words, from coal mines, oil shale, and refineries to the major contributors of air pollution in towns and cities such as woodstoves, unpaved roads, and street sanding. In this region, uncontrolled burns have also been a major source of air pollution. The monitoring site listed with the highest levels in the region for $PM_{2.5}$ occurred in Delta where it measured 58% of the 24-hour standard and 55% of the annual average standard. Within the TPR, Telluride was from 1990-2000 a designated non-attainment area for particulate matter (PM 10). The community is currently demonstrating attainment for PM 10 and in 2000 requested maintenance area status from the Colorado

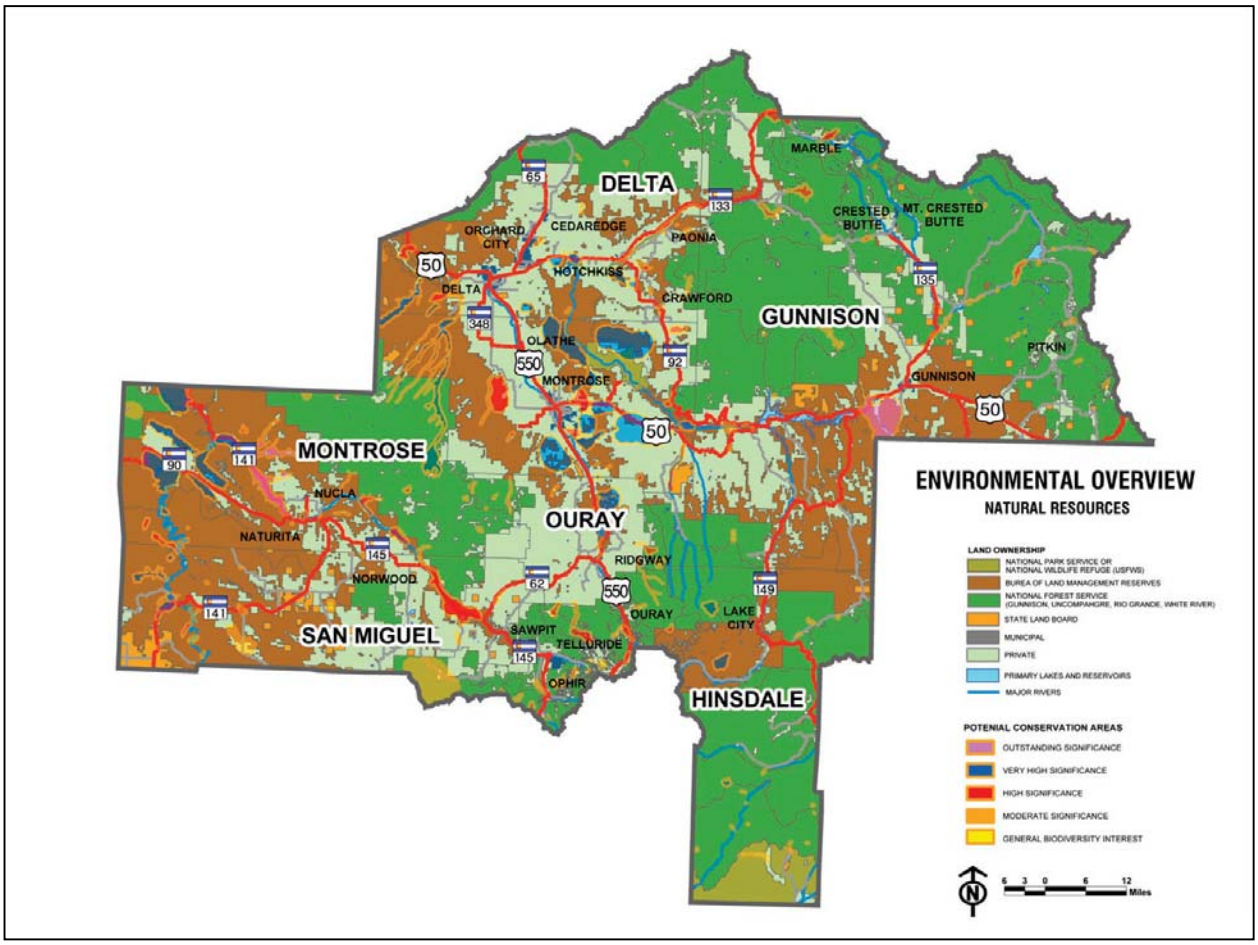
Department of Health and Environment. A Maintenance Plan that included a number of transportation related control measures such as road paving and street sweeping, that will allow Telluride to not exceed the PM 10 standards through 2012 was approved by the Air Quality Control Commission in 2000. In 2001, the Environmental Protection Agency designated Telluride as an attainment area for PM 10.

For more specific details on Colorado Air Quality Regulations see www.cdphe.state.co.us/regulate.asp.

Environmental Overview Natural Resources

The following map utilizes the Colorado Natural Diversity Information Source (NDIS) database. This database and mapping facility is commonly used within CDOT and other state agencies to identify areas of environmental concern. The NDIS is a combined effort of the Colorado Division of Wildlife, the Colorado Department of Natural Resources, the Colorado Natural Heritage Program, and Colorado State University. Several tools are available within the NDIS, including the System for Conservation Planning, which identifies specific sites of concern with respect to Threatened and Endangered (T& E) species and the Species Occurrence and Abundance Tool, which lists occurrences by location of T & E species.

Exhibit 25: Environmental Overview – Natural Resources Map

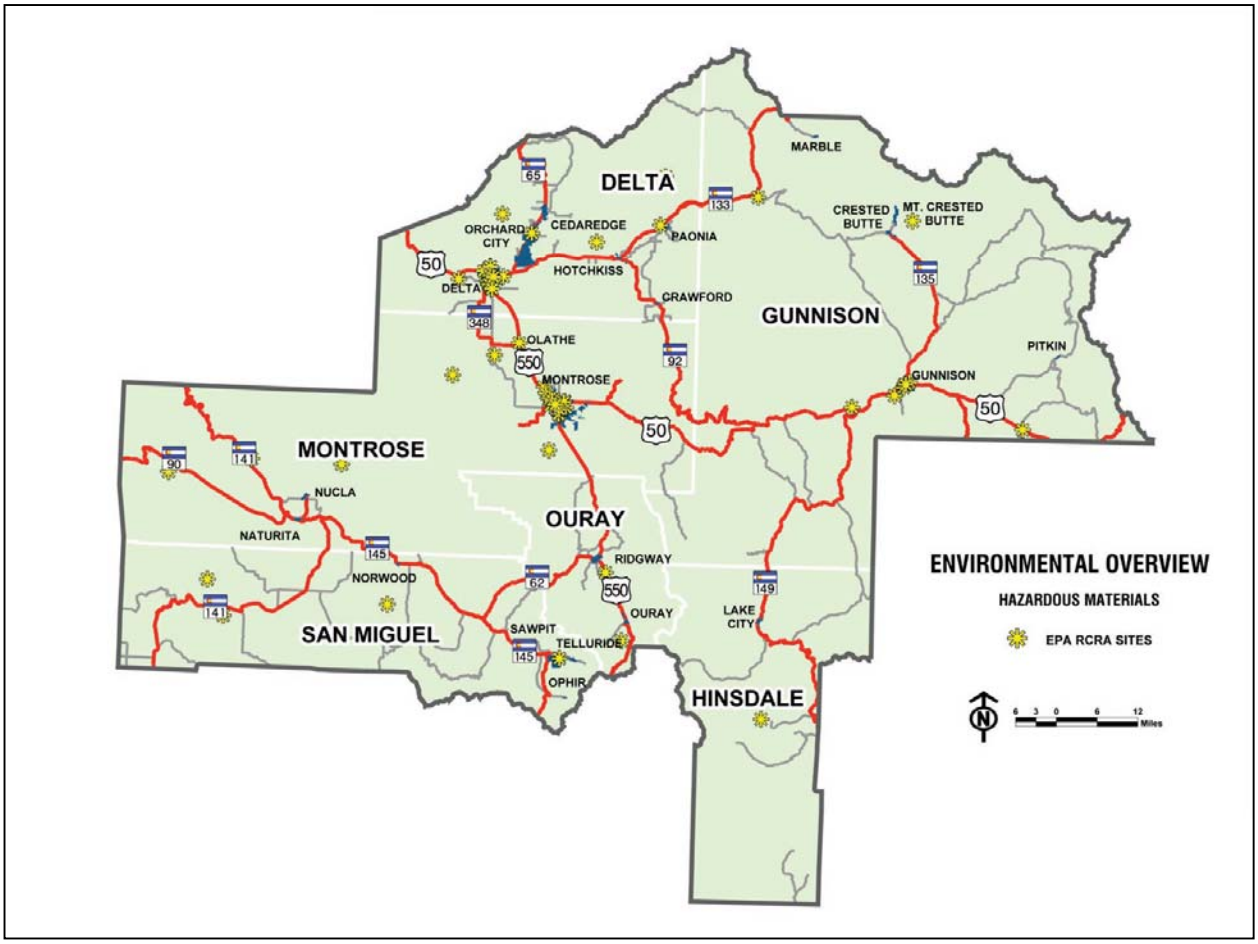


Hazardous Waste Areas

The Gunnison Valley TPR encompasses a land area of approximately 13,839 square miles. Until specific transportation corridors and/or improvement projects are identified, no specific data collection at hazardous material sites is recommended at this time. Certain land uses frequently result in a higher potential for location of hazardous waste or materials. Examples of land uses often associated with hazardous materials include industrial and commercial activities such as existing and former mining sites; active and capped oil and gas drilling operations and pipelines; agricultural areas using chemical fertilizers, insecticides, and pesticides; and railroad crossings where there have been accidental cargo spills. Active, closed and abandoned landfill sites are also potential problem areas for transportation facility construction as are gasoline stations that potentially have leaking underground storage tanks.

The Colorado Department of Public Health & Environment tracks Federally listed Superfund sites within the state of Colorado. The Environmental Protection Agency (EPA) designates Federal Superfund sites in Colorado. There are no federally listed superfund sites within the Gunnison Valley TPR. For more details on Colorado Federal Superfund sites see www.chphe.state.co.us/hmsf_sites.asp. The following map shows locations of EPA designated Resource Conservation Recovery Sites (RCRA) in the Gunnison Valley TPR.

Exhibit 26: Environmental Overview – Hazardous Materials – EPA and RCRA Sites Map



SUMMARY POTENTIAL ENVIRONMENTAL CONCERNS BY CORRIDOR

Potential Environmental Concerns by Corridor		
Highway	Corridor Name	Potential Environmental Concerns
50	US 50 Utah State Line to Kansas Line	All NEPA and other Federal Regulations, Many community values issues, Clean water, Gold medal Fisheries, Public Land
62	Hwy 62 from Placerville to Ridgway	Scenic Byway,
65	Hwy 65 from Hwy 92 over the Grand Mesa to I-70	Scenic Byway, USFS, BLM, Colorado River, Colorado River Fish,
90	Hwy 90 from State Line to Hwy 141 by Naturita and a segment just west of Montrose for 8 miles	BLM
92A	HWY 92 Between Delta and Hotchkiss	BLM, Endangered Fish, T & E plant species
92B	SH 92B between Hotchkiss and Blue Mesa	BLM, USFS, Black Canyon of the Gunnison Nat'l. Park, Currecanti Natl. Rec. Area, water quality to the Gunnison River
92A	HWY 92 Between Delta and Hotchkiss	BLM, Endangered Fish, T & E plant species
97	SH 97 from Naturita to Nucla	
114	SH 114 from US 50 south to US 285	BLM, USFS, Lynx, animal crossing in general
133	Hwy 133 between Hotchkiss and Carbondale	BLM, scenic Byway, Lynx,, Endangered Fish, Paonia State Park
135	Hwy between Gunnison and Crested Butte	USFS, BLM, Lynx, History, Archeo,
141	Hwy 141 from Dove Creek north though Naturita south of Grand Junction	scenic Byway, BLM, USFS, archaeology
145	Hwy 145 from 160 through Telluride to the other side of Norwood	Air Quality Issues in Telluride, scenic by way USFS, BLM, Endangered fish, history, Lynx, Endangered Fish, Anasazi Heritage Center, Historic district in Telluride
149	Hwy 149 from 160 to Hwy 50 west of Gunnison	USFS, BLM, Lynx History (Lake City) Curecanti Natl. Rec. Area
187	SH 187 from Hwy 50 to the Black Canyon	Black Canyon Nat'l Park
347	SH 347 Access from US 50 to the Black Canyon	Black Canyon Nat'l Park
348	Hwy 348 from Olathe to Delta	
550	Hwy 550 front Durango to Montrose	Scenic Byway, History, USFS, Ridgway State Park, BLM, Endangered Fish, Lynx

For more information on the wide array of environmental issues that are of interest to planners, the following websites may prove a valuable resource:

Statewide issues general:

CDOT Environmental Stewardship Guide:

All environmental laws and regulations outlined in the CDOT Environmental Stewardship Guide apply to all CDOT related projects.

