Gunnison Valley
Transportation Planning Region

2035 Regional Transportation Plan

January 2008

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Gunnison Valley Regional Planning Commission

Colorado Department of Transportation

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http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp

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URS Project Number 21711630

EXECUTIVE SUMMARY

The 2035 Gunnison Valley Regional Transportation Plan is the result of a comprehensive process to examine priorities established in the previous 2030 Plan and then to validate or modify those priorities as appropriate. To do so, planners solicited public input through a succession of activities and met regularly with the regional planning commission to develop this update.

The Gunnison Valley Transportation Planning Region (TPR) is located in the southwest portion of Colorado. It is composed of Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties.

The area offers opportunities for outdoor recreation with rafting, skiing, fishing and hunting, and tourist attractions. .

Major components of the process included:

- **Key Issues and Emerging Trends** – Through the Regional Transportation Forum and other input opportunities, planners identified what evolving socioeconomic and transportation factors affect transportation decision-making.
- **Vision Plan** – includes a set of visions, goals, and strategies for each corridor, including the costs to make the desired improvements.
- **Constrained Plan** – identifies available funding and matches resources with high priorities for the entire planning period from 2008 – 2035.
- **Midterm Implementation Strategies** – selects strategies that require attention during the first 10 years of the planning period.

Key Issues and Trends

The planning process uncovered a series of key issues and trends that influenced the direction of the plan. These were the basis of discussion at public meetings and for the regional planning commission. While there are many details, the primary issues for the region can be summarized as follows:

- A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified.
- Wildlife crossings need to be maintained and potential wildlife/vehicle conflicts are a safety concern.
- Increases in truck traffic (primarily mining and logging) throughout the TPR are starting to and could continue to degrade and congest the roadways causing safety concerns, especially on highways with no shoulders.
- A designated truck route, which would bypass the populated areas, is needed throughout the TPR
- Improved roadway maintenance is needed to address poor roadway surface conditions in the TPR.
- Passing lanes and additional lanes are needed throughout the TPR to address safety issues

Individual corridors of high importance: Four corridors serve as interregional connectors, carry the highest regional volumes, and/or are seen as critical links in the system requiring improvements:

- SH 62 Placerville to Ridgway (Region 5)
- SH 145 From US 160 through Telluride to Jct. SH 141 (Region 5)
- SH 92A Between Delta and Hotchkiss (Region 3)
- SH 135 Between Gunnison and Crested Butte (Region 3)

Vision Plan

The Regional Planning Commission (RPC) examined all the available background data, matched unmet needs with the Regional Vision, Goals, and strategies and developed a vision for each corridor that is consistent with the needs and desires of the residents.

The plan addresses these and other needs through the Vision Plan, summarized below. All dollar amounts in this plan are expressed in 2008 dollars.

Table ES-1: Vision Plan

Vision Plan Costs	
Highway Corridors	$705 B
Transit	$373 B
Aviation	$304 B
Total	**$1.382 B**

Constrained Plan

The TPR will be allocated about $32 million in available Regional Priority Program funds for the period 2008-2035. Since the TPR's vision plan for the region identifies needs which significantly exceed the level of available funding, the Regional Planning Commission reviewed options and priorities for funding, assigning program amounts for each corridor and mode as summarized in the table below. The constrained plan includes $232 million in transit funds and $140 million in aviation funds. The total constrained plan is $404 million.

Table ES-2: Constrained Plan

Corridor	2035 Constrained Total	
	Description	($000) *
TPR	Intersection Improvements	$2,691
TPR	Shoulder Improvements	$3,245
TPR	Engineering Studies and Environmental Compliance	$1,622
TPR	Community Based Transit **	$232,327
US 50 B	Montrose to Sargents	$7,042
SH 62	Highway from Placerville to Ridgway	$1,614
SH 90 A/B	From State line to SH 141 near Naturita to south of Grand Junction	$90
SH 92A	Highway between Delta and Hotchkiss	$7,042
SH 114	From US 50 south to Highway 285	$939
SH 133	Highway between Hotchkiss and Carbondale	$3,521
SH 141	From Dove Creek north to US 50 through Naturita to south of Grand Junction	$90
SH 145	Highway from US 160 through telluride to Jct. SH 141	$1,345
US 550	From Durango to Montrose	$2,968
Aviation		$140,000
Total		**$404,536**

