



**Gunnison & Hinsdale Counties  
Local Transit**

**&**

**Human Service Transportation  
Coordination Plan**

**Gunnison Valley TPR**



# Gunnison & Hinsdale Counties Local Transit & Human Service Transportation Coordination Plan

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Gunnison Valley Transportation Planning Region

and

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# Introduction

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## PLAN PURPOSE

This Gunnison-Hinsdale Transit and Human Services Transportation Coordination Plan will serve as the planning document for the included providers which will meet all Federal Transit Administration (FTA) and Colorado Department of Transportation (CDOT) requirements and guidelines for funding eligibility. This Local Plan will be incorporated into the 2035 Regional Transportation Plan and will serve as the planning document for this local area. CDOT will use this Plan in evaluation and approving grant applications for capital and operating funds from the FTA, as well as other available funds. The Gunnison Valley Regional Planning Commission (RPC) will use the summary information provided for the 2035 Plan for allocating available funds and project prioritization.

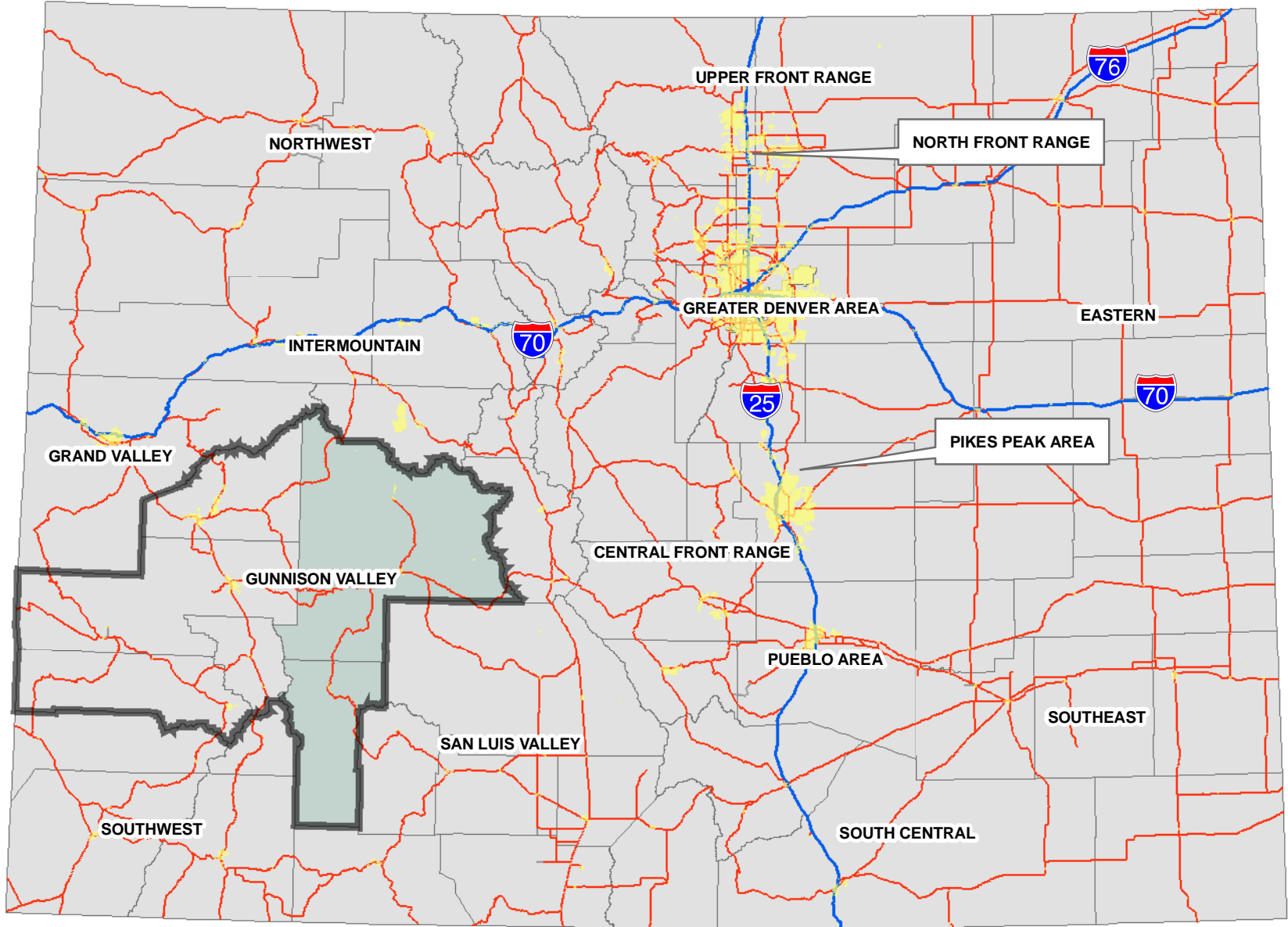
This Plan specifically focuses on the local area of Crested Butte and Gunnison and those services provided to the area's residents as well as the County of Hinsdale. Figure I-1 illustrates the area of concern. There are four local planning areas within the Gunnison Valley Region—this area represents one such local area. This Plan focuses specifically on the Town of Crested Butte and the Gunnison Valley Rural Transportation Authority (RTA), identified as the only current FTA grant recipients in the service area. The basis for these local plans is described in the next sections which discusses new federal and state requirements which dictate that a locally developed human services transportation plan be derived. This plan is in response to those requirements.

## Federal and State Requirements

On August 10, 2005 President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), providing \$286.4 billion in guaranteed funding for federal surface transportation programs over six years through FY 2009, including \$52.6 billion for federal transit programs—a 46 percent increase over transit funding guaranteed in the Transportation Efficiency Act for the 21st Century (TEA-21).



# Figure I-1 Location of Gunnison TPR - Gunnison & Hinsdale Counties





SAFETEA-LU builds on many of the strengths of rural transit's favorable treatment in TEA-21 and the Intermodal Surface Transportation Efficiency Act (ISTEA) (the two preceding highway and transit authorizations). Some of the desirable aspects of the rural transit program are brought into other elements of federal transit investment, and an increased share of the total federal transit program will be invested in rural areas under this new legislation.

SAFETEA-LU requires that projects selected for funding under Section 5310, JARC, and New Freedom programs be "derived from a locally developed, coordinated public transit-human services transportation plan" and that the plan be "developed through a process that includes representation of public, private, and nonprofit transportation and human services providers." The following section briefly outlines those funding sources requiring this local plan.

#### FTA Section 5310 Capital for Elderly and Disabled Transportation Funding Program

The Section 5310 program provides formula funding to states for the purpose of assisting private nonprofit groups and certain public bodies in meeting the transportation needs of elders and persons with disabilities. Funds may be used only for capital expenses or purchase-of-service agreements. States receive these funds on a formula basis.

#### FTA Section 5316 Job Access and Reverse Commute Funding Program

This program, funded through SAFETEA-LU, has an emphasis on using funds to provide transportation in rural areas currently having little or no transit service. The list of eligible applicants includes states, metropolitan planning organizations, counties, and public transit agencies, among others. A 50 percent non-Department of Transportation match is required; however, other federal funds may be used as part of the match. FTA gives a high priority to applications that address the transportation needs of areas that are unserved or underserved by public transportation.

#### FTA Section 5317 New Freedoms Funding Program

This program is a new element of the SAFETEA-LU authorization with the purpose of encouraging services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). To encourage coordination with other federal programs that may provide transportation funding, New Freedoms grants will have flexible matching share requirements.

## **LOCAL SERVICE AREA**

This Human Services Transportation Coordination Plan is a locally developed plan with the assistance of LSC. The local service area is specific to Gunnison and Hinsdale Counties. The service area was developed based upon geographic and current service areas of providers. The Town of Crested Butte and the RTA are the primary providers of transportation services within Gunnison County, while Hinsdale has limited service provided by the Hinsdale Jubileers.

Gunnison County is in the northeastern portion of the Gunnison Valley TPR. Gunnison County is approximately 3,200 square miles in size while Hinsdale is approximately 1,100 square miles in size. Major activity centers in Gunnison County are limited to several communities along US Highway 50 and State Highway 135. Gunnison and Crested Butte are the main activity centers within the County. Gunnison is the main regional center which has many of the local health and human services which are available to county residents. Gunnison is also home to Western State College. Crested Butte and Mt. Crested Butte are resort in-nature with a fluctuating population base during both the winter and summer months. The County of Hinsdale is limited to the community of Lake City and is comprised of very mountainous terrain. The population of Gunnison County is just over 14,000 persons, while Hinsdale has a population approaching 1,000 persons.



# Transit Needs Assessment

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## INTRODUCTION

This chapter presents an analysis of the need for transit services in the Gunnison-Hinsdale planning area based upon standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this chapter was used throughout the study process. LSC outlined these methodologies in a memorandum to Colorado Department of Transportation (CDOT). For more specifics on these methodologies, please refer to that document. Three methods are used to estimate the maximum transit trip need in this local planning area:

- Mobility Gap
- Rural Transit Demand Methodology (TCRP)
- Resort Need

Feedback from the local transit providers and the residents within the community also plays a critical role in the planning process. The Forum meetings, the coordination meetings, and the transit provider information received helped identify the qualitative needs for this process.

### Mobility Gap Methodology

This mobility gap methodology developed by LSC identifies the amount of service required in order to provide equal mobility to persons in households without a vehicle as for those in households with a vehicle. The estimates for generating trip rates are based on the 2001 National Household Travel Survey (NHTS) data and Census STF3 files for households headed by persons 15-64 or 65 and over in households with zero or one or more vehicles.

After determining the trip rates for households with and without vehicles, the difference between the rates is defined as the mobility gap. The mobility gap trip rates range from 1.42 for age 15-64 households and 1.93 for age 65 or older households. By using these data, the percent of mobility gap filled is calculated and presented in Table II-1.

The annual transit need in the Gunnison-Hinsdale planning area, using the Mobility Gap Methodology is approximately 132,000 annual trips.

This should be seen as an upper bound of the need and not reflective of the actual demand for a particular level of service.

Table II-1 Transit Need for General Public in Gunnison and Hinsdale Counties								
County	Total Households						Total Daily Need	Total Annual Need
	HH 15-64 No Veh	Mobility Gap	Transit Need	HH 65+ No Veh	Mobility Gap	Transit Need		
Gunnison	191	1.42	272	33	1.93	64	335	122,442
Hinsdale	14	1.42	20	3	1.93	6	26	9,385
<b>TOTAL</b>							<b>361</b>	<b>131,827</b>

*Census 2000, NPTS 2001, LSC, 2006.*

### Rural Transit Demand Methodology

The Rural Transit Demand Method was developed by SG Associates, Inc. and LSC through the Transit Cooperative Research Program (TCRP) Project B-3: Rural Transit Demand Estimation Techniques. The TCRP Methodology is based on permanent population. Thus, the methodology provides a good look at transit demand for this local planning area. Knowing this information, the LSC Team presents the transit demand for 2006 and for 2035, based on population projections from the Colorado Department of Local Affairs. This method uses a two-factor approach to estimate the need and demand, given a level of service.

The method includes the following two factors:

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

### Non-Program Needs

Applying this feasible maximum service density to the permanent population of the area yields the 2006 estimated transit demand for the general population including youth, as well as the elderly and mobility-limited populations. The 2006 potential demand for the area is as follows:

- Elderly transit need is 13,010 annual trips;
- Disabled need is 1,040 annual trips; and
- General public need is 10,560 annual trips.