- http://www.dot.state.co.us/environmental/StandardsForms/Guide%207-14-03.pdf

Other regulatory information or guidance:

- http://www.dot.state.co.us/environmental/Forms.asp#GuidanceandStandards
- http://www.fhwa.dot.gov/environment/index.htm

- http://environment.fhwa.dot.gov/histpres/resources.htm

Some natural environment issues

Invasive plants/noxious weeds:

- http://www.state.co.us/gov_dir/govnr_dir/exec_orders/d00699.pdf
- http://www.fhwa.dot.gov/environment/greenerroadsides/fal01p9.htm

Wetlands:

- http://www.usace.army.mil/inet/functions/cw/cecwo/reg/sec404.htm
- http://www.epa.gov/owow/wetlands/facts/fact10.html

Clean water act and state imperiled waters:

- http://www.epa.gov/region5/water/cwa.htm
- http://www.cdphe.state.co.us/wq/wqhom.asp
- http://www.cdphe.state.co.us/wq/waterqualitybooklet.pdf

Hazardous materials

- http://www.epa.gov/epaoswer/osw/hazwaste.htm
- http://www.epa.gov/superfund/action/law/cercla.htm

Clean Air

- http://www.epa.gov/oar/oaqps/peg_caa/pegcaain.html
- http://www.cdphe.state.co.us/ap/attainmaintain.asp

Endangered species

- http://ecos.fws.gov/tess_public/TESSWebpageRegionLists?lead_region=6 - CO

Local, State and Federal public lands (requires coordination at the minimum, may invoke 4(f))

- http://www.fhwa.dot.gov/environment/4_f.htm

Wildlife Refuges

- http://mountain-prairie.fws.gov/refuges/co/
- http://www.fhwa.dot.gov/environment/4_f.htm

Central flyway, migratory birds

- http://migratorybirds.fws.gov/intrnltr/treatlaw.html

Some human environment issues

Community values

Environmental justice/title IV

- http://www.fhwa.dot.gov/environment/ej2.htm
- http://www.fhwa.dot.gov/environment/title_vi.htm

Ancestral home to many first nations/indigenous peoples

- http://environment.fhwa.dot.gov/histpres/resources.htm

History, Archeology, and Paleontology

- http://coloradohistory-oahp.org/index.html
- http://www.coloradohistory-oahp.org/compassinfo/compassinfo.htm
- http://www.coloradohistory-oahp.org/FAQ/106.htm
- http://environment.fhwa.dot.gov/histpres/index.htm

VI – MOBILITY DEMAND ANALYSIS

MOBILITY DEMAND PROCESS

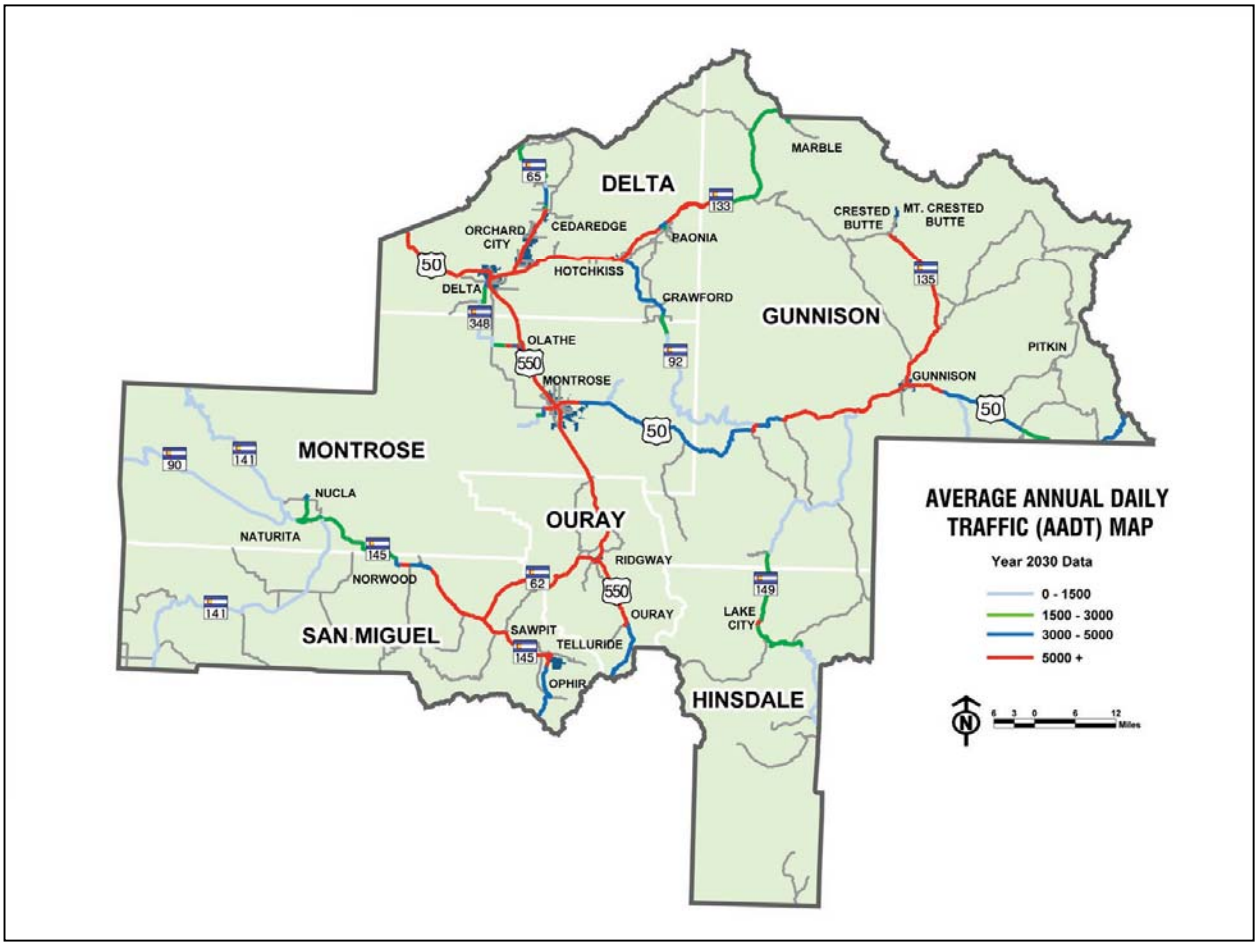
This purpose of this task will be to estimate future travel demand for each mode through 2030. Results from the Mobility Demand Analysis provide the necessary information for the *Alternatives Analysis* task to develop transportation alternatives to serve future mobility needs.

The method for forecasting future demand on the state highway system was based on available CDOT data. The model used in forecasting future traffic volumes is based on a regression analysis equation developed by CDOT that uses past traffic trends in forecasting future traffic.

Highway

The 2030 highway traffic volumes are based on CDOT's "expansion factor," the best available statewide tool to predict traffic volumes over the long term and for large areas. It is based on historic growth in traffic volumes for the facility and helps provide a relative measure of growth for planning purposes.

Exhibit 27: Average Annual Daily Traffic 2030 Map



Volume to Capacity Ratio 2001-2030

The following table and chart show that, while the current level of congestion measured as greater than 0.60 is low, it grows from 84 miles in 2001 to 249 miles by 2030. In urban areas, 0.85 is more commonly acknowledged as the lower limit of severe congestion.

Table 26: Highway Volume to Capacity Ratio – 2001 - 2030

Highway Volume to Capacity Ratio 2001 – 2030			
Volume to Capacity Ratio	2001 Miles	2030 Miles	% Change 2001-2030
0.00 - 0.20	359	275	-23.4%
0.21 - 0.40	119	119	-0.3%
0.41 - 0.60	125	44	-65.0%
0.61 +	84	249	198.1%
Region Total	686	686	0.0%

Exhibit 28: Volume to Capacity Ratio 2001-2030 Chart

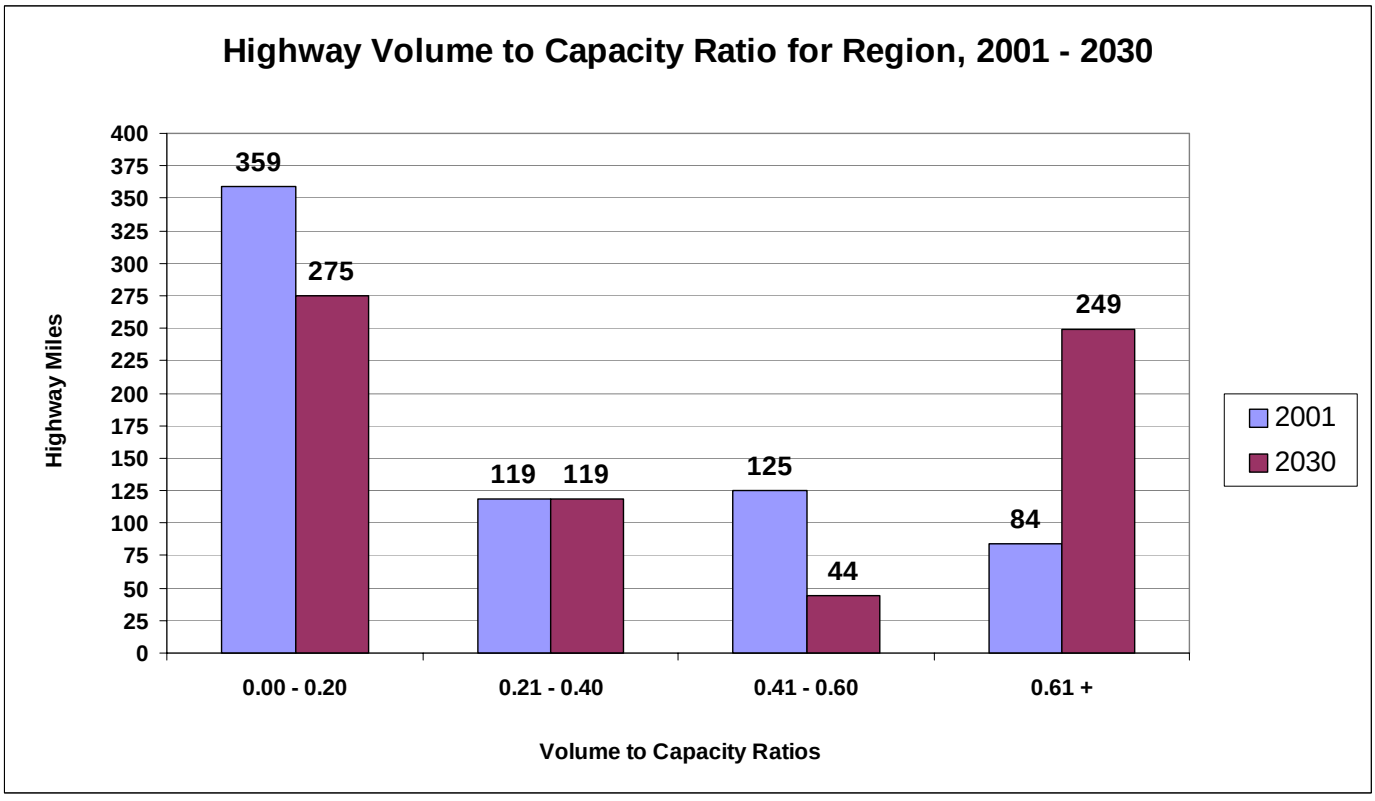
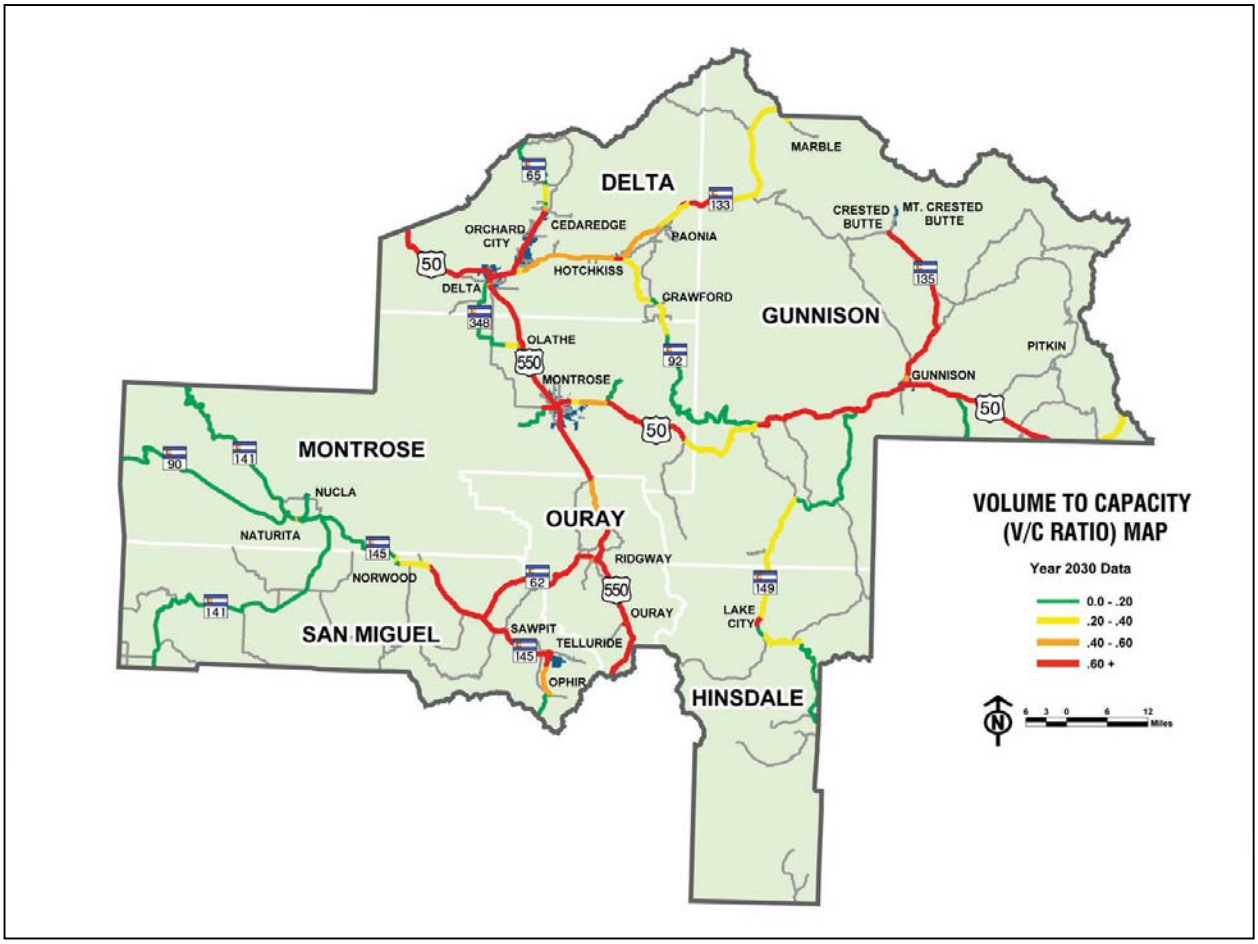