Source URS, LSC 2007
* Totals include funding from both Region 3 and Region 5
** Includes Region 3 RPP 1% funds for transit – see Table 25

Midterm Implementation Strategy

The identification of Midterm Implementation Strategy Corridors directs currently available funds toward a set of improvements determined to be most critical. The TPR selected three corridors for priority implementation, including a set of key strategies from the respective corridor visions. These offer the most benefits to moving people, goods and services throughout the region and should form the basis for project selection and programming over the midterm or the next ten years.

Table ES-3: Midterm Implementation Strategy Corridors

Corridor	Major Issues	Selected Strategies
US 50- Montrose to Canon City	Population Growth Employment Growth Congestion Safety	Add passing lanes Construct acceleration/deceleration lanes Develop a Regional Transportation Authority
SH 92/ SH 133- Delta to Hotchkiss	Safety	Add passing accel/decal and turn lanes Add and improve shoulders Add geometric improvements
US 550/SH 62/SH 145 – Montrose/Ridgway/Ouray/Telluride	Population Growth Employment Growth Congestion Safety	Develop a Regional Transportation Authority Add passing lanes Construct accel/decel lanes Wildlife crossing mitigation

GUNNISON VALLEY TRANSPORTATION PLANNING REGION

Introduction

This plan contains an analysis of the transportation, socioeconomic, and environmental systems of the Gunnison Valley Transportation Planning Region (GVTPR). This data helps form the technical background for long range transportation system improvements. The 2035 Plan is an update to the 2030 Plan completed in 2004. The update is intended to respond to Key Trends and Emerging Issues, as well as the evolving financial picture. As an update, many of the previous plan's key components and priorities remain in place.

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 GVTPR. The RPC has the responsibility to carry out the regional planning process and adopt the plan. Table 4 lists the members of the Gunnison Valley Regional Planning Commission.

Table 4: Gunnison Valley Regional Planning Commission

Member Name	Location
Olen Lund	Delta County
Vince Rogalski	Gunnison County
Allen Brown	Hinsdale County
Brian Wilson	Montrose County
Keith Meinert	Ouray County
Joan May	San Miguel County
Bill Miller	Town of Cedaredge
Bill Murray	Town of Crawford
Eddy Balch	Town of Crested Butte
Jim Hatheway	Town of Delta
Ken "Tex" Bradford	Town of Gunnison
Larry Jakubiak	Town of Hotchkiss
Michelle Pierce	Town of Lake City
Bill Brougham	Town of Montrose
Kathy Mahoney	Mtn. Village
Tom Steuer	Mt. Cr Butte
Bruce Huneke	Town of Naturita
Kerry Welch	Town of Norwood
Roxanna Allex	Town of Nucla
Wayne Blair	Town of Olathe
Janet Armstrong	Town of Ouray
Neal Schwieterman	Town of Paonia
Greg Clifton	Town of Ridgway
Stan Berryman	Town of Telluride

Note* Pending update

Project Area

The Gunnison Valley TPR encompasses Delta, Gunnison, Hinsdale, Montrose, Ouray and San Miguel Counties. Figure 1 represents the GVTPR planning region.