Total non-program total transit demand for 2006 is 24,610 annual trips.

This amount would be desired by the elderly, mobility-limited, and general public if a very high level of transit service could be provided. The demand would be concentrated in the larger communities.

- Total non-program demand for 2035 is estimated to be 50,580 one-way, annual passenger-trips for the Gunnison-Hinsdale planning area.

Details on the transit demand estimates for 2006 and 2035, using the TCRP methodology, are provided in Appendix A, including maps of transit-dependent population.

### Program Trip Needs

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

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

The program demand data for the Gunnison-Hinsdale planning area was estimated based on the methodology presented in TCRP Report 3. The available program data include the following programs: Developmentally Disabled, Head Start, job training, mental health services, sheltered work, nursing homes, and Senior Nutrition.

Using the participant numbers for each program, the existing program trip demand is approximately 99,060 annual trips.

### **Summary of TCRP Methodology**

Combining the program estimates and non-program estimates—the total current transit need for the Gunnison-Hinsdale planning area, using the TCRP Methodology, is approximately **124,000** annual trips.

### **Resort Need**

Transit need for the Gunnison-Hinsdale resort areas was updated from the Transit Needs and Benefits Study (TNBS) done for the entire state in 1999. LSC updated these transit need estimates based on the transit ridership growth rate. The TNBS methodology was based on the actual number of enplanements and rental lodging units.

- The estimated resort transit need for 2006 is approximately **2.4 million** annual trips.

## Transit Needs Summary

Various transit demand estimation techniques were used to determine overall transit need and future transit need. The various methods for estimating current need are summarized below. It should be noted that these techniques give a picture of the needs and estimations in the region.

Table II-2 provides a summary of the Gunnison-Hinsdale planning area transit need using the Mobility Gap, TCRP Model and the Resort Area Need. Transit need using these methods estimates an approximate **need** of:

- A total annual need of approximately **2,642,000** annual one-way passenger-trips was estimated for the Gunnison-Hinsdale planning area.

This was calculated by adding the annual trips from the mobility gap methodology and the program trips and the mobility-limited population trips from the TCRP methodology, to calculate the annual need based on the *permanent* population. The resort need which accounts for the seasonal need during the tourist seasons was then added to get the total annual need for the Gunnison-Hinsdale planning area.

<b>Table II-2</b>	
<b>Summary of Need Estimation Techniques for Gunnison and Hinsdale County Planning Area</b>	
<b>Methodology</b>	<b>Estimated Annual Need</b>
Mobility Gap	132,000
Rural Need Assessment	124,000
Resort Areas <sup>1</sup>	2,409,377
<b>Estimated Annual Need</b>	<b>2,642,000</b>
<i>Annual Trips Provided</i>	560,000
Need Met (%)	21%
Unmet Need (%)	79%
<i>Note 1: Estimates updated from the Transit Needs and Benefits Study (TNBS), 1999</i>	
<i>Source: LSC, 2006.</i>	

Based upon information from the local transit providers, approximately 560,000 annual trips are being provided. Based upon the information presented in this chapter, a reasonable level of need can be estimated for the area. Approximately **79 percent** of the need is not being met. This is not to say that transportation providers are not doing everything in their power to provide the highest levels of service possible. However, given the constraints of funding and other extraneous factors, it is impossible to meet all the need that could possibly exist in any area. This section has presented estimates of transit need based upon quantitative methodologies. The results are not surprising or unrealistic given LSC's past work in similar areas. As stated, no area can meet 100 percent of the transit need; however, every attempt should be made to meet as much of the demand as possible, in both a cost-effective and efficient manner.

## NEEDS IDENTIFIED BY AGENCIES AND THE PUBLIC

This section addresses the qualitative needs of this area based on information we received through the forums and transportation providers.

### Public Forums

Information from the Regional Transportation Forum, held in Montrose, discusses both the lack of intercity bus service as well as in-town services for the Region as a whole. A series of questions associated with specific issues was asked of the participants. The following provides a summary of those issues, needs, and question responses:

- A lack of intercity bus service as well as in-town services for the Region as a whole.
- A desire for increasing public transportation and providing alternative modes to driving passenger vehicles was identified.
- Additional improvements on State Highway 135 should include expanded public transportation.
- Increases in traffic on State Highway 62 should look at public transportation as one solution.
- Public transportation opportunities should be looked at to support the growing tourism and second home market throughout the Gunnison Valley Region.
- The current gaps in public transportation should focus on regional transit service and then elderly/disabled transportation for medical, shopping, and work.



- The most important regional transportation issue is public transportation/bicycle/pedestrian options.

## **Coordination Meetings**

On November 14, 2006, the first coordination meeting amongst providers and human service agencies was held in Gunnison, Colorado. This meeting was held to identify services, gaps, and coordination strategies which would be appropriate. The following highlights the needs and gaps identified by those representatives:

- Medical trips are in great demand.
- Greater need for fixed-route or fixed-scheduled service in Gunnison.
- Additional need for intercity services.

## **Agencies Fleet and Facility Needs**

Through the provider survey and coordination meeting the following types of capital needs were identified by the local agencies:

- The Gunnison RTA expressed a need for the purchase of vehicles and park-and-ride lots. They would like to expand the fleet long-term and purchase a maintenance facility in Gunnison.
- Mountain Express in Crested Butte needs a new facility (2007) and to replace vehicles.

## **Service Needs**

Through the provider survey and coordination meetings, the following service needs were indicated by agencies:

- The Gunnison RTA expressed interest in providing direct services on an hourly basis year-round.
- The Gunnison RTA would like to expand service hours in the winter, including late night and increased frequency during the shoulder seasons. They would also like to expand service to the southern valley into Gunnison.



# ***Inventory of Existing Service***

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## **EXISTING PROVIDERS**

This section reviews the existing transportation providers within the Gunnison-Hinsdale service area. Currently, there are no identified FTA Section 5310 Grant Recipients within the area. However, there are agencies who may become eligible or wish to apply for future FTA funds through the three previously mentioned programs; 5310, JARC, and New Freedom.

## **OVERVIEW OF LOCAL AREA**

Services in Gunnison County are provided by several local providers, a mix of private and public providers. Services are provided through the Gunnison RTA, Mountain Express in Crested Butte, Alpine Express, and the Hinsdale County Jubileers/Council on Aging. Providers were contacted as part of this local plan, as well as through the coordination meetings held in Gunnison. The Hinsdale County Jubileers/Council on Aging was identified in the previous Transit Element. This agency has not responded to requests for information.

## **TRANSPORTATION INVENTORY**

Very few transportation providers exist within the Gunnison-Hinsdale service area. The main public provider is Mountain Express in Crested Butte. The following transit providers were contacted for information:

- Gunnison County RTA
- Hinsdale County Jubileers
- Mountain Express
- Alpine Express
- Gunnison Health Care Center
- Young at Heart Senior Citizens

The following section provides information on each of the agencies which returned updated information. Figure III-1 illustrates the services provided in the Gunnison-Hinsdale service area.

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

The Gunnison Valley Rural Transportation Authority (RTA) was created in the November 2003 election and is funded by a sales tax. The RTA currently funds the Shuffle Program between the City of Gunnison and Crested Butte during the ski season. The RTA service area includes the City of Gunnison, the Highway 135 corridor (28 miles), the Town of Crested Butte and the Town of Mt. Crested Butte.

### Service Area

The RTA contracts with Alpine Express—the local private provider—to provide 10 trips daily that connect to the Mountain Express bus system in two locations at the north end of the valley in the winter and two trips in the summer. This service is known as the Shuffle Program. The RTA expects to begin providing transportation through a phased approach on the Highway 135. Service is contracted and provided seven days per week, from 6:30 a.m. to 6:30 p.m. during the winter only. The RTA hopes to provide year-round service in the future.

### Current Operating Costs and Revenues

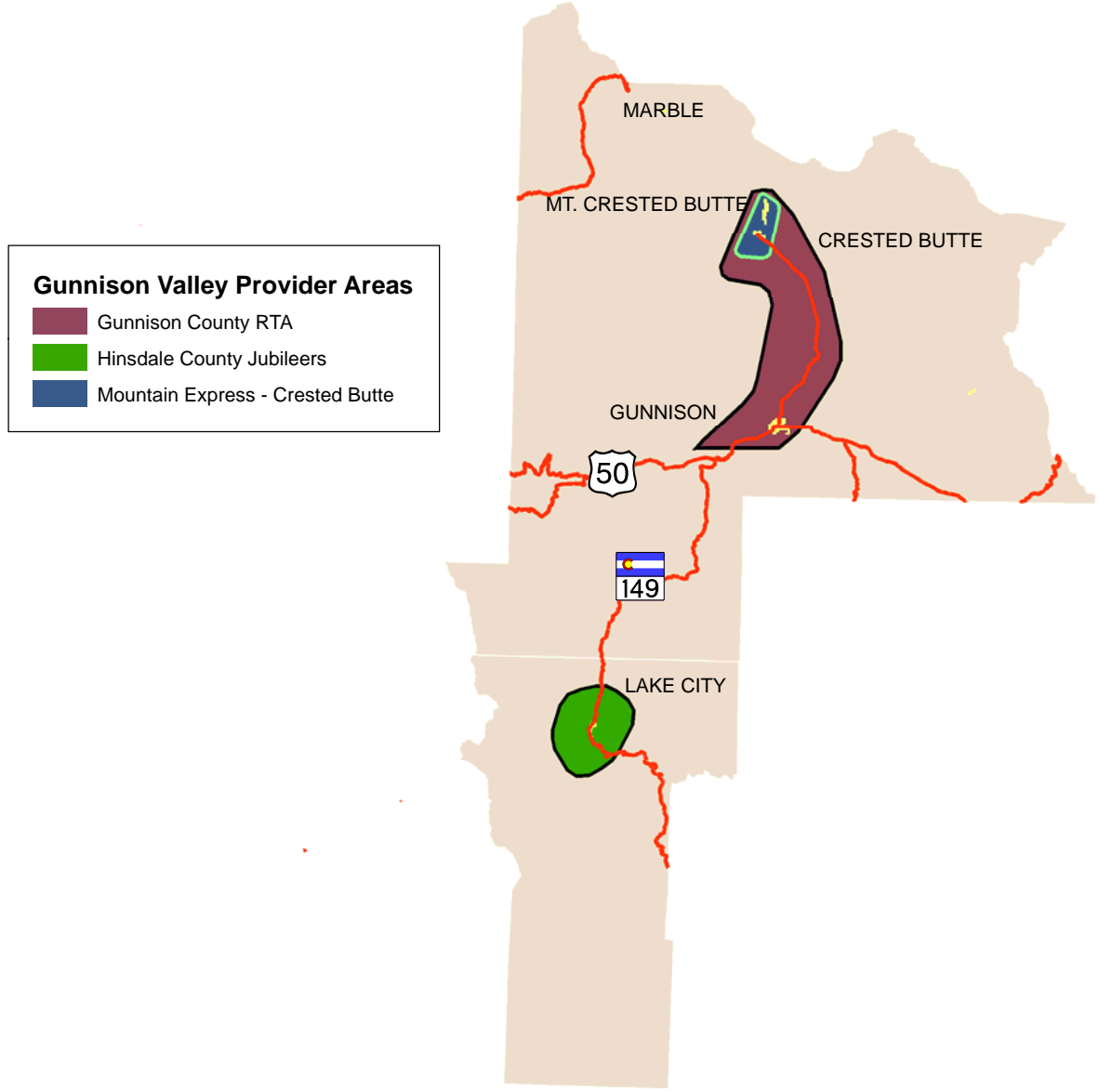
The RTA's operating cost for providing services is approximately \$160,000 annually for contract services. Revenues are provided through local taxes, and for 2006 are estimated at nearly \$1.1 million. This aids in providing park-and-ride lots between Gunnison and Crested Butte.