Exhibit 29: Volume to Capacity Ratio 2030 Map



Freight

The following two maps show the estimated growth in daily truck traffic from 1998-2020 from a statewide basis as determined by the FHWA's Freight Analysis Framework. The major role of the Interstate as truck routes is clear from this statewide perspective. Gunnison Valley highways serve as regional routes within the planning area and for the state.

Exhibit 30: Map Estimated Average Annual Daily Truck Traffic: 1998

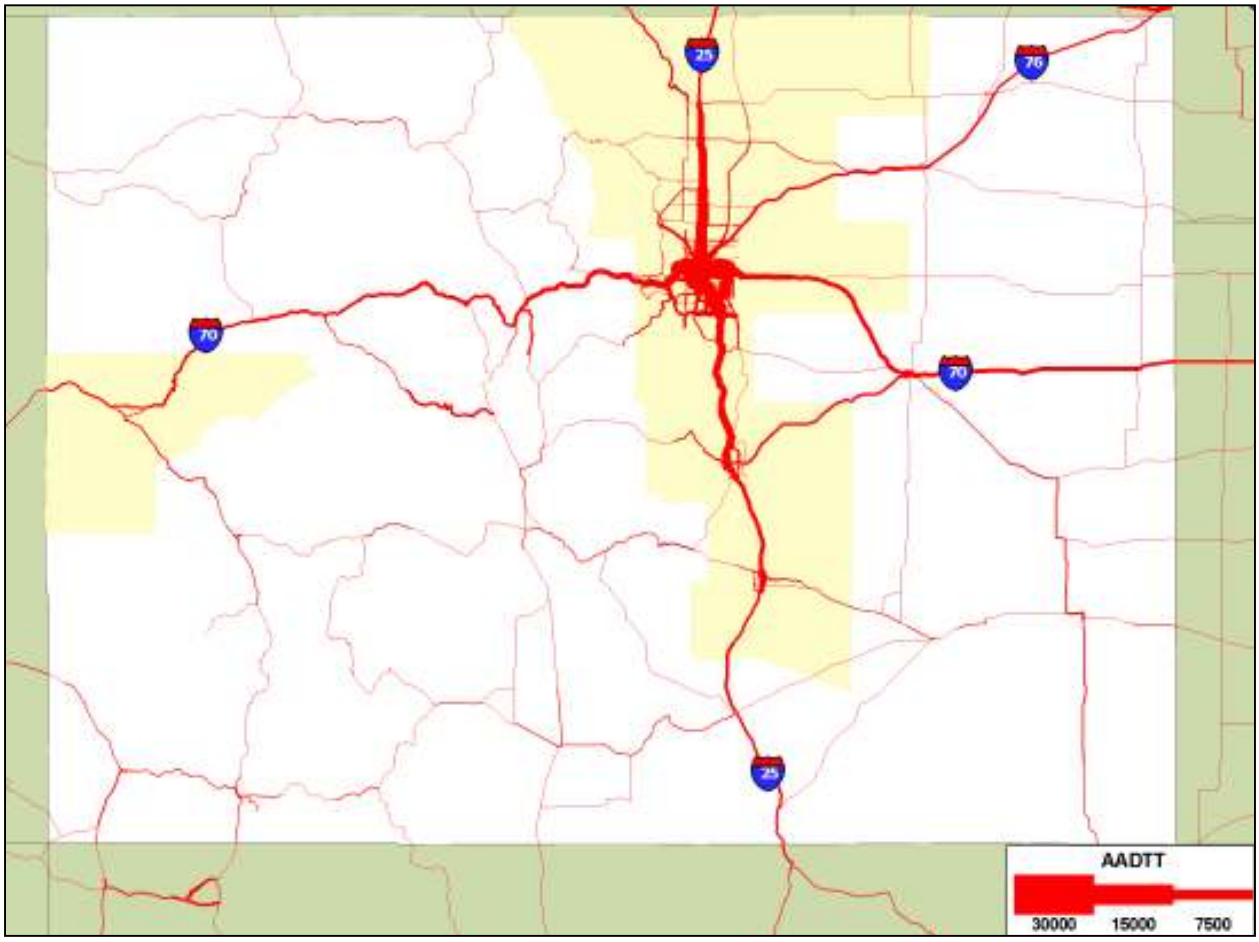
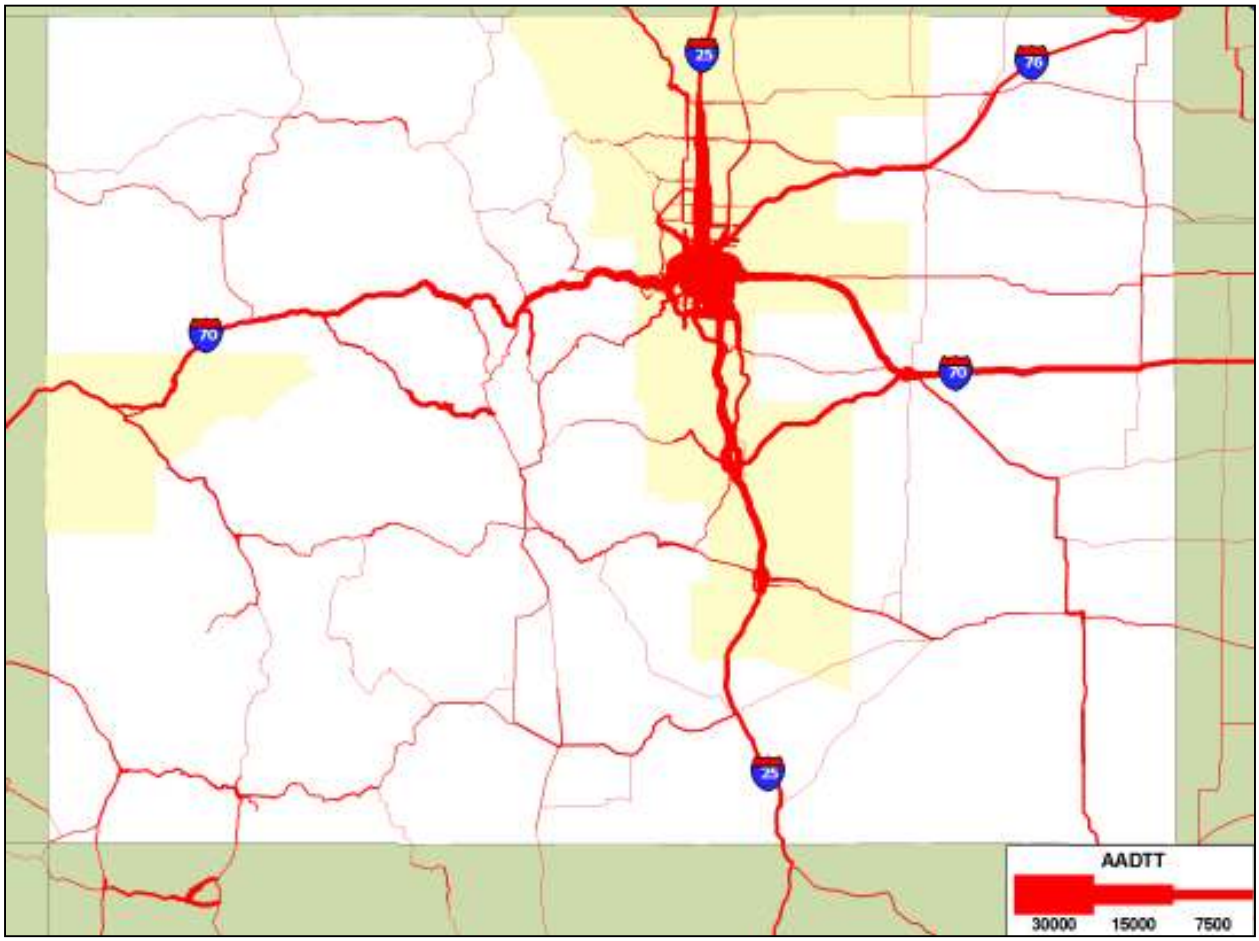


Exhibit 31: Map Estimated Average Annual Daily Truck Traffic: 2020



Freight Shipments To, From, and Within Colorado: 1998, 2010, and 2020

The following table presents information on freight shipments that have either an origin or a destination in Colorado. As shown in Table 27, in 1998 trucks moved a large percentage of the tonnage (73%) and value (68%) of shipments, followed by rail (26% tonnage, 7% value) and air (<1% tonnage, 25% value).