Figure 1: Project Study Area

Source: CDOT 2005

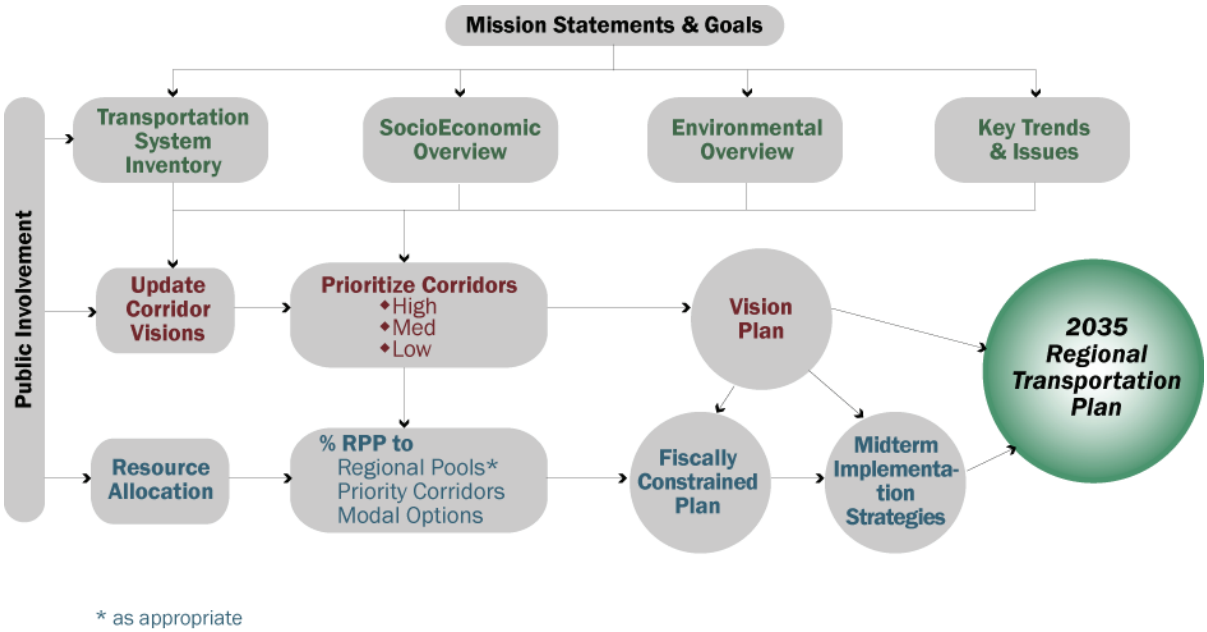
The Planning Process

Long range transportation planning is a critical element in the transportation development process. This is the first step in integrating citizen goals into a comprehensive plan, protecting and enhancing community values, and gaining access to available or potential funding. The plan is based on a number of steps, all designed as a thoughtful and efficient method to relate the wishes of the citizens to effective transportation programs and projects, within a realistic financial picture.

Figure 2 provides a diagram depicting the planning process that has been followed in developing the Gunnison Valley 2035 RTP. The planning process began with a review of the mission statement and goals as established in the 2030 RTP. Representatives of the communities in the region and the general public were asked to help identify recent trends in the region that affect the transportation system and the long range needs of the region. Overviews of the existing transportation system, socioeconomics, the environment, and projected growth in the region were completed based on information provided in the CDOT planning dataset.

The inventory and initial public input were used to update the corridor visions which were established in the 2030 RTP. Each of the 19 multi-modal corridors in the Gunnison Valley TPR has a vision, goals, and specific strategies to achieve the vision and goals. Since this is corridor-based plan, the corridors have been divided into high, medium, and low priority. The corridor visions and the prioritized corridors comprise the vision plan for the region. A fiscally constrained plan was then developed by assigning the estimated available funding to the corridors and to the improvement pools. Lastly, a midterm implementation strategy was developed to identify what can be done to address difficult trade-offs that are necessary to manage the transportation system over the next ten years, given the limited funds and increasing costs.

Figure 2: Planning Process



PUBLIC INVOLVEMENT

The public involvement process for the 2035 plan update was geared to gather information on emerging issues that have risen since the completion of the 2030 plan in November 2004 and that might influence a reprioritization of goals. Two major opportunities for this input were provided early in the process. The Pre-Forum meeting was held to provide an opportunity for the regional planning commission, other community leaders, transportation professionals and the public to discuss the state of transportation in the region and identify key problems and issues that should be addressed in the plan. The second event, the Regional Transportation Forum, was then held to discuss those issues in more detail and begin providing input on how the transportation problems could be best addressed. Finally, a public meeting is scheduled for the Fall of 2007 to present this draft plan and receive comments.

Pre-Forum

A Pre-Forum was held for the Gunnison Valley TPR on July 11, 2006 to gather input from the RPC and others on whom to invite to the Regional Transportation Forum. In addition, methods for contacting stakeholders and key persons as well as how to engage the general public was also discussed.