### Fleet and Facility Information

Currently the RTA does not own any vehicles or facilities.



# Figure III-1 Gunnison & Hinsdale Counties Service Areas



Ridership

No ridership information was provided.

**Mountain Express**

The Mountain Express provides free fixed-route transportation to the general public for residents and visitors within and between the towns of Crested Butte and Mt. Crested Butte. Demand-response paratransit service is provided within three miles of the fixed-route service. These services include access to the Crested Butte Mountain Resort ski area, local businesses, health care providers, and parking lots. During the winter season, the “Town Shuttle” route which links the two towns runs every 15 minutes from 7:15 a.m. until midnight.

The “Three Seasons” route, which serves six condominium complexes, runs every 15 minutes from 8:00 a.m. to midnight. The “Crystal” and “Columbine” routes, which serve several condominium complexes and private residential streets, run every 30 minutes from 8:00 a.m. until midnight. Summer service is on 40-minute headways, except for July and August, which have 20-minute headways.

Current Operating Costs and Revenues

The Mountain Express operating costs for providing services is approximately \$940,000 annually. Revenues are provided through FTA Sections 5309 and 5311, local taxes, and other revenue sources. Operating expenses and revenues for 2006 are provided in Table III-1.

<b>Table III-1</b>	
<b>Mountain Express Operating Cost and Revenues (2006)</b>	
Line Item	Amount
Operating Labor	\$479,700
Administration	\$185,000
Material and Supplies	\$88,600
Utilities	\$23,000
Insurance/Licenses/Taxes	\$56,000
Maintenance	\$140,500
Service Contracts	\$17,250
Other	\$17,250
<b>Total Operating Admin Cost</b>	<b>\$1,007,300</b>
<b>Capital Costs</b>	
Vehicles	\$93,333
Facilities	
Equipment	\$27,300
<b>Total Capital Outlay</b>	<b>\$120,633</b>
<b>Sources of Revenue</b>	
FTA 5309	\$85,000
FTA 5311	\$145,000
Local Taxes	\$865,500
Other Revenue Sources	\$43,000
<b>Total Revenues</b>	<b>\$1,138,500</b>
<i>Source: Mountain Express, 2006.</i>	

### Fleet and Facility Information

Currently Mountain Express has a fleet of 21 vehicles, 17 of which are used on a daily basis. Vehicles range in year from 1993 to 2006. Table III-2 provides the current fleet, including estimated replacement years. Mountain Express leases space from the Town of Crested Butte Public Works Department for bus maintenance.

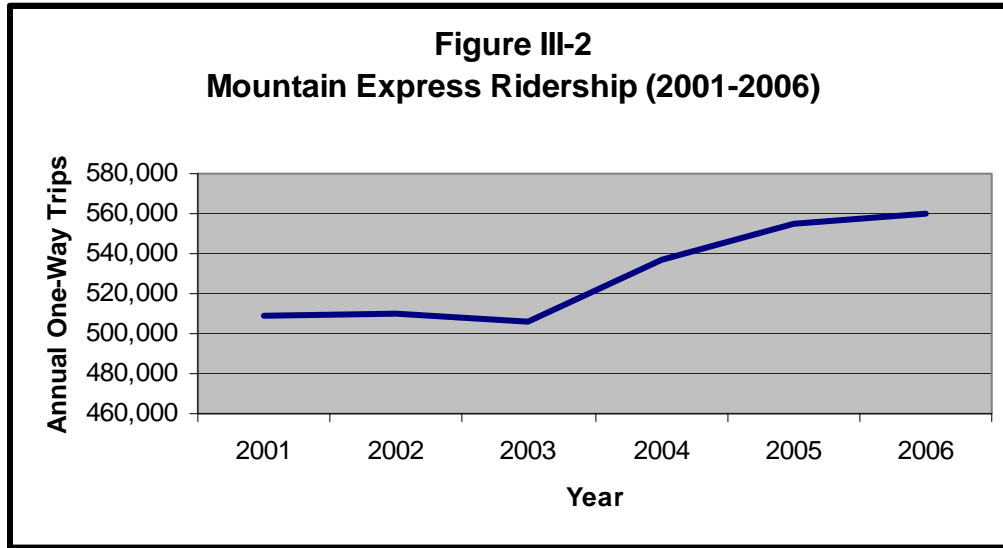
Table III-2 Mountain Express Vehicle Fleet					
Make	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Thomas	n/a	1993	2004	n/a	n/a
Thomas	n/a	1993	2006	n/a	n/a
Thomas	n/a	1994	2006	n/a	n/a
Thomas	n/a	1995	2006	n/a	n/a
Thomas	n/a	1995	2006	n/a	n/a
Blue Bird	n/a	1995	2007	n/a	n/a
Blue Bird	n/a	1996	2007	n/a	n/a
Blue Bird	n/a	1997	2008	n/a	n/a
Blue Bird	n/a	1998	2008	n/a	n/a
SUV	n/a	1998	2010	n/a	n/a
Thomas	n/a	2000	2010	n/a	n/a
Thomas	n/a	2000	2010	n/a	n/a
Blue Bird	n/a	2001	2011	n/a	n/a
Blue Bird	n/a	2001	2011	n/a	n/a
Goshen	n/a	2001	2011	n/a	n/a
Blue Bird	n/a	2002	2012	n/a	n/a
Thomas	n/a	2002	2012	n/a	n/a
Thomas	n/a	2002	2015	n/a	n/a
Thomas	n/a	2005	2001	n/a	n/a
Pickup	n/a	2005	2015	n/a	n/a
Pickup	n/a	2006	2016	n/a	n/a

Source: Mountain Express, 2006.

### Ridership

Ridership was provided for the last five years with estimates for 2006. Ridership has stayed relatively constant, with annual one-way trips of between 506,000 and 560,000. Figure III-2 illustrates the ridership trends since 2001.

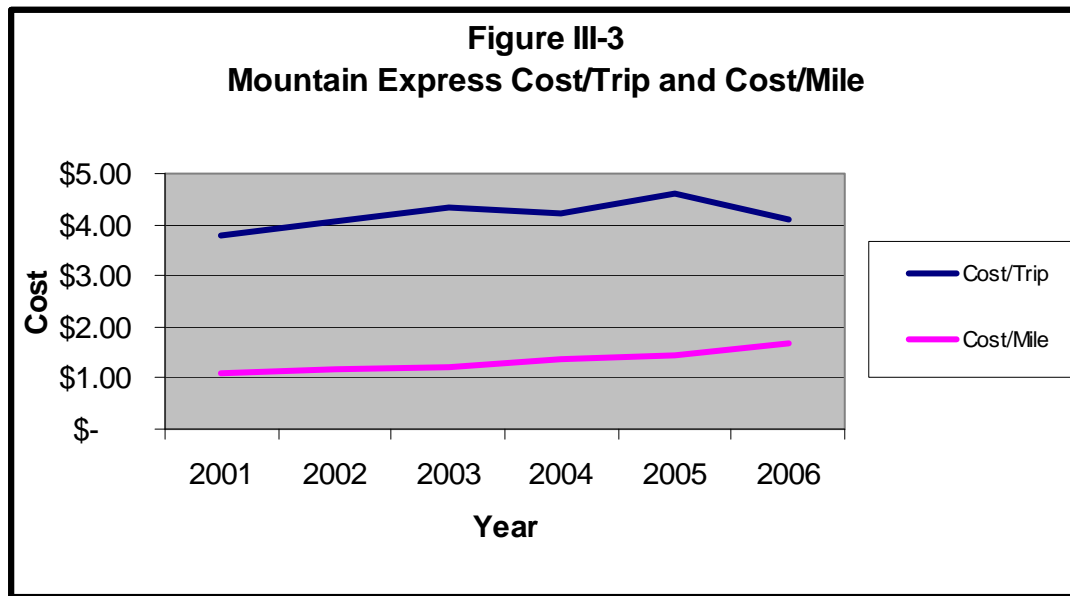




Performance Measures

The following performance measures were calculated for Mountain Express from reported costs and ridership information. Figure III-3 illustrates some of the performance measure trends from FY 2001.

- Annual Cost: \$938,000
- Cost per hour: \$46.90
- Cost per passenger-trip: \$1.68
- Cost per mile: \$4.11
- Passenger-trips per hour: 28.0
- Passenger-trips per mile: 2.46



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

### Additional Providers

There are very few additional “providers” in the area which provide limited services. These include Alpine Express, Inc., Young at Heart, Two Buttes Senior Center, and a local taxi provider in Crested Butte. The following information was taken from the 2030 Transit Element and updated where additional information was provided.

### Alpine Express

Alpine Express, Inc. provides private airport services for customers from the Gunnison County Airport to resort communities of Crested Butte and Mt. Crested Butte. The company also provides contract service to the RTA, consisting of employment shuttles.

Alpine Express is a company that has been in business about 22 years and runs approximately 20 vehicles total. They provide a variety of transportation services that vary by season including door-to-door airport service, employee “shuffle” services, luxury limousine service, and summer jeep/scenic tours. As the limousine service and jeep tours are highly specialized, the discussion below focuses on the airport and “shuffle” services.

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.

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

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

In the afternoon, downvalley service is provided. Buses depart from Crested Butte at 4:00 p.m., 5:00 p.m., and 6:00 p.m. The bus making the 4:00 p.m. run does the reverse trip departing from Gunnison at 5:00 p.m., then turns around again to do the 6:00 p.m. departure from Crested Butte.

The Shuffle is funded through the Gunnison Valley RTA. This service is provided with two buses owned by Alpine Express.

Alpine Express operates a late night on-demand service in Crested Butte and Mt. Crested Butte. This service is available 10:00 p.m. to approximately 2:30 a.m. seven days per week during the winter and summer months. Service is reduced to three nights per week during the spring and fall off seasons.

### 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. The agency has not provided updated information.

### Two Buttes Senior Citizens, Inc.

Two Buttes Senior Citizens is a private nonprofit agency providing demand-responsive transportation primarily within Crested Butte and Mt. Crested Butte. Infrequent trips are made throughout parts of Gunnison County and the Western Slope of Colorado, including Delta, Montrose, Garfield, and Pitkin Counties. Scheduled service occurs every Friday from 9:00 a.m. to 6:00 p.m., and every other month service is provided on Wednesdays from 7:00 a.m. to 7:00 p.m. Unscheduled service may occur 24 hours a day, 365 days a year, as needed. No fare is charged for the services. The agency has one vehicle, a 2001 Goshen in excellent condition, which is owned by Mountain Express. It seats 10 passengers, has two wheelchair tiedowns, and is an accessible vehicle. Maintenance on the vehicle is provided by Mountain Express, and the bus is stored on the lot near the Town of Crested Butte's bus barn. The vehicle was funded through Mountain Express and through the Colorado Department of Transportation.

### Young at Heart

Young at Heart is a nonprofit organization serving senior residents of Gunnison County on a demand-responsive basis. Coordination for van trips is provided during the office hours of 9:30 to 11:30 a.m. Monday, Wednesday, and Friday. Actual van transportation for elderly persons occurs on Mondays, Wednesdays, and Fridays between 10:00 a.m. and 3:00 p.m. Service to other senior citizen activities is also provided as needed. No fare is charged for this service. Gunnison County purchased the vehicle for the program, a 1998 Ford V-10 that carries 15 passengers, up to three of them in wheelchairs.