Table 27: Freight Shipments To, From and Within Colorado: 1998, 2010, and 2020

Colorado	Tons (millions)			Value (billions $)		
	1998	2010	2020	1998	2010	2020
By Mode						
Air	<1	1	2	33	84	147
Highway	142	208	257	90	178	296
Other[a]	<1	<1	<1	<1	<1	<1
Rail	51	67	76	9	17	26
Water	0	0	0	0	0	0
Grand Total	194	276	335	132	279	469
By Destination/Market						
Domestic	190	270	327	127	268	447
International	4	6	8	5	11	22
Grand Total	194	276	335	132	279	469

Note: Modal numbers may not add to totals due to rounding.
a The "Other" category includes international shipments that moved via pipeline or by an unspecified mode.

Truck traffic is expected to grow throughout the state over the next 20 years. Much of the growth will occur in urban areas and on the Interstate highway system (Figures 3 and 4). Truck traffic moving to and from Colorado accounted for 10 percent of the average annual daily truck traffic (AADTT) on the road network. Approximately 10 percent of truck traffic involved in-state shipments, and 20 percent involved trucks traveling across the state to other markets. About 60 percent of the AADTT were not identified with a route-specific origin or destination. *(Freight Transportation Profile – Colorado Freight Analysis Framework)*

Top Five Commodities Shipped to, From, and Within Colorado by All Modes: 1998 and 2020

Table 28 shows the top five commodity groups shipped to, from, and within Colorado by all modes. The top commodities by weight are nonmetallic minerals and coal. By value, the top commodities are transportation equipment and mail or contract traffic." *(Freight Transportation Profile – Colorado Freight Analysis Framework.*

Table 28: Top Five Colorado Commodities: 1998 and 2020

Colorado Commodity	Tons (millions)		Colorado Commodity	Value (billions $)	
	1998	2020		1998	2020
Nonmetallic Minerals	40	44	Transportation Equipment	17	24
Coal	35	42	Mail or Contract Traffic	15	47
Farm Products	26	30	Food or Kindred Products	13	26
Clay, Concrete, Glass or Stone	24	47	Freight All Kinds (FAK)	11	23
Food or Kindred Products	15	23	Chemicals or Allied Products	10	21

a U.S. mail or other small packages.
b The "Freight All Kinds" category refers to general freight shipments.

PUBLIC TRANSPORTATION NEEDS ASSESSMENT

Introduction

The following section discusses 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 in the identification of transit service for the next 25 years. 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 allowed citizens to express their ideas and provide suggestions to the planning document.

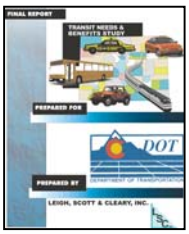
For more detailed information on transit needs, please see the Gunnison Valley 2030 Regional Transit Element, published separately. The Transit Element forms an integral part of this long-range transportation plan. Summary information from the Transit Element is included in the following section.

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. The Transit Element presents the transit demand for 2002 and for year 2030, based on population projections from the Colorado Department of Local Affairs. 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 LSC Team updated the TNBS transit need estimates using 2000 census data. Table 29 provides a summary of the needs using the 1996, 1999, and 2000 data. 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.

Table 29: TNBS Updated Transit Need Estimates

TNBS Updated Transit Need Estimates			
Transit Category	**1996 Trips**	**1999 Trips**	**2002 Trips**
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
Annual Need	5,224,357	5,984,249	6,182,610
Annual Trips Provided	2,319,000	2,647,940	2,718,324
Need Met (%)	44%	44%	44%
Unmet Need (%)	56%	56%	56%

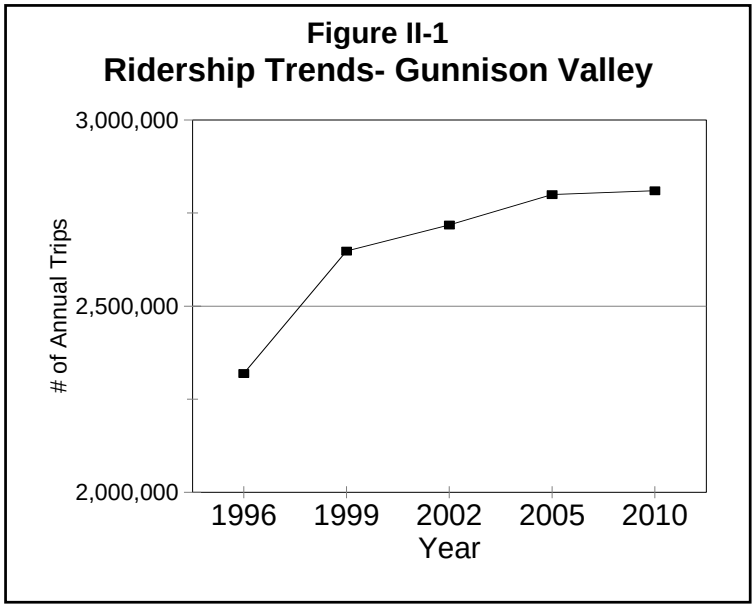
Source: LSC, 2003.

Ridership Trends

The final 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. The following chart 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 the 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 TPR.

Exhibit 32: Ridership Trends – Gunnison Valley TPR



VII - CORRIDOR VISIONS – ALTERNATIVE ANALYSIS

PROCESS

The highway corridors within the GVTPR were evaluated individually in terms of establishing corridor visions. Roadway attribute data were fed into a Microsoft Access based software program called *Corridor Visions – Version 1* that generated visions, goals, and strategies based on issues identified via the data entry and analysis of data entered. The next phase of the process involved meeting with the Gunnison Valley Regional Planning Commissioners to obtain feedback on the output of the computer software. The comments received from the commissioners were then incorporated into the visions that are presented in this chapter for each corridor. Table 30 below lists the corridors in the TPR that were evaluated.

The highway corridors within the GVTPR were evaluated individually in terms of establishing corridor visions. Roadway attribute data were input into a Microsoft Access based software program called *Corridor Visions – Version 1* that generated visions, goals, and strategies based on issues identified via the entered data. The next phase of the process involved meeting with the GVTPR Regional Planning Commissioners to obtain feedback on the output of the computer software. The comments received from the commissioners were then incorporated into the visions that are presented in this chapter for each corridor. This plan makes a break from the past regional planning process. In the past, the plan has been a strictly "project specific" plan, focusing on detailed needs and plans at precise locations. This led to an unwieldy plan that might address very specific needs, but sometimes failed to address regional needs from a systems perspective.

The 2030 Long Range Transportation Plan begins to build a "corridor-based" plan that will more effectively envision the long term needs on any given corridor, rather than focusing on specific intersections, safety issues or capacity issues from milepost X to milepost Y. This part of the plan examined what the final build out needs might be given population growth, traffic growth, truck movements, and other operational characteristics of the facility. Then, an effort was made to give some level of priority for implementation. These steps will help guide investment decisions throughout the planning period.

Several steps were followed in order to achieve this goal:

1. Identify corridor segments with common operating characteristics and future needs
2. Develop a Corridor Vision for each corridor segment
3. Develop Goals/Objectives for each corridor segment
4. Develop Strategies to achieve the Goals for each corridor segment
5. Assign a Primary Investment Category

Corridor Vision Purpose

- Integrates community values with multi-modal transportation needs
- Provides a corridor approach for a transportation system framework
- Strengthens partnerships to cooperatively develop a multi-modal system
- Provides administrative and financial flexibility in the Regional and Statewide Plans
- Links investment decisions to transportation needs
- Promotes consistency and connectivity through a system-wide approach
- Creates a transportation vision for Colorado and surrounding states

Primary Investment Category

CDOT allocates funds to various programs, including System Quality (Preservation of the Existing System), Mobility, Safety, Program Delivery, Statewide Programs, and Priority Projects. The Corridor Vision process is designed to investigate the first three –System Quality, Mobility, and Safety in terms of regional priorities.

For the purposes of this plan, the RPC examined all the available background data as presented in Chapter IV – Transportation System Inventory, matched unmet needs with the Regional Vision, Values and Issues identified as confronting the TPR and determined what the ultimate needs are on each corridor segment that are consistent with the needs and desires of the community. With this in mind, the RPC assigned a Primary Investment Category to each segment. This does not in any way imply that other types of projects may not be needed on any given corridor. For instance, if Safety was determined to be the Primary Investment Category, the most pressing need may be for Safety type projects – passing lanes, straightening, signage, intersection improvements, etc. But, there may also be spot locations in the corridor that need to be addressed from a congestion or capacity standpoint, the main focus of the Mobility category. Likewise, if a segment has been selected primarily for System Quality improvements, there may also be a need for spot Safety or Mobility improvements.

Goal Selection

The following types of goals can be achieved within each category:

MOBILITY

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Maintain statewide transportation connections
- Coordinate transportation and land use decisions
- Support economic development while maintaining environmental responsibility
- Support commuter travel
- Support recreation travel
- Provide for tourist-friendly travel
- Improve access to public lands
- Accommodate growth in freight transport
- Provide improved freight linkages
- Expand transit usage
- Increase bus ridership
- Provide for bicycle/pedestrian travel
- Increase air travel availability
- Increase Transportation Demand Management, i.e., carpool, telecommute
- Provide information to traveling public

SAFETY

- Reduce fatalities, injuries and property damage crash rate
- Promote education to improve safe driving behavior
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Improve signing/striping

SYSTEM QUALITY

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Promote transportation improvements that are environmentally responsible
- Maintain transit vehicles and facilities in good condition
- Maintain airport facilities in good condition
- Maintain responsible water quality procedures

Corridor Vision Discussion Questions

The following questions were used to help facilitate a Corridor Vision discussion to identify local values and transportation needs.

1. What purpose does transportation serve for the community?
2. What are the transportation needs for your community in the future?
3. Do you expect major growth in population, recreation, employment, and or commercial sectors?
4. Are there congested areas?
5. Are there areas with safety problems in the corridor?
6. Are there areas that will need work, i.e., pavement conditions?
7. Is there a need for transit, bicycle/pedestrian, aviation, transportation demand management, and local roadway networks?
8. Are there natural resources, environmental concerns or areas of special interest to protect?
9. What is important to you about your quality of life?
10. What characteristics of your community do you want to maintain in the next 25 years?
11. What changes would you like to see in the next 25 years?

Table 30: Corridor Segments

Gunnison Valley TPR Corridor Segments				
Corridor Name	Description (from / to)	Milepost w/in TPR		Primary Investment Category
		begin	end	
50A	Grand Junction to Montrose	38.5	92.8	System Quality
50B	Montrose to Canon City	92.8	278.7	Safety
62	Highway from Placerville to Ridgway	0	23.4	Safety
65	Highway from SH 92 over the Grand Mesa to I-70	0	61.38	Safety
90A	From State Line to Highway 141 by Naturita	0	33.87	Safety
90B	Segment just west of Montrose for 8 miles	82.01	89.858	Safety
92A	Highway between Delta to Hotchkiss	0	21	Safety
92B	Highway between Hotchkiss and Blue Mesa	20	73.29	Safety
97	Short Highway connecting Naturita and Nucla	0	4.58	Safety
114	From Highway 50 south to Highway 285	0	61.69	Safety
133	Highway between Hotckiss and Carbondale	0	68.82	Safety
135	Highway between Gunnison and Crested Butte	0	27.48	System Quality
141	From Dove Creek north to Highway 50 through Naturita to south of Grand Junction	0	153.99	Safety
145	Highway from US 160 through Telluride to the other side of Norwood	0	116.87	Safety
149	From Highway 160 north to Highway 50 west of Gunnison	0	117.52	Safety
187	Access from Highway 133 to Paonia	0	0.69	Safety
347	Access from Highway 50 to the Black Canyon	0	4.99	Safety
348	Road from Olathe to Delta	0	16.99	Safety
550	From Durango to Montrose	21	129.25	Safety

CORRIDOR VISION – US 50A

Planning Region: 9 - Gunnison Valley

Highway: 50A

Beginning Milepost: 38.50

Ending Milepost: 92.8

DESCRIPTION

Grand Junction to Montrose

Vision Statement

The Vision for the US 50 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The Montrose Regional, Delta Blake, and Delta Hawkins airports lie within this corridor. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, recreation, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban, rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, hazardous materials and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility
- Expand transit usage
- Rail service between Montrose and Grand Junction and Delta to Paonia
- Provide bus service from Ouray through Montrose to Grand Junction
- Provide a transit connection from Gunnison to Grand Junction in morning, returning in the afternoon
- Provide transit connection between Crested Butte and Telluride during ski season
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition including sweeping to improve bicycle safety
- Support economic development while maintaining environmental responsibility

- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands
- Maintain identified wildlife corridors and wildlife habitat connectivity

Strategies

- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Expand air service
- Provide inter-modal connections
- Use improved striping paint / beads
- Add passing lanes/turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife crossing structures and wildlife fencing

CORRIDOR VISION – US 50B

Planning Region: 9 - Gunnison Valley

Highway: 50B

Beginning Milepost: 92.8

Ending Milepost: 278.7

DESCRIPTION

Montrose to Canon City

Vision Statement

The Vision for the US 50 corridor is primarily to improve safety, maintain system quality as well as to increase mobility. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The Gunnison airport lies within this corridor. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, recreation, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban, rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, hazardous materials and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Segments of the US 50 corridor were identified as candidate projects in the 2003 Strategic Investment Program. These projects have been identified in the Preferred Roadway Plan on pages 126-127 of this plan.