Regional Transportation Forum

The Regional Transportation Forum was held in Montrose on October 5, 2006 to provide a significant point of public input to the 2035 plan update. Approximately 374 invitations were directly mailed to persons who expressed an interest in transportation planning or by reason of job affiliation with a local government. In addition press releases were sent to eight local radio stations and three local newspapers. Approximately 60 residents attended the event. The primary purpose of the meeting was to review the 2030 priorities; discuss emerging regional issues and trends; determine the audience's preferences regarding future priorities and issues; and discuss funding issues, needs, and solutions. The forum lasted approximately three hours. The meeting featured a presentation about the planning process in general; the need for the update; background on the 2030 Plan; costs of transportation and general funding expectations. The audience was polled to solicit preferences and opinions. In addition, an interactive exercise allowed meeting participants to "spend" a set allocation of funds on their preferences.

The following lists describe the comments received and have been arranged by subject matter. These issues and needs, along with discussions with the RPC, transit providers, community leaders, form the basis for developing transportation development alternatives for further analysis and have been incorporated into the 2030 Regional Transportation Plan wherever appropriate.

- A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified.
- Wildlife crossings need to be maintained and potential wildlife/vehicle conflicts are a safety concern.
- Increases in truck traffic (primarily mining and logging) throughout the TPR are starting to and could continue to degrade and congest the roadways causing safety concerns, especially on highways with no shoulders.

- A designated truck route, which would bypass the populated areas, is needed throughout the TPR.
- Improved roadway maintenance is needed to address poor roadway surface conditions in the TPR.
- Passing lanes and additional lanes are needed throughout the TPR to address safety issues.

Prioritization Meeting

The Prioritization Meeting was held in Montrose on March 16, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre-Form Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 mentioned above to update priorities and identify additional projects. The Corridor Visions and 2035 Vision Plan, as amended, appear later in this document.

Draft Plan Review

The Draft 2035 Plan was released in July 2007, incorporating as appropriate all input from the public and decisions by the RPC. After a period of review, a Joint Public Outreach Meeting for the Gunnison Valley was held in Montrose on November 7, 2007_from 5:30-8:30 pm at the Montrose Pavilion. Approximately 21 people attended the meeting. The format of the meeting was an open house with boards presenting issues for the TPR and CDOT funding mechanisms. The purpose of the meeting was to solicit comments on the GVTPR 2035 Transportation Plan and the 2035 Statewide Transportation Plan. See Appendix A - Public Involvement for more information. The meeting was held jointly with CDOT to also enable review of the draft Statewide Plan at that time. This approach was an opportunity for attendees to see the regional plan in context with other regions and the state as a whole. Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC scheduled for January 2008.

Primary issues discussed at the public meeting included:

- Interregional transportation for visitors and service employees along the US 550/SH 62/SH 145 corridor between Montrose and Telluride, and on the SH 92/SH 133 corridor from Delta and the North Fork Valley to the Roaring Fork Valley in the Aspen area.
- Concern expressed for needed improvements on the US 50 corridor related to interregional trucking and the tourism industry.

Regional Vision, Goals & Strategies

Completion of 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 are developed through public, RPC, and TAC processes 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 2035 plan.

Goal development and achievement of the goals, are seen as on-going processes of regional improvement.

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.*

2035 Vision for Transportation

The transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the environmental conditions that make this a great place to live, work and visit. The transportation system supports economic development by providing mobility for people and goods as well as multimodal access to services. The 2035 Regional Transportation Plan envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the Gunnison Valley Transportation Planning Region.

ACCOMPLISHMENTS

Several major projects have been completed or are underway in the TPR since 2004. CDOT Region 3 and 5 continues to invest all available transportation dollars in improvements that make a difference. The following is a partial list of significant accomplishments in the TPR

SH 145, Keystone Hill Climbing Lane

- No. 1 priority project for the Gunnison Valley TPR.
- Many of the service/construction workers who have jobs in Telluride and Mountain Village reside in Montrose or other areas outside Telluride/Mountain Village. This factor, along with tourist traffic and local trips, has resulted in congested traffic conditions on SH 145 between Placerville and Telluride.
- In an effort to facilitate traffic movement, CDOT Region 5 designed a project to construct a climbing lane at Keystone Hill.
- This project involves widening the highway for construction of a 2/3-mile-long, westbound climbing lane at Keystone Hill. Excavation, mechanically-stabilized earth-retaining walls, soil nail retaining walls, guardrail, and drainage work are project elements. Construction began in July of 2006, with completion in the fall of 2007. The total project cost was approximately $14 million.