### Additional "Providers"

The following are additional "providers" in the sense that they provide some type of transportation in the area:

- **Willow Assisted Living** uses two county-owned vehicles that are used primarily for medical appointments.
- The **Adaptive Sports Center at Crested Butte Mountain Resort** is a private, nonprofit recreation organization for the disabled population. The agency provides services mostly in and around Mt. Crested Butte and the immediate vicinity. The agency owns one 15-passenger Dodge van and an 8-passenger GMC Suburban. Winter instructors or summer guides are utilized as drivers. There are currently no storage or maintenance facilities for the vehicles. Funding of \$500,000 annually comes from activity fees, donations, and fundraisers. Most riders have some sort of disability.

- **Saferide**, a taxi for Western State College in Gunnison.



# ***Gaps and Duplication in Service***

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## **DEFINING GAPS AND DUPLICATION**

This section presents a brief analysis of the service gaps and identified service duplication for the Gunnison-Hinsdale local planning area. As mentioned previously, the Mountain Express and Gunnison RTA are the main providers of public transportation service for the area. There are few identified service duplications for the area; however, more geographic and service type gaps which were used in identifying service improvements for the area.

### **Identified Service Gaps**

Gaps in service for this area relate to both the availability of funding and the lack of additional services and providers. While there are private providers which serve Gunnison County, there are no providers which provide services to the rural areas and smaller communities of Gunnison and Hinsdale Counties. Gaps in service are both geographic in nature as well as service delivery to various market segments. Identified service gaps include the following:

#### Geographic Service Gaps

There are numerous areas throughout the rural portions of both Gunnison and Hinsdale Counties which do not receive any type of transportation services. These include the areas of:

- No public services within the City of Gunnison.
- No regional service on State Highway 550.
- Most rural portions receive no services.
- No existing transit for general public other than that provided by Mountain Express in Crested Butte.
- No public services in Hinsdale County.

### Service Type Gaps

The largest gap in this area is a lack of general public transit providers in most of the area. As mentioned, Mountain Express does provide service in the immediate Crested Butte area; service for general public within other communities and the rural areas is non-existent. Service is limited in terms of the following service types:

- No designated elderly or disabled provider identified within a large majority of the service area, including Gunnison.
- Limited general public service provided between major communities.
- Rural seniors in remote areas have limited transportation for a variety of needs.
- Limited elderly and disabled service in Gunnison County.
- Limited elderly and disabled service in Hinsdale County.

### **Identified Service Duplication**

There are few service duplications due to the limited supply of transportation providers. There are no duplications in regard to agencies which receive federal or state funding.

There are undoubtedly some human service providers which may provide client-based transportation with their own vehicles within the area; however, these are quite limited.

Service duplication, if any, is very minimal. The larger problem is the lack of service in most of the planning area. Several future services may alleviate some of these deficiencies, such as increased services and coordination with the RTA.





# **Strategies to Eliminate Gaps and Duplication**

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## **INTRODUCTION**

Strategies which can lead to elimination of gaps and duplication are divided into two main sections; additional services or coordination opportunities. These strategies are discussed in this section, while Chapter VI presents the general priorities and recommended strategies which could be implemented. General strategies which may be appropriate for the Gunnison-Hinsdale planning area are presented in the following discussion.

## **GENERAL STRATEGIES TO ELIMINATE GAPS**

As mentioned in Chapter IV, there are both geographic gaps in existing services as well as gaps in types of services.

### **Appropriate Service and Geographic Gap Strategies**

The general service gap strategies appropriate to the service area which could meet the needs of the area residents may include the following:

- Identification of a local public provider within the City of Gunnison.
- Additional service provided through the RTA from Gunnison to Crested Butte, including park-and-ride lots and regional service connections.
- Hinsdale County to provide limited elderly and disabled transportation with some regional connectivity to Gunnison. One such provider may be the Hinsdale County Jubileers/Council on Aging; however, the Jubileers have not participated in the planning effort.
- Coordination with the limited local human service providers, if they choose to participate. Currently, Mountain Express coordinates with Two Buttes Senior Citizens in providing vehicle support.

- Increased services provided by Two Buttes Senior Center.
- Increased service provided by Young at Heart throughout Gunnison County.

## **GENERAL STRATEGIES TO ELIMINATE DUPLICATION**

As stated in Chapter IV, there is very little duplication of services in the service area. Again, the duplication may be in identifying any additional providers and available vehicles. Likely, there are not many providers which are not restricted due to agency funding or client needs. The real issue is a lack or gap in transportation, not a duplication of service.

## **COORDINATION STRATEGIES FOR FURTHER DISCUSSION**

Even given the limited services provided in the area, there may be general coordination strategies which could ultimately improve services in the area. The following discussion represents appropriate strategies which could be done within the two-county area:

### **Increased Rural Transportation Authority Involvement**

The Gunnison Rural Transportation Authority should encourage the participation in the RTA planning of services from the various agencies and organizations in the County. The RTA should be the main source of planning for future services, both in terms of local services and regional/community connections.

#### Benefits

- Allows for greater input from the key transportation agencies in the area.
- Allows the members to share information and knowledge on a one-on-one basis.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.

#### Implementation Steps

- Agencies need to coordinate with the RTA to be included in planning activities.
- Operating data need to be provided to RTA from all the local agencies.

- Coordination of grant applications for additional identified providers should be established by the RTA.
- Timing: 1 to 3 years.

## **Coalitions**

A coalition is a group of agencies and organizations that are committed to coordinate transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition could be either an informal or formal group which is recognized by the decision-makers, and which has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad-based purposes (such as to educate local communities about transportation needs).

## **Benefits**

- Development of a broad base of support for the improvement of transit services in the region.
- The coalition is able to speak with the community and region's decision-makers, thereby increasing local support for local funding.

## **Implementation Steps**

- Identify individuals in the region that are interested in improving transit's level of service and have the time and skills to develop a true grassroots coalition.
- Set up a meeting of these individuals in order to present the needs and issues that face the agencies.
- Agencies need to work with the coalition in order provide base information and data on the existing and future needs of transit across the region.
- Timing: 1 to 3 years.

## **Vehicle Sharing**

This level of coordination requires that agencies own and operate vehicles. Memoranda of Understanding or Joint Agreements are needed for this element to work properly. Agencies that operate vehicles are able to share those vehicles with other agencies in a variety of circumstances, such as when one agency has a vehicle mechanical breakdown, when

## *Strategies to Eliminate Gaps and Duplication*

vehicles aren't in use by one agency, or when capacity for a specific trip is not available.

### Benefits

- Reduction in the overall local capital outlay.
- These funds can be shifted to cover operational costs or to increase the level of service.
- These funds can also be used for capital funding for facilities, equipment, and other capital assets.

### Implementation Steps

- Each agency needs to identify their individual vehicle schedules and when their vehicles could be shared.
- Vehicle schedules listing the time the individual vehicles are available need to be created and distributed among the agencies.
- A system of tracking the vehicles that are being shared needs to be developed in order to track miles, hours, and maintenance of the vehicle.
- Timing: 3 to 6 years.

## **Consolidated Transportation Program**

A consolidated transportation program occurs when all transit services are provided by a single agency. This includes the vehicles, facilities, administration functions, maintenance, and operations.

### Benefits

- Creation of an economy of scale, thereby reducing the cost per passenger, administrative costs, and operational costs.
- Increase in the level of local match funding available to obtain federal funding, through contract services provided to other agencies in the region.
- Reduction in the duplication of services and facilities.

### Implementation Steps

- Intergovernmental agreement needs to be created detailing the level of service that will be provided by the single agency for the level of funding detailed in the contract.
- Each agency's council and/or board would need to approve the intergovernmental agreement.
- Create a new board for the consolidated agency that would be made up of the participating agencies and would oversee the service.
- Transfer all vehicles and facilities to the consolidated agency.
- Timing: 3 to 6 years or longer.

### **Transportation Broker**

A transportation broker is a third-party agency which would be set up as a transportation broker to interface between the transportation providers and users. The transportation broker would centralize the dispatching, recordkeeping, and sometimes vehicle maintenance.

### Benefits

- Reduction in the duplication of administrative costs, based on an economy of scale.
- Increase in the marketability of the region's transit service.
- Allows for improved fleet coordination.

### Implementation Steps

- Agencies need to meet in order to determine if the broker service will be set up as a new agency or under an existing agency.
- Identify each agency's level of funding to cover the cost of the dispatching service.
- Intergovernmental agreement needs to be created detailing the responsibility of each agency.

### **Provide Vehicles**

This strategy involves an agency providing a used vehicle, either one that is being replaced or retired, to another agency. This can be done either through a transfer of title, donation for a small price (in the case of a retired vehicle), or sale to a local agency in desperate need of a replace-

ment vehicle. This would be appropriate as local agencies identify capital needs such as, the Hinsdale County Jubileers/Council on Aging.

### Benefits

- Reduction in the capital outlay for the agency that obtains the used vehicle.
- Reduction in the need to retire older vehicles in the fleet.
- Allow human service transportation providers to obtain vehicles that they would otherwise not be able to purchase due to the cost of a new vehicle and the level of federal capital funding they are able to receive.

### Implementation Steps

- Agencies in the region need to meet to determine the procedures for transferring a vehicle from one agency to another, as well as the level of overall need for vehicles.
- Agencies that receive federally-funded vehicles need to review their fleet and determine which vehicles can be transferred to other agencies.
- Agencies that wish to receive vehicles will need to review their fleet needs.





# Priorities for Implementation

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## INTRODUCTION

The Gunnison-Crested Butte area held a local coordination meeting in Gunnison, Colorado on October 24, 2006. Appendix B provides a summary of the attendees to that meeting. This local meeting was held to discuss service gaps, needs, and coordination strategies which could be done to improve service among providers. These meetings were facilitated by local agencies and CDOT representatives. This section provides a summary discussion of those meetings and the outcomes. Information from the local meetings was used to develop the implementation plan in Chapter VII.

## DISCUSSION AND PRIORITY OF STRATEGIES

This meeting allowed current providers to discuss the services available to the area. The following is a review of the discussion from that meeting and from surveys.

### Local Service Priorities

The following section details the short- and long-term service needs for the area:

#### Short-Term (1 to 5 Years)

- Mountain Express needs a new facility in 2007.
- Mountain Express requires a replacement of 13 vehicles at \$200,000 each.
- The RTA needs to purchase four vehicles in the next few years at \$275,000 each.
- The RTA needs to purchase land for park-and-ride lots between Gunnison and Crested Butte on State Highway 135 at a cost of approximately \$2.4 million.
- The RTA may operate intercity services on Highway 50.

### Long-Term (6 to 15 Years)

- The RTA requires a maintenance facility in Gunnison.
- Mountain Express requires a possible maintenance facility, in Gunnison.

### **General Discussion of the Issues**

Local providers in the Montrose-Ouray area discussed several transportation issues such as the following:

- There is no formal intra-city service, fixed-route or demand-response service within the city of Gunnison. There is a transportation need to get people home from the hospital; now people rely on friends, family, and a “big informal network” of local people.
- Gunnison County has formed the Rural Transportation Authority, but it sunsets in two years, (2008) and is currently only working on service between Gunnison and Crested Butte.
- There’s generally a need to get people to and from medical appointments, to recreational activities, and preschool kids who are not in school all day. Many medical appointments are in Montrose and Grand Junction, particularly for chemotherapy and dialysis.