Goals / Objectives

- Increase travel reliability and improve mobility
- Expand transit usage
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands
- Maintain identified wildlife corridors and wildlife habitat
- Provide a transit connection from Gunnison to Grand Junction in morning, returning in the afternoon
- Provide transit connection between Crested Butte and Telluride during ski season
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition including sweeping to improve bicycle safety

- Support economic development while maintaining environmental responsibility

Strategies

- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Expand air service
- Provide inter-modal connections
- Use improved striping paint / beads
- Add passing lanes/turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife crossing structures and wildlife fencing

CORRIDOR VISION – SH 62

Planning Region: 9 - Gunnison Valley

Highway: 62

Beginning Milepost: 0

Ending Milepost: 23.4

Description

Highway from Placerville to Ridgway

Vision Statement

The Vision for the SH 62 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor is part of the San Juan Skyway Scenic and Historic Byway, which has also been designated an All-American Road and serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the Placerville to Ridgway area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the wildlife**,** environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support commuter travel
- Provide for tourist-friendly travel
- Expand transit usage
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Provide for improved safety through the Town of Ridgway
- Maintain identified wildlife corridors and wildlife habitat connectivity
- Incorporate wildlife conservation as part of the planning, design, and maintenance process

Strategies

- Provide and expand transit bus
- Construct and maintain Park 'n Ride facilities
- Provide inter-modal connections
- Promote carpooling and vanpooling
- Use improved striping paint / beads
- Add passing lanes
- Add/improve shoulders
- Add wildlife crossing structures
- Improve hot spots
- Study and change speed limits especially through the Town of Ridgway
- Add center turning lanes, shoulders, and sidewalks through the Town of Ridgway
- Add Surface treatment/overlays
- Develop a Regional Transportation Authority for San Miguel, Ouray, and Montrose Counties.

CORRIDOR VISION – SH 65

Planning Region: 9 - Gunnison Valley

Highway: 65

Beginning Milepost: 0

Ending Milepost: 61.38

Description

Highway from Highway 92 over the Grand Mesa to I70

Vision Statement

The Vision for the SH 65 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This heavily used recreation corridor provides access and makes north-south connections within the Grand Mesa National Forest, Plateau Valley, and Surface Creek Valley. Future travel modes include passenger vehicle, bicycle, pedestrian and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor and also connects Interstate 70 through the Grand Mesa area to US 50 as well as destinations outside of the corridor. Colorado 65 has been designated as a National Scenic Byway. Based on historic and projected population and employment levels, both passenger and freight volumes are expected to increase, while freight volumes will remain constant. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, logging, recreational, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, agricultural, and recreational character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Provide information for the traveling public

Strategies

- Construct, improve and maintain the system of local roads

- Provide inter-modal connections
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Use improved striping paint / beads
- Improve Geometrics
- Add guardrails
- Add additional lanes to include passing lanes
- Add/improve shoulders
- Add turn lanes
- Improve hot spots
- Add pullouts for wildlife viewing and slow vehicles
- Improve winter maintenance
- Add Surface treatment/overlays

CORRIDOR VISION – SH 90A, SH 90B

Planning Region:

Highway: 90A

Beginning Milepost: 0

Ending Milepost: 33.87

Highway: 90B

Beginning Milepost: 82.01

Ending Milepost: 89.858

Description

From State Line to SH 141 by Naturita and a segment just west of Montrose for 8 miles

Vision Statement

The Vision for the SH. 90 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Major segment west of Naturita with small segment west of Montrose area. These two segments are separated by the Umcompahgre Plateau. The future goal is to connect these two segments to provide a contiguous highway. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Provide improved freight linkages
- Provide information to traveling public
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain statewide transportation connections
- These two segments are separated by the Uncompahgre Plateau. The future goal is to

connect these two segments to provide a contiguous highway using local funds.

Strategies

- Construct, improve and maintain the system of local roads
- Use improved striping paint / beads
- Add/improve shoulders
- Add Surface treatment/overlays
- Add guard rails

CORRIDOR VISION – SH 92A

Planning Region: 9 - Gunnison Valley

Highway: 92A

Beginning Milepost: 0

Ending Milepost: 21.0

Description

Highway. Between Delta and Hotchkiss

Vision Statement

The Vision for the SH 92 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Delta to Hotchkiss area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. They depend on tourism, access to public lands, agriculture, and natural resource recovery for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility
- Support recreation travel
- Improve access to public lands
- Provide for safe movement of bicycles and pedestrians
- Enhance the existing transportation system

Strategies

- Improve Geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Improve hot spots
- Intersection improvements
- Add Surface treatment/overlays

CORRIDOR VISION – SH 92B

Planning Region: 9 - Gunnison Valley

Highway: 92B

Beginning Milepost: 20

Ending Milepost: 73.29

Description

Highway Between Hotchkiss and Blue Mesa

Vision Statement

The Vision for the SH 92 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This Highway also serves as a scenic byway as designated by the State. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Hotchkiss to Blue Mesa area. Future travel modes include passenger vehicle, truck freight, aviation, and bicycle and pedestrian facilities. The Crawford Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that will maximize existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, recreation, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility
- Support recreation travel and maintain the scenic and historic byway character
- Improve access to public lands
- Provide for safe movement of bicycles and pedestrians
- Enhance the existing transportation system
- Ensure airport facilities are maintained in a safe operating condition and are adequate meet existing and projected demands

Strategies

- Improve Geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Intersection improvements
- Improve hot spots
- Add Accel/decel lanes
- Add Surface treatment/overlays
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

CORRIDOR VISION – SH 97

Planning Region: 9 - Gunnison Valley

Highway: 97

Beginning Milepost: 0

Ending Milepost: 4.58

Description

Short Highway connecting Naturita and Nucla

Vision Statement

The Vision for the SH 97 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the connecting highway between Naturita and Nucla area. Future travel modes include passenger vehicle, truck freight, aviation, and bicycle and pedestrian facilities. The Nucla Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that maximize existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, safety, and system preservation. They depend on manufacturing, tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing
- and projected demands

Strategies

- Use improved striping paint / beads
- Improve Geometrics
- Add passing lanes
- Add/improve shoulders
- Improve hot spots
- Study and change speed limits
- Add Accel/decel lanes
- Add turn lanes
- Add Surface treatment/overlays
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

CORRIDOR VISION – SH 114

Planning Region 9 - Gunnison Valley

Highway: 114

Beginning Milepost: 0

Ending Milepost: 61.69

Description

From Highway 50 south to Highway 285

Vision Statement

The Vision for the SH 114 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides commuter access, and makes north-south connections within the corridor from US 50 east of Gunnison south to US 285 area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor and provides a commercial truck route in addition to providing access for recreational activity in the Gunnison area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Maintain identified wildlife corridors and wildlife habitat connectivity

Strategies

- Use improved striping paint / beads
- Improve Geometrics

- Add passing lanes
- Add/improve shoulders
- Improve hot spots
- Improve Rock fall mitigations
- Study and change speed limits
- Add Accel/decel lanes
- Add Surface treatment/overlays
- Add wildlife crossing structures and wildlife fencing

CORRIDOR VISION – SH 133

Planning Region: 9 - Gunnison Valley

Highway: 133

Beginning Milepost: 0

Ending Milepost: 68.82

Description

Highway between Hotchkiss and Carbondale

Vision Statement

The Vision for the SH 133 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides commuter access to public lands, natural resource recovery, and makes east-west connections within the corridor from Hotchkiss to Carbondale area. This Hwy also serves as an important West Slope access to the I-70 corridor. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The Paonia Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that maximize existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support commuter travel
- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands
- Maintain identified wildlife corridors and wildlife habitat connectivity

Strategies

- Promote carpooling and vanpooling
- Add passing lanes
- Add/improve shoulders
- Intersection improvements
- Improve hot spots
- Improve Rock fall mitigations
- Study and change speed limits
- Add turn lanes
- Add Surface treatment/overlays
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife crossing structures and wildlife fencing

CORRIDOR VISION – SH 135

Planning Region: 9 - Gunnison Valley

Highway: 135

Beginning Milepost: 0

Ending Milepost: 27.48

Description

Highway between Gunnison and Crested Butte

Vision Statement

The Vision for the SH 135 corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor serves as a multi-modal local facility, provides commuter and recreational access, and makes north-south connections within the Gunnison to Crested Butte area. This Highway also serves as access to the North Fork and the I-70 corridor in the summer. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility
- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition including sweeping to improve bicycle safety
- Support economic development while maintaining environmental responsibility
- Provide bus pullouts
- Maintain identified wildlife corridors and wildlife habitat connectivity

Strategies

- Provide and expand transit bus
- Market transit services and provide incentives
- Construct and maintain transit stations
- Expand air service
- Expand transit service
- Promote carpooling and vanpooling
- Use improved striping paint / beads
- Improve hot spots
- Study and change speed limits
- Add Surface treatment/overlays
- Develop separated trail system for bicycle/pedestrian
- Add wildlife crossing structures and wildlife fencing

CORRIDOR VISION – SH 141

Planning Region

Highway: 141

Beginning Milepost: 0

Ending Milepost: 153.99

Description

From Dove Creek north to US 50 thru Naturita to south of Grand Junction

Vision Statement

The Vision for the SH 141 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes north-south connections within the North south route West End of San Miguel and Montrose Counties area. The segment of SH 141 northwest of the junction with SH 145 to the Montrose County border is part of the Unaweep and Tabeguache Scenic Byway. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, agriculture, access to public lands, natural resource recovery, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain statewide transportation connections

Strategies

- Construct, improve and maintain the system of local roads
- Use improved striping paint / beads
- Add passing lanes
- Add/improve shoulders
- Improve hot spots
- Study and change speed limits
- Add Surface treatment/overlays
- Add guard rails
- Add pull-outs and signage regarding historical information
- Provide and maintain trash bins

CORRIDOR VISION – SH 145

Planning Region: 9 - Gunnison Valley

Highway: 145

Beginning Milepost: 0

Ending Milepost: 116.87

Description

US 160 to Jct. SH 141

Vision Statement

The Vision for the SH 145 corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes north-south connections within the Norwood to Telluride south to US 160 area. Future travel modes include passenger vehicle, bus service, truck freight, aviation, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The Telluride Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that maximize existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support commuter travel
- Support recreation travel
- Expand transit usage
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands
- Maintain identified wildlife corridors and wildlife habitat connectivity

Strategies

- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Expand air service
- Expand Transit service
- Add/improve shoulders
- Improve hot spots
- Construct separated bike facilities
- Add Accel/decel lanes
- Add turn lanes
- Add passing/climbing lanes
- Add Bus, vehicle pullouts rest areas with signage directing slow-moving vehicles to pull over
- Add Surface treatment/overlays
- Provide for improved access to public lands
- Develop a Regional Transportation Authority for San Miguel, Ouray, and Montrose Counties
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife crossing structures and wildlife fencing

CORRIDOR VISION – SH 149

Planning Region 9 - Gunnison Valley

Highway: 149

Beginning Milepost: 0

Ending Milepost: 117.52

Description

From US 160 north to US 50 west of Gunnison

Vision Statement

The Vision for the SH 149 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, and is the only connection to places outside the region, and makes north-south connections within the corridor from US 160 north to US 50 west of Gunnison area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor and this is the sole access to and from Lake City. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, public lands access, natural resource recovery and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support recreation travel
- Develop transit
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Maintain identified wildlife corridors and wildlife habitat connectivity

Strategies

- Use improved striping paint / beads
- Improve Geometrics

- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Improve hot spots
- Improve Rock fall mitigations
- Study and change speed limits
- Add Accel/decel and turn lanes
- Add Surface treatment/overlays
- Add wildlife crossing structures and wildlife fencing
- Add pullouts and rest areas to allow slow-moving vehicles to pull over
- Provide improved signage for access to public lands
- Retain natural and cultural resources and viewsheds

CORRIDOR VISION – SH 187

Planning Region: 9 - Gunnison Valley

Highway: 187

Beginning Milepost: 0

Ending Milepost: 0.69

Description

Access from SH 133 to Paonia

Vision Statement

The Vision for the SH 187 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections from SH 133 to the Town of Paonia. Future travel modes include passenger vehicle, bicycle and pedestrian facilities. The transportation system primarily serves the local area within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, safety, and system preservation. They depend on tourism, mining, and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Provide for bicycle/pedestrian travel
- Provide information to traveling public
- Eliminate shoulder deficiencies
- Improve signing/striping
- Enhance the existing transportation system

Strategies

- Post informational signs
- Use improved striping paint / beads
- Add signage
- Stripe and sign designated bike lanes
- Improve Geometrics
- Add passing lanes
- Add/improve shoulders
- Add Surface treatment/overlays

CORRIDOR VISION – SH 347

Planning Region: 9 - Gunnison Valley

Highway: 347

Beginning Milepost: 0

Ending Milepost: 4.99

Description

Access from US 50 to the Black Canyon

Vision Statement

The Vision for the SH. 347 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Access from US 50 to the Black Canyon area. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value transportation choices, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Provide for bicycle/pedestrian travel
- Provide information to traveling public
- Eliminate shoulder deficiencies
- Improve signing/striping
- Preserve the existing transportation system

Strategies

- Post informational signs
- Use improved striping paint / beads
- Add signage
- Stripe and sign designated bike lanes
- Improve Geometrics
- Add passing lanes
- Add/improve shoulders
- Add Surface treatment/overlays

CORRIDOR VISION – SH 348

Planning Region 9 - Gunnison Valley

Highway: 348

Beginning Milepost: 0

Ending Milepost: 16.99

Description

Road from Olathe to Delta

Vision Statement

The Vision for the SH 348 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Road from Olathe to Delta area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support commuter travel
- Provide for bicycle/pedestrian travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

Strategies

- Use improved striping paint / beads
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Improve hot spots
- Construct separated bike facilities
- Study and change speed limits
- Add surface treatment/overlays

CORRIDOR VISION – US 550

Planning Region: 9 - Gunnison Valley

Highway: 550

Beginning Milepost: 21

Ending Milepost: 129.25

Description

From Durango to Montrose

Vision Statement

The Vision for the US 550 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves is part of the San Juan Skyway Scenic and Historic Byway, which has also been designated an All-American Road and as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections within the Durango to Montrose area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the wildlife, environmental, economic and social needs of the surrounding area. Segments of US 550 were identified as candidate projects in the CDOT 2003 Strategic Investment Program. These projects have been identified in the Preferred Roadway Plan on pages 126-127 of the document.

Goals/Objectives

- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Provide for better intersection safety as it relates to access points north of the Town of Ridgway
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Maintain identified wildlife corridors and wildlife habitat connectivity
- Incorporate wildlife conservation as part of the planning, design and maintenance process

Strategies

- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve Geometrics providing improved visibility between Ridgway and Ouray
- Add passing lanes
- Add/improve shoulders
- Develop a Regional Transportation Authority for San Miguel, Ouray, and Montrose Counties
- Add guardrails
- Improve hot spots and Rock fall mitigations
- Study and change speed limits
- Add Accel/decel lanes
- Add Surface treatment/overlays
- Add Bus, vehicle pullouts rest areas with signage directing slow-moving vehicles to pull over especially on Red Mountain Pass
- Provide for improved access to public lands
- Add wildlife crossing structures including underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety and preserve or repair wildlife corridors

VIII – PREFERRED TRANSPORTATION PLAN

The Preferred Transportation Plan reflects the long-range transportation vision for the TPR. It highlights the interrelated nature of transportation to land use, development, and to the TPR's quality of life including a vital economy and protecting the human and natural environment. The Preferred Plan is an intermodal transportation plan that considers all modes of transportation as having a necessary role in providing mobility for people and freight and is consistent with the Vision, Goals and Issues expressed in Chapter 3 and with the individual Corridor Visions detailed in Chapter 6. Key features of the plan include an emphasis on enhancing safety, maintaining the existing transportation system and providing for future mobility needs.

Based on the alternatives analysis conducted for each corridor, the planning team assisted the RPC in identifying a set of representative projects for each mode to be included in the preferred plan. The projects in the existing (2020) list were reviewed to identify projects that have been completed, those that need to be moved forward in the updated plan to address current needs, and include new projects not on the list to address new or developing needs anticipated in the current planning period. All reasonable and appropriate modes were considered. The projects were grouped by corridor.

All projects identified through the planning process were subjected to a preliminary screening process, which included the following questions:

- Does the project aid in the attainment of the vision and goals developed by the RPC?
- Is the project a justifiable need?
- Does the project provide a viable contribution to a system that meets the RPC's transportation needs?
- Is the project realistic based on the human and natural environment and the physical constraints of the area?

The resulting multi-modal preferred project list was entered into CDOT's new on-line project database, PlanSite, which will greatly increase the efficiency and accuracy of project listings. The list comprehensively addresses mobility, safety and system quality needs for the region, while supporting economic growth and development, protecting the human and natural environment, and sustaining the quality of life as defined in the TPR's values, vision, and goal statements.

Each corridor was evaluated during the corridor visioning process to determine the primary investment category. The was then evaluated in terms of the mobility, safety and system quality needs of the corridor and compared to needs on other categories throughout the region. Each project was then ranked according to priority as described in the following Preferred Plan table.

AVIATION PREFERRED PROJECT PLAN

The preferred list of airport projects and their associated cost estimates were developed utilizing several sources of information:

Six Year Capital Improvement Program: Every airport in the State of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year capital improvement program (CIP) list. That list contains major capital projects that the airport anticipates could take place over the six-year planning period. The CIP will show the year the project is anticipated to occur and further identifies anticipated funding sources that may be used to accomplish the project. Those funding sources may include local, FAA and Aeronautics Division funds.

CDOT – Aeronautics and FAA staff work very closely with those airports that anticipate funding eligible projects with grant funds from the FAA. Since the FAA and CDOT – Aeronautics are concerned with the Statewide system of airports, it is very important that individual airport projects be properly planned and timed to fit within the anticipated annual Federal funding allocation.

FAA and CDOT-Aeronautics staff meet on a regular basis to evaluate the Federal CIP program and make any adjustments as may be required. Therefore, projects shown on the individual airport CIP that identify FAA as a source of funding for the project have already been coordinated with FAA and CDOT – Aeronautics for programming purposes.

The costs of the projects are estimates and are typically provided to airports through either their own city staff, consulting firms, engineering firms, planning documents, FAA, CDOT-Aeronautics or other similar sources.

National Plan of Integrated Airport Systems (NPIAS): The NPIAS identifies more than 3,000 airports nationwide that are significant to the national air transportation system and thus are *eligible* to receive Federal grants under the Airport Improvement Program (AIP). The projects listed in this document include those that have been identified in the near term and have been programmed into individual airport CIP's as well as long term projects that have only been identified as a need but not programmed into the Federal grant process. The plan also includes cost estimates for the proposed future projects. The projects included in the NPIAS are intended to bring these airports up to current design standards and add capacity to congested airports.

The NPIAS comprises all commercial service airports, all reliever airports and selected general aviation airports. The plan draws selectively from local, regional and State planning studies.

Colorado Statewide airport inventory and Implementation Plan 2000 (State Airport System Plan): In 1999, CDOT-Aeronautics contracted with a consulting firm to develop an Airport System Plan. This plan, done by Wilbur Smith and Associates, was completed in 2000.

The State of Colorado is served by a system of 78 public-use airports. These 78 airports are divided into two general categories, commercial service and general aviation. The Statewide Airport Inventory and Implementation Plan was designed to assist in developing a Colorado Airport System that best meets the needs of Colorado's residents, economy and visitors. The study was designed to provide the Division of Aeronautics with information that enables them to identify projects that are most beneficial to the system, helping to direct limited funding to those airports and those projects that are of the highest priority to Colorado's airport system.

The report accomplished several things including the assignment of each airport to one of three functional levels of importance: Major, Intermediate or Minor. Once each airport was assigned a functional level, a series of benchmarks related to system performance measures were identified. These benchmarks were

used to assess the adequacy of the existing system by determining its current ability to comply with or meet each of the benchmarks.

Airport Survey Information: As a part of the CDOT 2030 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits occurred requesting updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2030 planning period. Letters were mailed out to each airport manager or representative that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet whereby airports could list their anticipated projects through the year 2030. Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information.

Most airports responded to this information request. Some of the smaller airports with limited or no staff did not respond.

Joint Planning Conferences: One of the methods utilized by the CDOT-Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport. CDOT-Aeronautic and FAA staff attend these meetings. The JPC allows an opportunity for all of the aviation community to contribute into the planning process of the airport. Many good ideas and suggestions are generated as a result of these meetings.

Table 31: Preferred Aviation Plan

2005-2030 Preferred Aviation Plan*				
Airport	**Projects**	**CDOT Investment Category**	**Corridor Number**	**Cost Estimate**
Crawford	1. Increase runway width from 50' to 60'**	Safety	Hwy 92	$179,000
Delta Westwinds (Formerly Hawkins)	1. Rotating Beacon**	Safety	HWY 50	$15,000
	2. Automobile Parking**	System Quality		$25,000
Delta - Blake	1. Acquire land for approach protection	Safety	HWY 50	$27,778
	2. Automated on site weather reporting	Safety		$130,000
	3. Pavement Mtce	System Quality		$77,778
	4. Expand Apron	Mobility		$833,332
	5. Constr Partial parallel taxiway Phase I	Mobility		$416,666
	6. Constr partial parallel taxiway phase II	Mobility		$2,166,666
	7. Provide for non-precision instrument aproach**	Safety		$50,000
	7. Runway End Identifier Lights**	Safety		$12,000
Gunnison	1. Construct ARFF Building	Safety	HWY 50	$2,222,222
	2. Acquire snow removal equipment	Safety		$666,666
	3. Rehab Taxiway A	System Quality		$4,444,444
	4. Rehab GA Apron	System Quality		$1,000,000
	5. Land acquistion for terminal improvements	Mobility		$1,500,000
	6. Terminal, roadway improvements	Mobility		$3,000,000
	7. Engineering for terminal improvements	Mobility		$300,000
	8. Acquire snow blower and plow	Safety		$1,500,000
	9. Fire Truck	Safety		$800,000
	10. Rehab RW 6-24	System Quality		$2,000,000
	11. Rehab TW A	System Quality		$2,500,000
	12. Construct RW 17-35	Mobility		$1,500,000
Montrose	1. Construct parallel taxiway	Mobility	HWY 50	$5,470,000
	2. Constr TW B-4 and C Phase I	Mobility		$1,944,444
	3. Constr TW B-4 and C Phase II	Mobility		$1,111,111
	4. Acqurie snow removal equipment	Safety		$277,778
	5. Expand GA Ramp	Mobility		$806,000
	6. Relocate TW B	Safety		$1,448,000
	7. Rehab RW 17-35	System Quality		$4,444,444
	8. Relocate TW B Phase II	Safety		$2,166,667
	9. Commercial Service Ramp Expansion	Mobility		$1,000,000
	10. Snow removal equipment building	Safety		$500,000
	11. Expand the commercial service terminal	Mobility		$3,000,000
	12. Air traffic control tower	Safety		$6,000,000
	13. Wildlife fencing	Safety		$2,000,000
Nucla	1. On site automated weather reporting	Safety	HWY 97	$130,000
	2. Snow removal equipment	Safety		$36,666
	3. Rehab ramp	System Quality		$166,666
	4. Upgrade lighting, signage and markings	System Quality		$200,000
	5. Snow removal equipment building	System Quality		$200,000
	6. Replace rotating beacon	Safety		$15,000
	7. Rehab and extend runway; add turn arounds	Safety		$1,000,000
	8. Full length parallel taxiway	Mobility		$1,700,000