### **Coordination Potential and Priorities**

There was discussion on potential coordination potential and priorities. Strategies which were discussed by the group:

- Local coordinating council/coalition group between agencies.

The local group would like to get someone to coordinate transportation needs that would include the Area Agency on Aging, the hospital, and the nursing home (which has the same board of directors), and other interested agencies. The RTA had a meeting with the RTA Board on December 15, 2006, in Crested Butte to discuss these particular issues.

- Increased fixed-route services between Gunnison and Crested Butte and general public service within Gunnison.

### Additional Strategies Which Could Be Implemented

- Likely, given the human service providers in the area, coordinating services to increase ridership could occur in the near future. The Board of Directors of the various agencies/organizations should work together with the RTA to determine the most effective and efficient use of resources.
- Vehicle sharing with local agencies to provide additional trips should be considered if additional services are provided.
- Local nursing homes could take possession of older, wheelchair-equipped vehicles.
- Local taxi provider could provide accessible taxi rides if a vehicle were provided from a local taxi provider once they have reached retirement age.
- Maintenance on all lift-equipped vehicles could be shared on a regular basis between the agencies involved.
- The RTA could take a greater lead in coordinating trips for the local human service agencies. This could include submitting one grant request for each of the underlying agencies requesting FTA funds.
- The RTA could assume the role of the lead brokerage of trips or as the general public provider, either under contract or by directly providing services. Likely, contracting for trips would be the most efficient means for providing services.

### Local Priorities

There are two things in particular which represent the group's local priorities for services: fixed-route transportation between both ends of the valley for the general public and transportation within Gunnison.



# Implementation Plan

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## INTRODUCTION

This chapter presents a six-year detailed financial plan for operations and capital for the main providers within the Gunnison-Hinsdale service area:

- Gunnison County RTA
- Mountain Express

There are agencies providing some level of additional services including the Valley Manor Care Center residential care facility. Other providers include Alpine Express, Inc., Young at Heart, Two Buttes Senior Center and a local taxi provider in Crested Butte. Due to limited information, a detailed financial plan has not been developed for these agencies. Information from the 2030 Transit Element has been summarized for these agencies at the conclusion of this section.

These financial plans will be used by CDOT to review and award funding for all transit programs administered by CDOT.

Securing funding for any transit service is an ongoing challenge. The critical factor in providing needed transit services is to develop funding that allows a transit provider to operate reliably and efficiently within a set of clear goals and objectives, and accomplish long- and short-range plans. Dependable resources to fund transit service are important in developing reliable service that will encourage ridership.

## Local Agency Plans

As part of the coordination process, existing transportation providers completed an inventory of the current services being provided. Providers met to discuss gaps and duplication of services, strategies to eliminate these gaps, and identified priorities to implement service improvements and coordination options. A Short-Range Transit Plan, with a budget including both expenses and revenues, has been developed for the six-year period 2008 to 2013. Long-term services needs are included in the budget for 2014 and beyond.

Budget estimates have been escalated at a rate of 7.0 percent annually to recognize volatile fuel price increases and uncertain liability insurance costs as well as general cost increases. Budget requests from other transportation planning documents and funding resources, such as the *Gunnison Valley 2030 Regional Transportation Plan Transit Element*, Senate Bill 1 allocations, and the Colorado Transit Coalition process, have been included.

### **Gunnison Valley Regional Transportation Authority**

The Short-Range Transit Plan Budget for the Gunnison Valley Regional Transportation Authority is preliminary. The RTA was approved in 2002 and had the authority collect a 0.6 percent sales (no use) tax throughout the county with an additional 0.35 percent in the city of Gunnison. While annual revenue is anticipated to be approximately \$1.2 million, initial plans suggest that 70 percent of the funding be directed to maintaining scheduled air service to the area and other transportation services with the remaining 30 percent for transit. Table VII-1 indicates Gunnison Valley RTA Six-Year Operating and Capital Plan.

The RTA Board and community stakeholders are developing a vision of the transit services. Therefore, the six-year transit plan must be considered preliminary and subject to revision. At this point, estimated RTA expenses to maintain and implement improved services include:

- **Existing services** are targeted to include ten winter and three summer round-trips between Gunnison and Crested Butte by 2008. The cost for this service is estimated to be \$286,000.
- **Expanding service** in 2009 to 17 hours per day, 365 days per year between Gunnison and Crested Butte at an estimated operating cost of \$60 per hour would cost \$375,000 annually. This would be in addition to the current service and would provide improved frequency with two vehicles in service during peak hours. This will need to be coordinated with Mountain Express.
- **Intercity service** is anticipated on Highway 50 from Gunnison to Denver.
- **Coordination Service** is proposed to be supported with a new full time position of transit coordinator to work on a regional level with human service providers and other agencies to coordinate planning, grant management, and facility development as well as operations. This staff person would also support and be directed by the proposed Coordinating Council. Staffing cost for this position is estimated at approximately \$61,000.

- **New vehicle** requests include:
  - Two new heavy-duty hybrid fuel transit vehicles in 2009 and 2010. These vehicles, estimated at a cost of \$425,000 in 2008, are significantly more expensive than the traditional transit bus; however, they have substantial environmental improvements.
  - Replacement of heavy-duty hybrid fuel transit vehicles is included in the long-term plan.
- **Facilities** development includes \$1.2 million for covered transit vehicle storage in 2008. Park-and-ride development at major intersections between Gunnison and Crested Butte is also scheduled to cost \$250,000 in 2008. Similar park-and-ride facility investments are planned annually through 2013.

Anticipated revenues include:

- The **FTA Section 5311** funding will be requested beginning in 2008.
- **Other grant funding** includes:
  - A request for funding from the Section 5309 Bus and Bus Facilities has been made for facility development in 2008 for \$1.2 million through the Colorado Transit Coalition.
  - Funding requests from the same program for vehicle expansion has been made for 2009 to 2010.
  - The RTA was awarded \$880,000 to purchase vehicles from Senate Bill 1 funds in 2007.
- **Local operating and capital matching funds** are expected to come from the RTA Sales Tax proceeds.

Table VII-1 Short-Range Transit Plan Gunnison County RTA						
EXPENSES						
	2008	2009	2010	2011	2012	2013
<b>Services</b>						
Existing Services	\$ 272,000	\$ 286,960	\$ 302,743	\$ 319,394	\$ 336,960	\$ 355,493
<i>Expanded Service</i>	\$ -	\$ 750,000	\$ 791,250	\$ 834,769	\$ 880,681	\$ 929,118
<i>Additional Service Hours</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Services</i>	\$ 260,000	\$ 274,300	\$ 289,387	\$ 305,303	\$ 322,094	\$ 339,810
<i>Coordination Service</i>	\$ 61,216	\$ 64,583	\$ 68,135	\$ 71,883	\$ 75,836	\$ 80,007
<b>Subtotal</b>	<b>\$ 593,216</b>	<b>\$ 1,375,843</b>	<b>\$ 1,451,515</b>	<b>\$ 1,531,348</b>	<b>\$ 1,615,572</b>	<b>\$ 1,704,429</b>
<b>Capital</b>						
<b>Replacement Vehicles</b>						
Large Bus Replacement #						
Small Bus Replacement #						
<i>Large Vehicle Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Small Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Replace Vehicles Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>New Vehicle Purchase</b>						
Large Bus New #		2	2			
Small Bus New #						
<i>New Large Vehicles</i>	\$ -	\$ 599,500	\$ 653,455			
<i>New Small Vehicles</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>New Vehicles Subtotal</b>	<b>\$ -</b>	<b>\$ 599,500</b>	<b>\$ 653,455</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Facilities	\$ 1,450,000	\$ 262,500	\$ 276,938	\$ 292,169	\$ 308,238	\$ 325,191
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 1,450,000	\$ 248,815	\$ 248,815	\$ 248,815	\$ 248,815	\$ 248,815
<b>Capital Subtotal</b>	<b>\$ 1,450,000</b>	<b>\$ 862,000</b>	<b>\$ 930,393</b>	<b>\$ 292,169</b>	<b>\$ 308,238</b>	<b>\$ 325,191</b>
<b>Grand Total</b>	<b>\$ 2,043,216</b>	<b>\$ 2,237,843</b>	<b>\$ 2,381,907</b>	<b>\$ 1,823,517</b>	<b>\$ 1,923,810</b>	<b>\$ 2,029,620</b>





## Mountain Express – Town of Crested Butte

The Short-Range Transit Plan Budget for Mountain Express has been developed based on community input and analysis of additional service needs. Funding for a new covered storage and maintenance facility was secured in 2006 with construction scheduled for 2007. Table VII-2 provides the Mountain Express Six-Year Operating and Capital Plan. Many of the projects under expanded service were taken from the 2030 Transit Element.

Estimated expenses to maintain and implement improved services include:

- **Existing service**, based on current annual operating and administrative costs of approximately \$997,500, it is projected that the budget to maintain current operations in 2008 would be \$1,110,000.
- **Expanded service**, increasing the frequency of service during the eight peak summer and spring months, could be accomplished by adding a second vehicle providing increased service daily. This involves increased frequency to 15-minute headways during the peak season. The cost of this expanded service frequency would be \$240,000.
- **Expanded service** has been actively discussed in the 2030 Transit Element. The following services are continually being planned:
  - Service to the area called CB South, a group of subdivisions south of town. The cost to provide service year-round to accommodate local workers using two vehicles for 12 hours per day is approximately \$411,000.
  - Service to the North Village for 12 hours of service per day is anticipated to cost \$205,000.
  - Service to the Gothic Trailheads is anticipated to cost approximately \$60,000.
  - Expanding services to the Intercept lots is anticipated to cost approximately \$178,000 annually.
  - Finally, expanded Crested Butte circulator service and Country Club service is anticipated to cost nearly \$376,000.
- **Additional service hours** to extend late night service by two hours during the winter months would cost \$94,000.

- **Coordinated services** include intercity services to Gunnison. This is anticipated to cost approximately \$122,000 annually to provide eight hours of service on the State Highway 135 corridor. This service should be coordinated with the Gunnison Valley RTA. Likely, this service could be done by the RTA through service expansion.
- **Replacement and new vehicle** requests include purchase of large diesel powered transit buses estimated to cost \$204,000 in 2008:
  - Eight new vehicles in 2008 with request for \$1,632,000.
  - One new vehicle in 2009.
  - Two vehicles to replace vehicles already in service in 2008.
  - Three vehicles to replace vehicles already in service in 2010, 2011, and 2012.
- **Facilities** improvement is beginning in 2007 with the construction of covered storage and vehicle maintenance buildings. Additional funding is being secured in 2008 and 2009. The opportunity for developing an intercept lot in Crested Butte costing \$1.4 million in 2009 was discussed in the 2030 Transit Element.

Anticipated revenues include:

- The **FTA Section 5311** program has historically provided approximately 15 percent of the total budget for operating and administration.
- **FTA JARC** funding may be available for the peak service hours proposed for CB South. However, an application has not been submitted.
- **Other Grant Funding** includes:
  - An additional request for funding for the Section 5309 Bus and Bus Facilities has been made for vehicle replacement through the Colorado Transit Coalition. Funding for the Crested Butte intercept lot would also be requested from this grant program.
  - Local matching funds are expected to come from local governments and other community partners including an admissions tax from the ski resort. This admissions tax provides approximately 12 percent of the budget.