2005-2030 Preferred Aviation Plan*				
Airport	**Projects**	**CDOT Investment Category**	**Corridor Number**	**Cost Estimate**
Paonia - North Fork Valley	1. Rehab Runway	System Quality	HWY 133	$101,656
	2. Runway maintenance	System Quality		$46,500
	3. Pilots lounge with restrooms	System Quality		$100,000
	4. Automated on site weather reporting	Safety		$130,000
	5. Runway Maintenance	System Quality		$50,000
	6. PAPI	Safety		$30,000
	7. Snow plow-fire truck	Safety		$50,000
	8. Rehab main hangar	System Quality		$100,000
Telluride	1. Widen Safety Area Phase I	Safety	HWY 145	$24,577,777
	2. Widen Safety Area Phase II	Safety		$20,466,666
	3. Widen safety Area Phase III	Safety		$14,055,555
	4. Rehab RW, TW, Apron, MIRL, MITW	Safety		$13,333,333
	5. Widen Safety Area Phase IV	Safety		$4,444,444
	6. Expand parking area	Mobility		$3,988,888
	7. Expand Apron North	Mobility		$4,400,000
	8. Construct South Apron	Mobility		$3,800,000
	9. Construct Runway 9 Holding Apron	Safety		$1,100,000
	10. Pavement Maintenance	System Quality		$1,100,000
TOTAL AMOUNT FOR ALL PROJECTS (PREFERRED PLAN):				**$150,858,147**

**Note: In many cases the projects identified above are local community generated and are not necessarily endorsed or supported by either CDOT or the FAA*

*** Projects that have been identified in the 2000 Colorado Statewide Airport System Plan (These projects are not necessarily endorsed or supported by either CDOT or the FAA)*

PREFERRED TRANSIT PLAN

Each provider in the Gunnison Valley study area submitted operational and capital projects for the next 25 years to address long-range transit needs. The Preferred Plan presented in the following section is based on *unrestricted funding* for the transit providers. The data include costs to maintain the existing system and to enhance the current transit services. The transit information assumes that primary funding will not be from Regional Priority Project (RPP) funds – however, all of the projects are eligible.

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. The unconstrained transit information could be advanced through the amendment process to the Constrained Plan, if new or additional 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. Please refer to the following website that contains the 2005-2030 SWTPR Transit Element
http://www.dot.state.co.us/StatewidePlanning/PlansStudies/

Table 32 presents a regional total for the Long-Range Preferred Transit Plan. The data for the region is summarized for the next 25 years.

Table 32: 2030 Preferred Transit Plan

2030 Preferred Transit Plan		
Operating		
Service Provider	**Cost**	**Project**
Gunnison County RTA	$2,508,333	Expand Service to full yr @ $467 per day
	$1,743,750	Increase frequency w/ twice as many AM & PM runs (Add 15 hrs/day @ $31)
	$1,697,250	Full day service, all yr @ $31, Add 6 hrs day
	$1,209,000	Gunnison/Mt CB express service - all yr AM & PM
	$3,394,500	Gunnison local service - all yr @ $31 hr
	$250,000	Supplement Taxi Service
Delta County COA	$625,000	Expand Services
Hinsdale Co COA/Jubileers	$1,560,000	Pd driver for service expansion to Gunnison, Montrose and GJ
Montrose Co Seniors	$1,560,000	Additional services w/ 1 vehicle
Montrose City Service	$2,375,000	New service within Montrose
Mountain Express	$12,410,000	Expand Service CB S & Gunnison
	$4,380,000	Expand Service North Village
	$12,410,000	Expand Service Mt. Crested Butte
	$6,205,000	Expand Service Circulator Service CB
	$1,800,000	Expand Service CB County Club
	$3,780,000	Expand Service Intercept Parking Lot
	$1,260,000	Expand Service Gothic Trailheads
	$5,100,000	Increase frequency to 15 min peak season
	$1,800,000	Expand Service to 2 am peak season
Mtn Village Metro District	$1,153,650	DAR Driver; Increase staff
	$4,337,500	Service hr expansion
Ouray Co COA	$1,560,000	Pd driver for service expansion to Montrose and GJ and Meals on Wheels
San Miguel Co Sr. Transportation	$1,625,000	Commuter Service
Town of Telluride/Galloping Goose	$4,160,000	Service hr expansion
Down Valley Commuter	$2,080,000	Service expansion
Two Buttes Sr Citizens	$1,560,000	Pd driver for additional days of service
Young at Heart	$1,560,000	Pd driver for additional days of service
Regional Service		
Montrose to Grand Junction	$2,340,000	
Gunnison to Montrose	$2,340,000	
Vanpools	$1,920,000	

2030 Preferred Transit Plan		
Operating		
Service Provider	**Cost**	**Project**
GV Preferred Operating Projects - Subtotal	**$90,703,983**	
Maintain Existing - Subtotal	**$153,131,048**	
Preferred Total- Operating	**$243,835,031**	

Capital		
Service Provider	**Cost**	**Project**
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 vehicles (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 Preferred Capital Subtotal	**$35,010,000**	
Maintain Existing	**$20,390,000**	
Preferred Total - Capital	**$55,400,000**	
TOTAL 2030 COST	**$299,235,031**	

PREFERRED ROADWAY PLAN

The Preferred Roadway Plan consists of projects identified as important transportation improvements by the TPR. Many of these projects were also identified in the 2015, and 2020 GVTPR Transportation Plans. However, primarily due to funding issues many of these projects, with the exception of those identified below that are currently in the 2005-2010 State Transportation Improvement Program have not advanced beyond the Preferred Roadway Plan. Table 33 reflects the 2030 Preferred Plan identified by the RPC.

Table 33: Preferred 2030 Roadway Plan

Gunnison Valley TPR 2005-2030 Preferred Roadway Plan						
Corridor	**County**	**Project Description****	**Begin**	**End**	**Improvement Type**	**Plan Cost (in 2005 dollars)**
50	Delta	US 50-Truck Bypass/RR Xing/Emergency Access Study	70	72	Study	200,000
50	Montrose	Access Management Plan SH 347 to Montrose	91	101	Study	200,000
50	Montrose	Access Management Plan Montrose to Olathe	82	91	Study	200,000
50	**Montrose**	**US 50-Montrose to Sargents (Corridor Project)**	**91**	**189**	**Safety/Shoulders**	**165,000,000**
50	**Montrose**	**Segment 1-US 50-Montrose East**	**94.3**	**97**	**Reconstruction/Widening**	**-**
50	**Montrose**	**Segment 2-US 50-Cerro Summit**	**103**	**109**	**Restore Landslide Damage**	**-**
50	**Montrose**	**Segment 3-US 50-Cimarron-West**	**109**	**112**	**Reconstruction/Widening**	**-**
50	**Gunnison**	**Segment 4-US 50-Little Blue Divide**	**118**	**123**	**Reconstruction/Widening**	**-**
50	**Gunnison**	**Segment 5-US 50-Blue Creek Canyon**	**123**	**125**	**Reconstruction/Widening**	**-**
50	**Gunnison**	**Segment 6-US 50-Windy Point**	**125**	**127**	**Reconstruction/widening**	**-**
50	**Gunnison**	**Segment 7-US 50-Blue Mesa and Recreation Area**	**131**	**152**	**Bridge Rehab/Passing Lanes**	**-**
50	**Gunnison**	**Segment 8-US 50-Gunnison-West**	**153**	**157**	**Replace Bridges/Add Turn Lanes**	**-**
50	**Gunnison**	**Segment 9-US 50-Gunnison-East**	**157**	**182**	**Reconstruction/Passing Lanes**	**-**
62	Ouray	Bypass Feasibility Study for Ridgway	22	23	Study	2,000,000
62	Ouray	SH 62 - Center Turn Lane in Ridgway	22	23	Safety/Geometrics	16,000,000
65	Delta	SH 65-Center Turn Lane Within Cedaredge	10	11.3	Safety/Geometrics	2,000,000
65	Delta	SH 65-From SH 92 to Cedaredge	0	10	Safety/Geometrics	20,000,000
92	Delta	Sh 92-Hotchkiss to Crawford	22	33	Reconstruction/Widening	16,500,000
133	Delta	SH 133-Hotchkiss to Paonia	0	9	Reconstruction	22,780,000
135	Gunnison	SH 135-6th and 6th/Elk Intersection	27	27	Safety/Intersection Imp.	1,000,000
135	Gunnison	SH 135-Traffic Calming Study			Study	50,000
145	San Miguel	SH 145-SH 62 to Norwood	84	100	Safety/Shoulders	54,500,000
145	San Miguel	SH 145-Placerville to Society Turn	71.4	84.3	Safety/Geometrics	150,000,000
149	Hinsdale	SH 149 - Lake City Center Turn Lane	73	74	Safety/Geometrics	2,000,000
550	**Ouray**	**US 550-Ouray to Ridgway**	**95**	**104**	**Reconstruction/Shoulder Widening**	**36,000,000**
550	**Ouray**	**US 550-Ridgway to Colona**	**104**	**117**	**Reconstruction/Capacity Improvements**	**40,000,000**
550	**Montrose**	**US 550-Colona to Montrose**	**117**	**126**	**Reconstruction/Capacity Improvements**	**26,100,000**
550	Montrose	Access Management Plan Montrose to Ouray County Line	117	126	Study	300,000

Gunnison Valley TPR 2005-2030 Preferred Roadway Plan						
Corridor	**County**	**Project Description****	**Begin**	**End**	**Improvement Type**	**Plan Cost (in 2005 dollars)**
All	All Counties	Intersection Pool-Various Locations	Various	Various	Intersection Improvements	5,000,000
550/62/145	Montrose/Ouray/San Miguel	Corridor Project-US 550/SH 62/SH 145-Montrose to Telluride			Reconstruct/Safety/Geometrics/	TBD
Total 2005-2030 Preferred Roadway Plan						**$629,880,000**

**Those projects in bold represent projects identified in the development of the 2003 Strategic Investment Program.

IX – PRIORITIZATION PROCESS

In this step in the planning process, costs for the preferred plan list were developed and became part of the analysis. The following criteria were developed to assist the RPC in determining priorities.

CORRIDOR PRIORITIZATION CRITERIA

These criteria reflect the regional vision, goals and issues and ensure that corridor priorities identify the best improvements to meet those goals.

Mobility/Congestion

- Significant current congestion (0.85 v/c urban or 0.60 v/c rural)
- Significant projected congestion (0.85 v/c urban or 0.60 v/c rural)
- Elevated current or projected AADT
- Mobility improvements contribute to significant reduction in congestion
- Mobility improvements contribute to access for low income, elderly, or physically disabled
- Significant interregional or interstate corridor
- Preserve options to anticipate future transportation needs in major mobility corridors

Safety

- High accident rate
- Services and programs that reduce fatalities, injuries and property damage
- Substandard shoulder width
- Dangerous curves/intersections, etc.
- Signalization or other Transportation System Management expected to reduce crashes contributes to bicycle/pedestrian safety

System Quality

- Maintains the functionality and aesthetics of existing transportation infrastructure
- Heavily used truck route
- Remaining Service Life is Low (Poor Surface Condition)
- Optimize life cycle costs with timely maintenance
- Develop a “travel friendly” transportation system that incorporates customer desires
- Ensure that investments into the transportation system sustain and/or improve quality of life

Ability to Implement

- Perceived cost/benefit
- Generally acceptable engineering parameters
- Funding availability
- Dedicated funding program

Public Support

- Strategic Project Program (7th Pot)
- Programmed in 2005-2010 STIP
- Documented in 2020 Constrained Plan
- Documented in 2020 Preferred Plan
- High-level public support demonstrated through public meetings, letters, etc.
- Contributes to geographic equity

Environment

- Completed environmental study or documentation
- Significant environmental improvements result from project

Economic Impact

- Important tourist or recreational route
- High volume interstate or interregional truck route
- Critical to regional economy

Planning Level Resource Projections

This plan deals primarily with funds available from CDOT's Regional Priority Program (RPP) as allocated to each of the six CDOT Regions. The Gunnison Valley TPR is split between CDOT Region 3 and CDOT Region 5. The TPR's target for planning level RPP resource projections significantly exceeds the level of available funding. While this was acknowledged to be more than the TPR would reasonably expect to receive over the planning period, it was agreed to be an acceptable amount for the prioritization exercise. This allowed the RPC to prioritize funding beyond what is currently projected in an admittedly conservative economic climate. If additional funds are made available in the future, it may be possible to draw from this prioritized list without completing a full, and time consuming, plan update.

Intersection Analysis and Prioritization Study

CDOT Region 5, which includes a portion of the GVTPR, has for several years maintained the *Intersection Analysis and Prioritization Study*. The most recent study was completed in 2003. The study analyzed the most pressing intersection redesign or reconstruction needs throughout the region. The types of information required to perform the analysis includes safety and accident data, level of congestion, signalization, geometrics, and other traffic and engineering data. The resulting list of over 40 intersections has been prioritized by CDOT with the goal of creating improvements on a "worst first" basis. The Region works down the list with the most immediate needs using available funding. The list is regularly updated to remove intersections as improved and add new ones. Several intersections from each TPR are on the list at any given time. A funding pool has been set up that includes 1/3 of the Regional Priority Program from the entire region and represents approximately $21.3 million from 2005-2030. The following table identifies six intersections in the TPR .by specific location, county and overall priority rank

Table 34: Intersection Analysis and Prioritization

2003 Intersection Analysis and Prioritization Study - GVTPR		
Intersection	County	Overall Rank
SH 141 at CR 28.75, Naturita	Montrose	65.5
SH 145 at CR 63A, Trout Lake	San Miguel	60.5
SH 145 at CR 630/625, Ophir	San Miguel	57.5
SH 62 at CR 5 Amelia Street, Ridgway	Ouray	57.5
US 550 at CR 14, Ouray	Ouray	56.0
SH 141 at SH 90, Vancorum	Montrose	43.0

PRIORITIZED ROADWAY PLAN

Based on the corridor prioritization criteria, the vision, values and issues identified by the RPC, input from the Department of Local Affairs Outreach Program, and citizen input at the public meetings throughout the TPR, the RPC identified a specific list of prioritized projects from the Preferred Plan. The following table reflects those projects in priority order.

Table 35: Gunnison Valley Prioritized Roadway Plan

Gunnison Valley TPR Prioritized Plan					
Priority Rank	Project Name	County	Mode	Project Description	Cost Estimate (In Dollars)
1 (Region 5)	Region 5 Intersection Pool	Various	Hwy	Mobility/Safety/System Quality	TBD
1 (Region 3)	US 50 – Montrose to Sargents	Montrose/Gunnison	Hwy	Safety/Shoulders	165,000,000
2 (Region 5)	SH 145, Society Turn to Placerville	San Miguel	Hwy	Safety/Geometrics	6,900,000
2 (Region 3)	SH 92 – Austin to Hotchkiss	Delta	Hwy	Reconstruction	26,000,000
3 (Region 3)	SH 133 – Hotchkiss to Paonia	Delta	Hwy	Reconstruction	23,000,000
3 (Region 5)	SH 62 – CR 5 W. end of Bridge over Uncompahgre River	Ouray	Hwy	Safety/Geometrics	6,500,000
4 (Region 3)	SH 135 – 6th & Elk Intersection, Crested Butte	Gunnison	Hwy	Safety/Intersection Improvement	1,000,000
4 (Region 5)	US 550 – Ridgway to Colona	Montrose	Hwy	Reconstruction/Capacity Improvements	3,851,000
5 (Region 5)	SH 145 – Placerville to Norwood	San Miguel	Hwy	Safety/Shoulders	1,668,000
5 (Region 3)	US 550 – Colona to Montrose	Montrose	Hwy	Reconstruction/Capacity Improvements	26,000,000
6 (Region 3)	SH 65, From SH 92 through Cedaredge	Delta	Hwy	Safety/Geometrics	17,000,000
6 (Region 5)	US 550 Ouray to Ridgway	Ouray	Hwy	Safety/Geometrics	36,000,000
7 (Region 3)	SH 149, Lake City Center Turn Lane	Hinsdale	Hwy	Safety/Geometrics	1,500,000
7 (Region 5)	SH 62 Ridgway Mobility Study	Ouray	Hwy	Study	2,000,000
Total Prioritized Plan					**$ 316,420,000**

X – FISCALLY CONSTRAINED PLAN

This task identifies those transportation projects and programs that can be "reasonably expected" to receive funding within the planning period 2005-2030 from CDOT's Regional Priority Program (RPP).

The first step in the process of defining a Fiscally Constrained Plan was to obtain an estimate of "reasonably expected" revenues from CDOT through the RPP. CDOT provided these financial projections for the entire state as well as by CDOT region based on its Resource Allocation formula.

The allocation to CDOT Region 3 was $100.2 million for the period 2005-2030 for distribution among the regions four TPRs. Including committed allocation to the 2005-2010 STIP, the TPR can expect to receive $19.6 million in RRP funds.

The allocation to CDOT Region 5 was $62.4 million for the period 2005-2030 for distribution among the regions three TPRs. Including committed allocations to the 2005-2010 State Transportation Improvement Program (STIP), the TPR can expect to receive $11.4 million in RRP funds.

The combined allocation of RPP funds to the TPR is $31.0 million for the period 2005-2030.

At a joint meeting of all TPRs within CDOT Region 3, CDOT and the other TPRs met to prioritize all projects from the Region based on "reasonably expected" revenues from federal, state, local and private sources. The same process for allocating RRP funds to projects was followed for all TPRs in CDOT Region 5. The fiscally constrained roadway plan reflects the outcome of those meetings.

ROADWAY - FISCALLY CONSTRAINED PLAN

The table below lists the projects and cost estimates for the Fiscally Constrained Roadway Plan. Of the $31.0 million available from 2005-2030, approximately $17.0 million is programmed in the 2005-2010 Statewide Transportation Improvement Program and the remaining $14.0 million will be available to the TPR in 2011-2030.

Table 36: 2030 Fiscally Constrained Plan - Roadway

2005 - 2030 Fiscally Constrained Plan - Roadway *				
Corridor Segment	**Priority Rank**	**Project Name**	**Project Description**	**Project Cost**
US 50 (Region 3)	1	Montrose to Sargents	Safety/Shoulders	9,000,000
SH 92 (Region 3)	2	Austin to Hotchkiss	Reconstruction/Widening	7,558,000
SH 133 (Region 3)	3	Hotchkiss to Paonia	Reconstruction	3,100,000
SH 145 (Region 5)	1	Placerville to Society Turn	Safety/Shoulders	6,900,000
SH 550 (Region 5)	2	Ridgeway to Colona	Reconstruction/Capacity Improvements	600,000
SH 62 (Region 5)	3	CR 5 to W. end of bridge over Uncompaghre River	Safety/Geometrics	3,851,668
Total				**$ 31,009,668**

** includes 2005 - 2010 STIP*

AVIATION - FISCALLY CONSTRAINED PLAN

The table below lists the fiscally constrained aviation projects for the GVTPR.

Table 37: Aviation Fiscally Constrained Plan

Gunnison Valley TPR 2030 Aviation Projects*				
Airport	**Projects**	**CDOT Investment Category**	**Corridor Number**	**Fiscally Constrained*** **
Delta - Blake	Acquire land for approach protection	Safety	HWY 50	$27,778
	Automated on site weather reporting	Safety		$130,000
	Pavement Mtce	System Quality		$77,778
	Constr Partial parallel taxiway Phase I	Mobility		$416,666
Gunnison	Construct ARFF Building	Safety	HWY 50	$2,222,222
	Acquire snow removal equipment	Safety		$666,666
	Rehab Taxiway A	System Quality		$4,444,444
Montrose	Construct parallel taxiway	Mobility	HWY 50	$5,470,000
	Constr TW B-4 and C Phase I	Mobility		$1,944,444
	Constr TW B-4 and C Phase II	Mobility		$1,111,111
	Acquire snow removal equipment	Safety		$277,778
Montrose	Rehab RW 17-35	System Quality		$4,444,444
	Relocate TW B Phase II	Safety		$2,166,667
Nucla	On site automated weather reporting	Safety	HWY 97	$130,000
	Snow removal equipment	Safety		$36,666
	Rehab ramp	System Quality		$166,666
Telluride	Widen Safety Area Phase I	Safety	HWY 145	$24,577,777
	Widen Safety Area Phase II	Safety		$20,466,666
	Widen safety Area Phase III	Safety		$14,055,555
	Rehab RW, TW, Apron, MIRL, MITW	Safety		$13,333,333
	Widen Safety Area Phase IV	Safety		$4,444,444
TOTAL				**$100,611,105**

***Fiscally constrained considers only projects that are currently programmed within the airport's Capital Improvement Program through 2009. Refer to the State Plan for additional information

TRANSIT - FISCALLY CONSTRAINED PLAN

This section of Chapter X presents the funding plan for the Gunnison Valley Long-Range Financially-Constrained Transit Plan. 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 following section presents the financially constrained transit plan and the identified funds. The long-range constrained plan includes the continuation of existing services. Table 38 and Table 39 present the long-range transit costs and funding. The estimated total for the existing services over the next 25 years is approximately $182.9 million.

Table 38: Fiscally Constrained Transit Plan

2030 Fiscally-Constrained Transit Plan			
Agency	**2030 Operating $'s**	**2030 Planned Capital**	**2030 Capital $'s**
Gunnison County RTA	$1,912,272	14-Vehicles	$700,000
Delta County COA	$1,185,991	18-Vehicles	$900,000
Hindsdale County COA/Jubileers	$273,182	3-Vehicles	$150,000
Montrose County Accessible	$4,745,167	14-Vehicles	$700,000
Mountain Express		Maintenance Facility	$1,200,000
		27-Vehicles	$7,020,000
	$22,452,017	Crested Butte Intercept Lot	$1,250,000
Mtn. Village Metro District		14-Vehicles/55-Gondola Cabins	$5,950,000
	$106,613,685	Facility Expansion	$2,900,000
Ouray County COA	$273,182	3-Vehicles	$150,000
Town of Telluride/Galloping Goose		34-Vehicles	$250,000
		Facility Expansion	$4,370,000
	$13,898,231	Intercept Lot Improvements	$2,900,000
San Miguel County Sr. Transportation	$546,364	5-Vehicles	$1,000,000
Two Buttes Sr. Citizens	$136,591	3-Vehicles	$150,000
Young at Heart	$1,094,366	3-Vehicles	$150,000
Total 2030 Operating Cost	**$153,131,048**		
Total 2030 Capital Cost			**$29,740,000**
Total 2030 Cost			**$182,871,048**

Table 39: Transit Funding Sources

Transit Funding Sources	
Funding Source	Amount
Local Funding	$136,925,222
FTA 5309	$42,844,929
FTA 5310	$832,120
FTA 5311	$2,268,777
2030 Total	**$182,871,048**

SUMMARY

The following table represents the 2030 Fiscally Constrained Plan for highway corridors, transit and aviation projects.

Table 40: 2030 Fiscally Constrained Plan – Summary

2005 - 2030 Fiscally Constrained 2030 Plan – Summary *	
Highway Corridors	31,009,668
Transit	182,871,048
Aviation	100,611,105
Total Fiscally Constrained Plan	**$ 314,491,821**

** includes 2005-2010 STIP*

ASSESSMENT OF IMPACTS OF PLAN IMPLEMENTATION

The impacts from implementation of this plan are mixed. The currently acute shortage of transportation funding will continue to provide challenges for the TPR. However, the constrained component of the Plan includes major projects on US 50, SH 92, SH 133, SH 145, US 550, and SH 62.

While CDOT Region 3 and Region 5 will continue to address safety, bridge and resurfacing needs on many of the region's highways, other major work will have to wait for the funding scenario to improve. Congestion and railroad grade crossing safety issues fall into this category of significant need, but insufficient funding.

As a result, congestion will continue to deteriorate in spot locations and many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists.

Reasonably expected transit funding will keep the existing transit providers operating at existing levels, with little opportunity for expansion of services beyond the current clientele. Fixed route transit and improved intercity bus or rail may be needed in the future, if not sooner, but funding availability will make implementation difficult in the near term.