**Table VII-2  
Short-Range Transit Plan  
Mountain Express**

<b>EXPENSES</b>						
	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Services</b>						
Existing Services	\$ 1,110,242	\$ 1,171,306	\$ 1,235,728	\$ 1,303,693	\$ 1,375,396	\$ 1,451,042
<i>Expanded Service (service frequency)</i>	\$ 239,545	\$ 252,720	\$ 266,620	\$ 281,284	\$ 296,755	\$ 313,076
CB South	\$ 411,454	\$ 434,084	\$ 457,959	\$ 483,147	\$ 509,720	\$ 537,754
North Village	\$ 205,727	\$ 217,042	\$ 228,979	\$ 241,573	\$ 254,860	\$ 268,877
Gothic Trailheads	\$ 59,182	\$ 62,437	\$ 65,871	\$ 69,494	\$ 73,316	\$ 77,348
Intercept Lot	\$ 177,545	\$ 177,545	\$ 177,545	\$ 177,545	\$ 177,545	\$ 177,545
Expand CB Circulator and CB Country Club	\$ -	\$ 375,992	\$ 375,992	\$ 375,992	\$ 375,992	\$ 375,992
<i>Additional Service Hours until 2a.m.</i>	\$ 94,101	\$ 99,277	\$ 104,737	\$ 110,497	\$ 116,575	\$ 122,986
<i>New Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service (Gunnison Intercity)</i>	\$ 122,400	\$ 122,400	\$ 122,400	\$ 122,400	\$ 122,400	\$ 122,400
<b>Subtotal</b>	<b>\$ 2,420,197</b>	<b>\$ 2,912,803</b>	<b>\$ 3,035,831</b>	<b>\$ 3,165,625</b>	<b>\$ 3,302,558</b>	<b>\$ 3,447,022</b>
<b>Capital</b>						
<b>Replacement Vehicles</b>						
<b>Large Bus Replacement #</b>	2	1	3	3	2	1
<b>Small Bus Replacement #</b>						
<i>Large Vehicle Replacement</i>	\$ 408,000	\$ 222,360	\$ 727,117	\$ 792,558	\$ 575,925	\$ 313,879
<i>Small Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Replace Vehicles Subtotal</b>	<b>\$ 408,000</b>	<b>\$ 222,360</b>	<b>\$ 727,117</b>	<b>\$ 792,558</b>	<b>\$ 575,925</b>	<b>\$ 313,879</b>
<b>New Vehicle Purchase</b>						
<b>Large Bus New #</b>	8	1				
<b>Small Bus New #</b>						
<i>New Large Vehicles</i>	\$ 1,632,000	\$ 222,360	\$ -	\$ -	\$ -	\$ -
<i>New Vehicle Small</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>New Vehicles Subtotal</b>	<b>\$ 1,632,000</b>	<b>\$ 222,360</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Facilities	\$ 108,680	\$ 1,409,090	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 108,680	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -
<b>Capital Subtotal</b>	<b>\$ 2,148,680</b>	<b>\$ 1,853,810</b>	<b>\$ 727,117</b>	<b>\$ 792,558</b>	<b>\$ 575,925</b>	<b>\$ 313,879</b>
<b>Grand Total</b>	<b>\$ 4,568,877</b>	<b>\$ 4,766,613</b>	<b>\$ 3,762,948</b>	<b>\$ 3,958,183</b>	<b>\$ 3,878,483</b>	<b>\$ 3,760,901</b>

## Other Transit Needs

During public forums, several transit needs were identified that are not specifically addressed in the current plans for the Gunnison Valley RTA or Mountain Express. Solutions to these issues and needs will remain a goal of the partners.

- There is an expressed need for intercity bus service.
- Transit as one alternative to mitigate increasing highway congestion.
- Additional need for fixed-route/fixed-schedule service, specifically to connect both ends of the valley.
- Need for general public transportation within Gunnison
- Need to provide additional medical trips to Montrose and Grand Junction.
- Possible transfer of older wheelchair accessible vehicles by transit agencies to care centers or local taxi company.
- Mechanics training for maintaining lift-equipped vehicles could be coordinated/consolidated.
- Joint submittal of grants for Section 5310 vehicles by the RTA should be considered.

## 2008-2013 Fiscally-Constrained Plan

The Fiscally-Constrained Plan is presented in Table VII-3. The Fiscally-Constrained Plan presents the short-range transit projected funding for FTA and CDOT programs. This is anticipated funding which may be used to support services. It should be noted that this total constrained amount is only an estimate of funding. As funds are appropriated in future federal transportation bills, these amounts will likely fluctuate. Capital requests are anticipated for future vehicle requests for the 5310 and 5311 providers over the course of the next six years. Additionally, the local funding amounts are based on existing funding levels and any additional service identified by the local transit providers, plus rate of inflation. The operating plan has an estimated cost of approximately \$26.5 million, with a capital cost of approximately \$10.5. Total FTA funding is approximately \$6.2 million. The remainder of funding will need to be generated from local funding; this amount is estimated at \$31.0 million over the short term. This amount includes an additional \$13 million in local funding to cover operations and capital. As shown in the Plan, the area is expected to apply for 5309 bus and capital facilities funding. The constrained amounts were divided between the Crested

Butte/Gunnison RTA and the Telluride planning area. The 5309 was divided based upon the total anticipated request for capital from these two areas. This percentage of total need was applied to the constrained 5309 amount for the entire Gunnison Valley Region and allocated to the planning areas. This is only an estimated amount for the six years. Of the constrained \$11.4 million available to the region, the Gunnison area is shown to receive nearly \$5.0 million in 5309. Again, once applications for this funding are made, these annual amounts are likely to change. Currently, they represent a placeholder of anticipated funding from this source.

Implementation Plan

Table VII-3 Local Transit Plan Summary						
EXPENSES						
	2008	2009	2010	2011	2012	2013
<b>Operating Costs</b>						
Gunnison RTA	\$ 593,216	\$ 1,375,843	\$ 1,451,515	\$ 1,531,348	\$ 1,615,572	\$ 1,704,429
Mountain Express	\$ 2,420,197	\$ 2,912,803	\$ 3,035,831	\$ 3,165,625	\$ 3,302,558	\$ 3,447,022
<b>Subtotal</b>	<b>\$ 3,013,414</b>	<b>\$ 4,288,646</b>	<b>\$ 4,487,345</b>	<b>\$ 4,696,973</b>	<b>\$ 4,918,130</b>	<b>\$ 5,151,450</b>
<b>Capital Needs</b>						
<b>Replacement Vehicles</b>						
<b>Large Bus Replacement</b>						
Gunnison RTA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mountain Express	\$ 408,000	\$ 222,360	\$ 727,117	\$ 792,558	\$ 575,925	\$ 313,879
<b>Subtotal</b>	<b>\$ 408,000</b>	<b>\$ 222,360</b>	<b>\$ 727,117</b>	<b>\$ 792,558</b>	<b>\$ 575,925</b>	<b>\$ 313,879</b>
<b>Mid-Sized Bus Replacement (\$60,000)</b>						
Gunnison RTA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mountain Express	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Small Bus Replacement (\$48,000)</b>						
Gunnison RTA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mountain Express	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Replace Vehicles Subtotal</b>	<b>\$ 408,000</b>	<b>\$ 222,360</b>	<b>\$ 727,117</b>	<b>\$ 792,558</b>	<b>\$ 575,925</b>	<b>\$ 313,879</b>
<b>New Vehicles</b>						
<b>New Large Bus</b>						
Gunnison RTA	\$ -	\$ 599,500	\$ 653,455	\$ -	\$ -	\$ -
Mountain Express	\$ 1,632,000	\$ 222,360	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ 1,632,000</b>	<b>\$ 821,860</b>	<b>\$ 653,455</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>New Mid-Sized Bus</b>						
Gunnison RTA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mountain Express	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>New Small Bus</b>						
Gunnison RTA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mountain Express	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>New Vehicles Subtotal</b>	<b>\$ 1,632,000</b>	<b>\$ 821,860</b>	<b>\$ 653,455</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>FACILITIES/EQUIPMENT</b>						
Gunnison RTA	\$ 1,450,000	\$ 262,500	\$ 276,938	\$ 292,169	\$ 308,238	\$ 325,191
Mountain Express	\$ 108,680	\$ 1,409,090	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ 1,558,680</b>	<b>\$ 1,671,590</b>	<b>\$ 276,938</b>	<b>\$ 292,169</b>	<b>\$ 308,238</b>	<b>\$ 325,191</b>
<b>TOTAL OPERATING COSTS</b>	<b>\$ 3,013,414</b>	<b>\$ 4,288,646</b>	<b>\$ 4,487,345</b>	<b>\$ 4,696,973</b>	<b>\$ 4,918,130</b>	<b>\$ 5,151,450</b>
<b>TOTAL CAPITAL COSTS</b>	<b>\$ 3,598,680</b>	<b>\$ 2,715,810</b>	<b>\$ 1,657,510</b>	<b>\$ 1,084,727</b>	<b>\$ 884,164</b>	<b>\$ 639,071</b>
<b>TOTAL COSTS</b>	<b>\$ 6,612,094</b>	<b>\$ 7,004,456</b>	<b>\$ 6,144,855</b>	<b>\$ 5,781,700</b>	<b>\$ 5,802,293</b>	<b>\$ 5,790,521</b>
<b>ESTIMATED REVENUES</b>						
	2008	2009	2010	2011	2012	2013
<b>Grant Funding</b>						
SB-1 Funds	\$21,488	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5309	\$ 2,025,539	\$ 872,537	\$ 903,173	\$ 209,624	\$ 816,582	\$ 639,071
FTA 5310	\$ 14,679	\$ 15,410	\$ 15,786	\$ 16,696	\$ 17,524	\$ 18,329
FTA 5311	\$ 122,425	\$ 129,384	\$ 87,476	\$ 92,522	\$ 97,106	\$ 101,571
FTA New Freedom	\$ 2,949	\$ 3,118	\$ 3,194	\$ 3,378	\$ 3,545	\$ 3,708
FTA JARC	\$ 5,150	\$ 5,431	\$ 5,563	\$ 5,884	\$ 6,176	\$ 6,460
<b>Subtotal</b>	<b>\$ 2,192,230</b>	<b>\$ 1,025,879</b>	<b>\$ 1,015,192</b>	<b>\$ 328,104</b>	<b>\$ 940,933</b>	<b>\$ 769,139</b>
<b>Local Funding</b>						
Constrained Local Funding Available	\$ 2,526,901	\$ 2,665,880	\$ 2,812,504	\$ 2,967,191	\$ 3,130,387	\$ 3,302,558
<b>ADDITIONAL LOCAL FUNDING REQUIRED</b>	<b>\$ 1,892,962</b>	<b>\$ 3,312,696</b>	<b>\$ 2,317,159</b>	<b>\$ 2,486,404</b>	<b>\$ 1,730,973</b>	<b>\$ 1,718,824</b>
<b>TOTAL FUNDING</b>	<b>\$ 6,612,094</b>	<b>\$ 7,004,456</b>	<b>\$ 6,144,855</b>	<b>\$ 5,781,700</b>	<b>\$ 5,802,293</b>	<b>\$ 5,790,521</b>

## Ten-Year Cost Estimate

The ten-year vision for project costs is based upon inflation, new and additional services, a capital plan based upon five, seven, or twelve-year replacement of vehicles, and known information on agency operations. Table VII-4 provides the estimated ten-year cost (2008-2018) costs for the Crested Butte/Gunnison area. As shown, total cost estimates show a need of approximately \$67.0 million over ten years. Of this total:

- Approximately 30 percent is dedicated for system maintenance, or continuation of existing services.
- Approximately 54 percent is for new or expanded services.
- Sixteen percent is for capital requests, of which 32 percent is for replacement of vehicles for system maintenance.
- Twenty-eight percent of the total capital request is for new vehicles.
- Forty percent is for facilities.

Table VII-4												
10-Year Operations and Capital Plan - Gunnison/Crested Butte/Hinsdale County												
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
<b>Operating</b>												
Existing Operational Costs	\$ 1,382,242	\$ 1,458,266	\$ 1,538,470	\$ 1,623,086	\$ 1,712,356	\$ 1,806,536	\$ 1,905,895	\$ 2,010,719	\$ 2,121,309	\$ 2,237,981	\$ 2,361,070	\$ 20,157,930
Expanded Service	\$ 1,093,454	\$ 2,269,821	\$ 2,364,216	\$ 2,463,804	\$ 2,568,868	\$ 2,679,711	\$ 2,796,651	\$ 2,920,022	\$ 3,050,179	\$ 3,187,494	\$ 3,332,362	\$ 28,726,581
Additional Service Hours	\$ 94,101	\$ 99,277	\$ 104,737	\$ 110,497	\$ 116,575	\$ 122,986	\$ 129,751	\$ 653,953	\$ 689,920	\$ 727,866	\$ 767,899	\$ 3,617,562
New Services	\$ 260,000	\$ 274,300	\$ 289,387	\$ 305,303	\$ 322,094	\$ 339,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,790,893
Coordination Service	\$ 183,616	\$ 186,983	\$ 190,535	\$ 194,283	\$ 198,236	\$ 202,407	\$ 122,400	\$ 122,400	\$ 122,400	\$ 122,400	\$ 122,400	\$ 1,768,062
<b>Subtotal</b>	<b>\$ 3,013,414</b>	<b>\$ 4,288,646</b>	<b>\$ 4,487,345</b>	<b>\$ 4,696,973</b>	<b>\$ 4,918,130</b>	<b>\$ 5,151,450</b>	<b>\$ 4,954,697</b>	<b>\$ 5,707,094</b>	<b>\$ 5,983,808</b>	<b>\$ 6,275,741</b>	<b>\$ 6,583,730</b>	<b>\$ 56,061,028</b>
<b>Capital</b>												
Replace Vehicles	\$ 588,000	\$ 222,360	\$ 727,117	\$ 792,558	\$ 575,925	\$ 313,879	\$ 270,131	\$ -	\$ -	\$ -	\$ -	\$ 3,489,971
New Vehicles	\$ 1,632,000	\$ 821,860	\$ 653,455	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,107,315
Facilities	\$ 1,558,680	\$ 1,671,590	\$ 276,938	\$ 292,169	\$ 308,238	\$ 325,191	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,432,806
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal</b>	<b>\$ 3,778,680</b>	<b>\$ 2,715,810</b>	<b>\$ 1,657,510</b>	<b>\$ 1,084,727</b>	<b>\$ 884,164</b>	<b>\$ 639,071</b>	<b>\$ 270,131</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,030,092</b>
<b>Grand Total</b>	<b>\$ 6,792,094</b>	<b>\$ 7,004,456</b>	<b>\$ 6,144,855</b>	<b>\$ 5,781,700</b>	<b>\$ 5,802,293</b>	<b>\$ 5,790,521</b>	<b>\$ 5,224,828</b>	<b>\$ 5,707,094</b>	<b>\$ 5,983,808</b>	<b>\$ 6,275,741</b>	<b>\$ 6,583,730</b>	<b>\$ 67,091,120</b>





# Appendix A: Transit Demand and Demographic Maps

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**2006 Estimated Public Transit Demand using the TCRP Method  
Gunnison and Hinsdale County - based on Permanent Population**

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	Annual TOTAL	#	%	
Gunnison	9636	1	670	60	730	140	870	3	3.8%	0.0
	9636	2	1,100	150	1,250	420	1,670	7	7.3%	0.0
	9636	3	550	0	550	500	1,050	4	4.6%	0.0
	9636	4	430	130	560	480	1,040	4	4.5%	0.0
	9636	5	1,530	0	1,530	300	1,830	7	8.0%	0.2
	9637	1	410	180	590	1,730	2,320	9	10.1%	6.5
	9637	2	940	50	990	700	1,690	7	7.4%	19.1
	9637	3	1,210	70	1,280	990	2,270	9	9.9%	6.0
	9637	4	980	110	1,090	1,450	2,540	10	11.1%	33.3
	9637	5	980	60	1,040	920	1,960	8	8.6%	3.7
	3979117300	1	390	0	390	980	1,370	5	6.0%	0.0
	9638	2	550	60	610	820	1,430	6	6.2%	0.1
	9638	3	280	60	340	530	870	3	3.8%	3.2
	9639	1	830	80	910	250	1,160	5	5.1%	0.0
	9639	2	810	0	810	40	850	3	3.7%	0.0
<b>Subtotal Gunnison County</b>			<b>11,660</b>	<b>1,010</b>	<b>12,670</b>	<b>10,250</b>	<b>22,920</b>	<b>90</b>		<b>72</b>
	9731	1	1,350	30	1,380	310	1,690	7	100.0%	0.0
<b>Subtotal Hinsdale County</b>			<b>1,350</b>	<b>30</b>	<b>1,380</b>	<b>310</b>	<b>1,690</b>	<b>7</b>		<b>0.0</b>
<b>Gunnison and Hinsdale County Total</b>			<b>13,010</b>	<b>1,040</b>	<b>14,050</b>	<b>10,560</b>	<b>24,610</b>	<b>97</b>		<b>72</b>

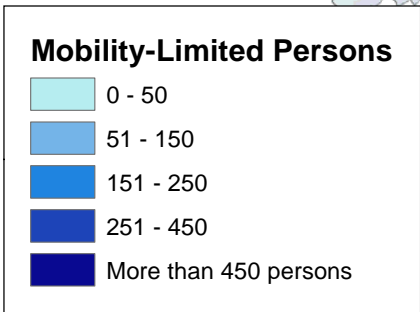
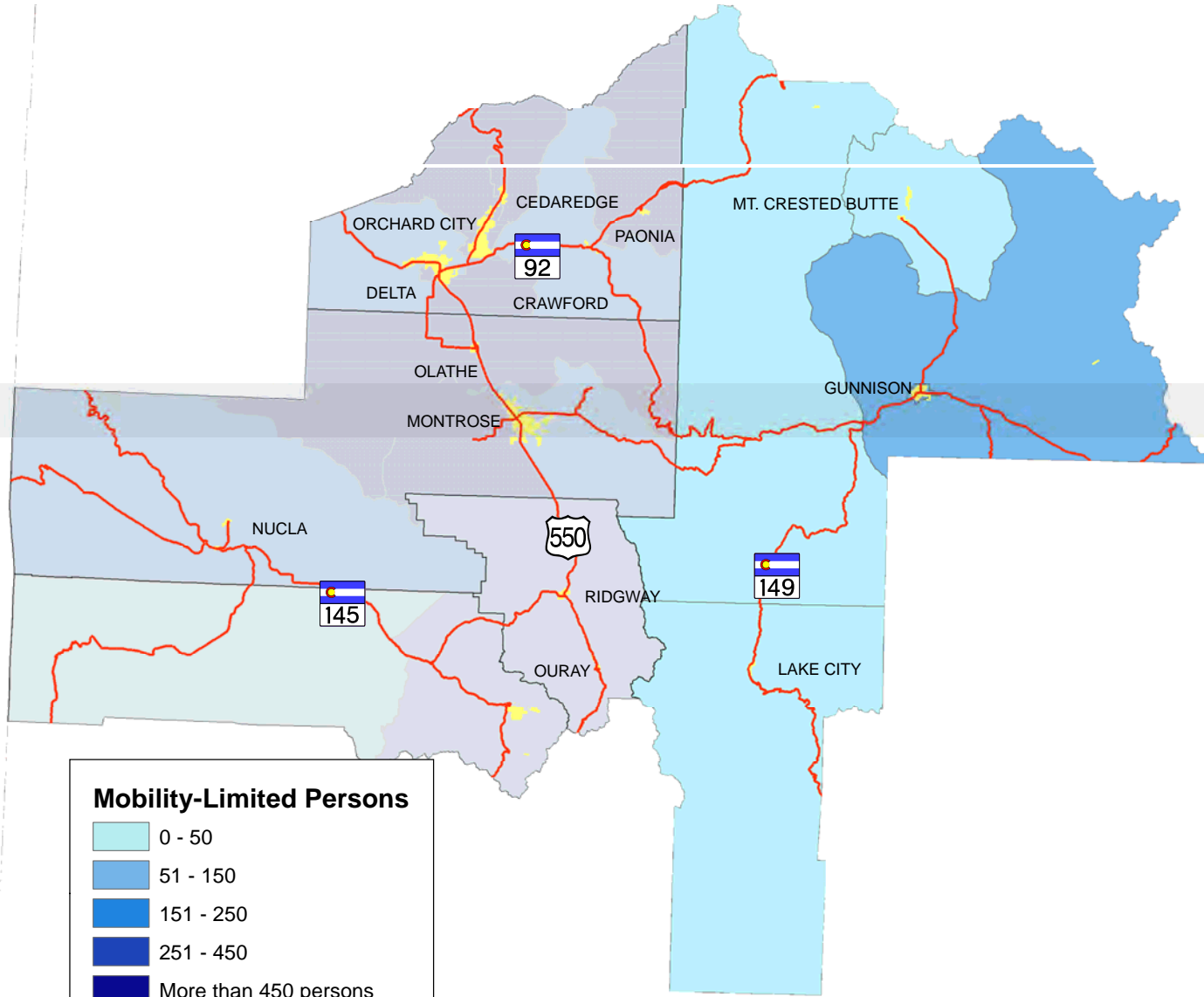
Source: 2000 Census Data; Population Projections by DOL & LSC, 2006.

**2035 Estimated Public Transit Demand using the TCRP Method  
Gunnison and Hinsdale County - based on Permanent Population**

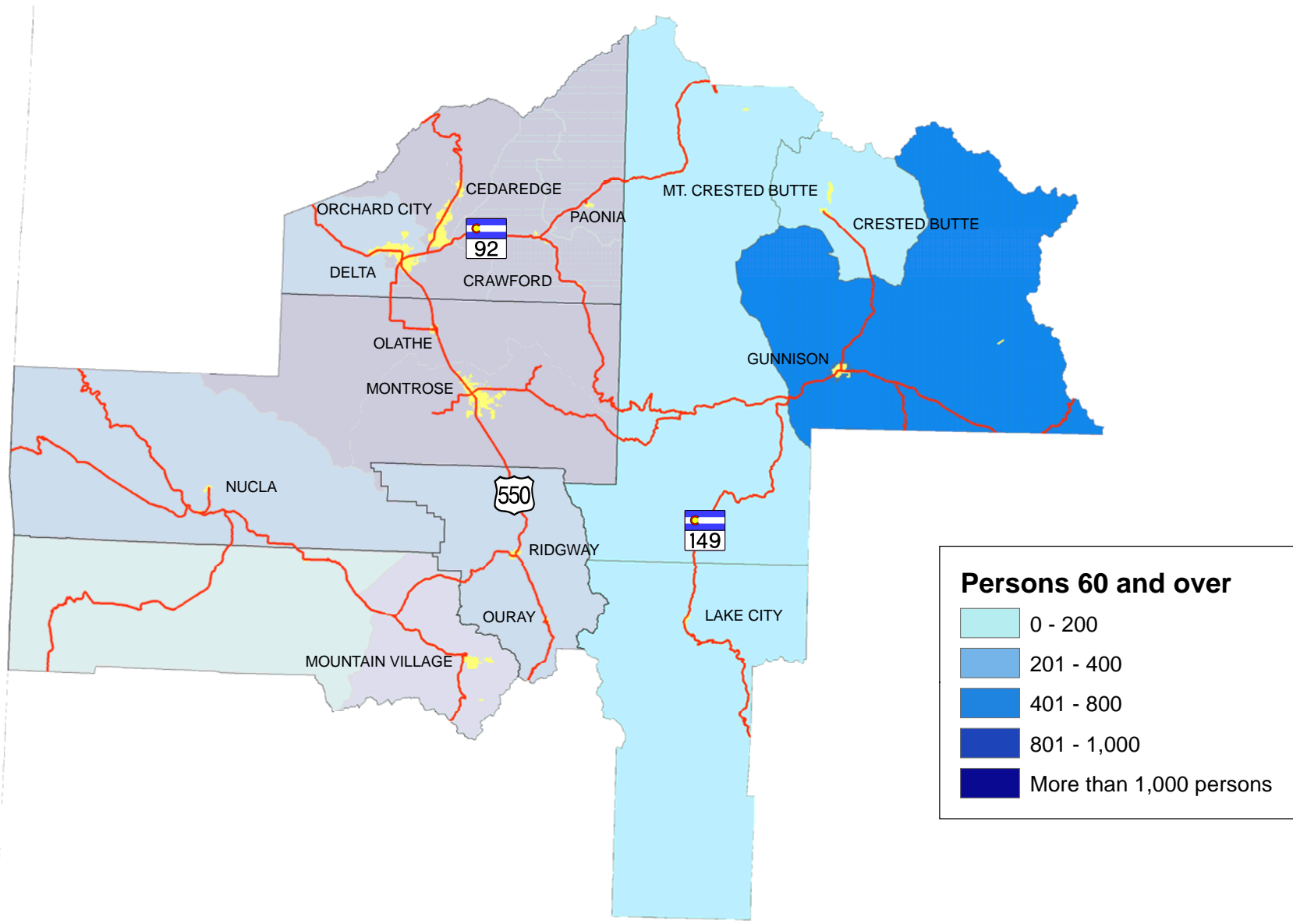
County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	Annual TOTAL	#	%	
Gunnison	9636	1	1,820	90	1,910	200	2,110	8	4.4%	0.0
	9636	2	2,990	230	3,220	610	3,830	15	8.0%	0.1
	9636	3	1,480	0	1,480	740	2,220	9	4.6%	0.1
	9636	4	1,150	200	1,350	710	2,060	8	4.3%	0.0
	9636	5	4,140	0	4,140	440	4,580	18	9.5%	0.4
	9637	1	1,100	260	1,360	2,540	3,900	15	8.1%	10.9
	9637	2	2,540	70	2,610	1,030	3,640	14	7.6%	41.2
	9637	3	3,280	100	3,380	1,450	4,830	19	10.0%	12.9
	9637	4	2,660	170	2,830	2,130	4,960	19	10.3%	65.0
	9637	5	2,650	90	2,740	1,350	4,090	16	8.5%	7.6
	3979117300	1	1,060	0	1,060	1,440	2,500	10	5.2%	0.0
	9638	2	1,480	90	1,570	1,210	2,780	11	5.8%	0.2
	9638	3	750	90	840	780	1,620	6	3.4%	6.0
	9639	1	2,240	120	2,360	370	2,730	11	5.7%	0.0
	9639	2	2,190	0	2,190	60	2,250	9	4.7%	0.0
<i>Subtotal Gunnison County</i>			<b>31,530</b>	<b>1,510</b>	<b>33,040</b>	<b>15,060</b>	<b>48,100</b>	<b>189</b>		<b>144</b>
	9731	1	1,930	50	1,980	500	2,480	10	100.0%	0.0
<i>Subtotal Hinsdale County</i>			<b>1,930</b>	<b>50</b>	<b>1,980</b>	<b>500</b>	<b>2,480</b>	<b>10</b>		<b>0.0</b>
<b>Gunnison and Hinsdale County Total</b>			<b>33,460</b>	<b>1,560</b>	<b>35,020</b>	<b>15,560</b>	<b>50,580</b>	<b>198</b>		<b>144</b>

Source: 2000 Census Data; Population Projections by DOL & LSC, 2006.

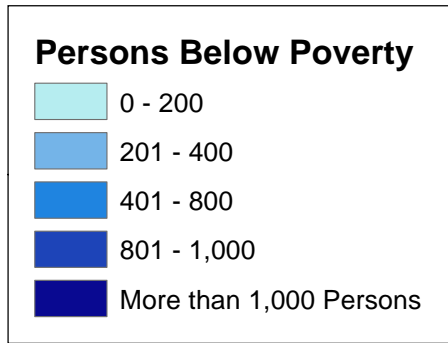
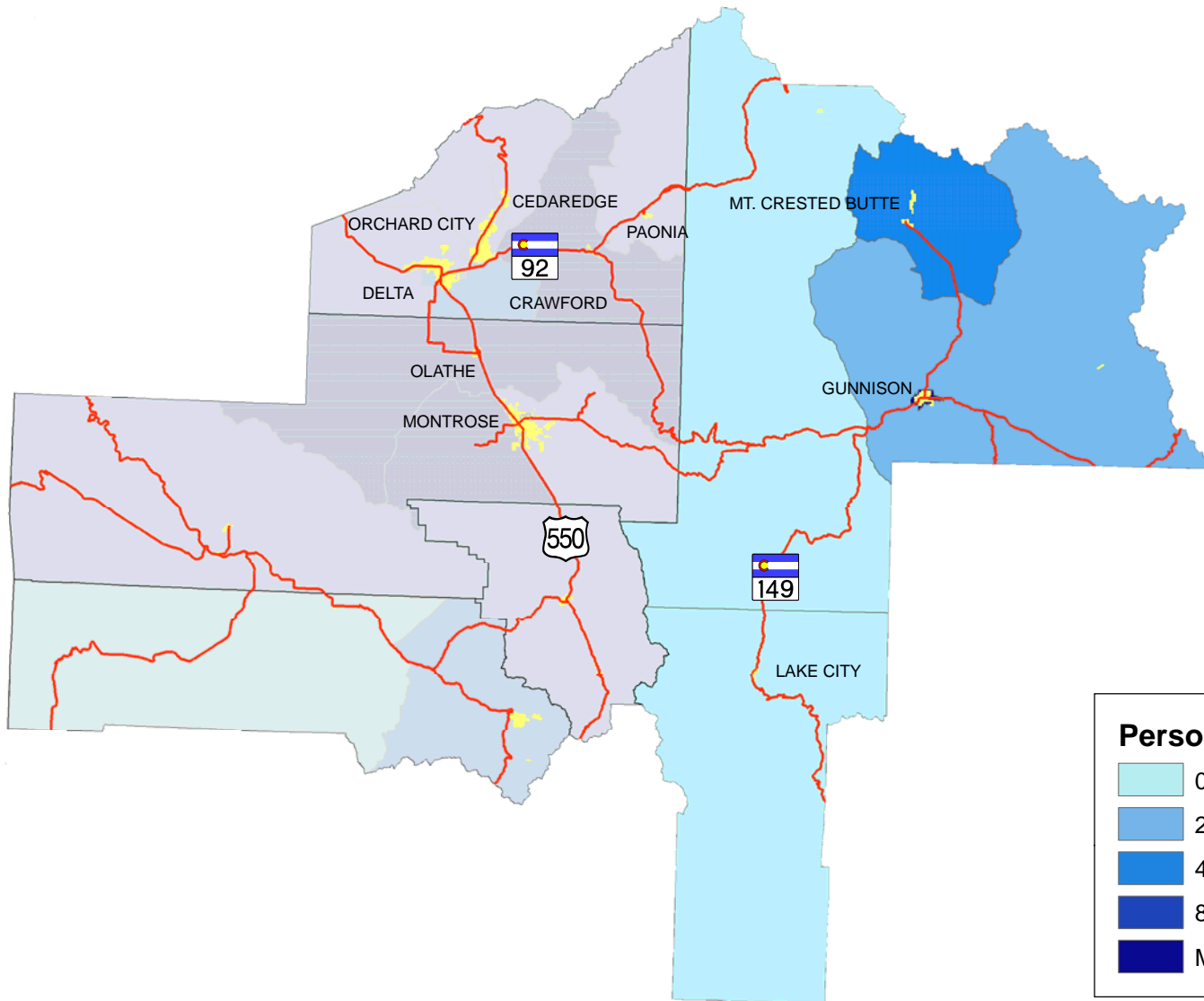
# Number of Mobility-Limited Persons



# Number of Persons Aged 60 and Over



# Number of Persons Below Poverty



# Appendix B: Coordination Meeting Attendees

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## **HUMAN SERVICES-TRANSPORTATION MEETING**

Transportation Planning Region 9 Gunnison Valley

Gunnison, Colorado 81230

November 14, 2006

### **ATTENDEES**

Full Name: Wade Baker  
Company: Health Care Center  
Business Address: 1500 W TOMICHI  
GUNNISON, CO 81230  
Business: 970-641-0704  
E-mail: ghcc@montrose.net

Full Name: Eric G. Bostwick  
Company: Six Points  
Business Address: PO BPX 1002  
GUNNISON, CO 81230  
Business: 970-641-3081  
E-mail: 6ptsadm@westelk.com  
E-mail Display As: 6ptsadm@westelk.com

Full Name: J.J. Hanratty  
Company: Adaptive Sports Center  
Business Address: PO BOX 1639  
CRESTED BUTTE, CO 81224  
Business: 970-349-2296  
E-mail: jj@adaptivesports.org

Full Name: Chris Larsen  
Company: Mountain Express  
Business Address: PO BOX 3A  
CRESTED BUTTE, CO 81224  
Business: 970-349-5616  
E-mail: clarsen@crestedbutte-co.gov

Full Name: Lois Menke-Cashman  
Company: Gunnison Valley Hospital  
Business Address: 711 N TAYLOR  
GUNNISON, CO 81230  
Business: 970-641-7209  
E-mail: lois@gvh-colorado.org

Full Name: Ellen Pedersen  
Company: Multicultural Resource Office  
Business Address: 225 N PINE ST STE D  
GUNNISON, CO 81230  
Business: 970-641-7999  
E-mail: epedersen@gunnisoncounty.org

Full Name: Woody Sherwood  
Company: Alpine Express  
Business: 970-641-5074  
Business Fax: 970-641-6622  
E-mail: woodys@alpineexpressshuttle.com



Full Name: Karen Stewart  
Company: Gunnison County Senior Resources  
Business Address: 225 PINE ST STE E  
GUNNISON, CO 81230  
Business: 970-641-7984  
Business Fax: 970-641-8346  
E-mail: kstewart@gunnisoncounty.org

Full Name: Scott Truex  
Job Title: Executive Director  
Company: Gunnison Valley Rural Transportation Authority  
Business: 970-275-0111  
E-mail: struex@wic.net

Full Name: Skippy White  
Job Title: President  
Company: Young at Heart Seniors  
Business: 970-641-2960

Full Name: Sylvia Labrucherie  
Job Title: Grants Coordinator  
Company: CDOT  
Business: 303-512-4045