SH 141, Uravan Curve Safety Improvements

- Prior to construction, there was an extremely high Weighted Hazard Index of greater than 56 at Milepost 75, due to a sharp curve with limited sight distance.
- Region 5 made short-term safety improvements of rumble strips to warn of the upcoming curve, clearing trees for sight distance, and signage improvements, while designing long-term improvements.
- The sharp curve was located within the boundaries of the affected area of the Uravan Superfund site. The Uravan Superfund site was contaminated with radioactive residues from processing of uranium and vanadium ores. CDOT was legally obligated to deal with the radioactive materials within the right-of-way. CDOT decided to combine removal of the hazardous material with the safety improvements project, potentially saving the state millions of dollars. Removing the hazardous waste as part of this project saved the state money because the material was deposited in a local repository instead of being transported to Canon City, Colorado. The local repository was closing at the end of 2006, so disposal at that facility would not have been an option if CDOT was required to remove the hazardous material at a later date. Approximately 51,000 cubic yards of radioactive soils were removed from CDOT's right-of-way.
- The project to construct long-term safety improvements included straightening of the highway curve, drainage, and guardrail upgrades, signing, and striping. Construction was completed in May 2006. The cost of construction was approximately $4,530,000, including hazardous waste remediation.

SH 62 at Amelia Street (County Road 5) Intersection Improvements

- This location was included in the 2003 Region 5 Intersection Study and was a high priority for the Town of Ridgway and Ouray County, due to safety concerns. The intersection improvements included: a right-turn lane and an acceleration lane from Amelia Street onto

westbound SH 62, a left-turn lane from SH 62 onto northbound Amelia Street, a 1.25-inch overlay on SH 62 between Amelia Street and US 550, and correction of traffic loops in the pavement at SH 62/US 550.

- Construction was completed in July of 2007 at a cost of $1,925,000.

Norwood Hill Cribwall Repair

In April of 2007, a cribwall at approximately Milepost 73 on SH 145 at Norwood Hill had failed, and the outside traffic lane was closed, because the pavement was "sinking." The Transportation Commission provided Region 5 with contingency funding to repair the damaged cribwall and road. The work was completed in June of 2007 at a cost of approximately $522,000.

In addition, US 50 will experience widening, straightening curves, guardrails, and safety improvements will be made to US 50, rock scaling will be preformed on segments of SH 114, and Hansen Creek Bridge on SH 149 will be improved.

US 50 Cimarron

TRANSPORTATION SYSTEM INVENTORY

Introduction

This section provides an 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 to identify existing conditions. Not only will this "picture" of the existing systems broaden our knowledge of what types of transportation serve the GVTPR, 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 relied 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 has been mapped and displayed using the ArcView/GIS program where appropriate.

A complete inventory of transit operators and their services was undertaken during the planning 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 Local Human Services Transportation Coordination Plan published separately.

System Inventory

The following sections utilize the best, most current data available as provided by CDOT. The project team worked with CDOT staff to update maps for changes that may have occurs after the 2005 dataset was developed. Most highway information is for the year 2005. This section describes the region's transportation system with the following mapped information:

- National Highway System
- Functional Classification and Mileage
- Scenic Byways
- Average Annual Daily Traffic
- Volume to Capacity Ratio
- Surface Condition
- Bridges
- Accident Locations
- Commercial Truck Traffic
- Freight Rail Service
- Rail Transportation
- Hazardous Material Routes
- Airport Operations
- Transit Providers

Highway and Local Roadway System

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 of US 50 and US 550 are identified as being on the NHS. Figure 3 depicts the National Highway System facilities within the GVTPR.

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 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.

Figure 3. National Highway System

Source: CDOT 2005

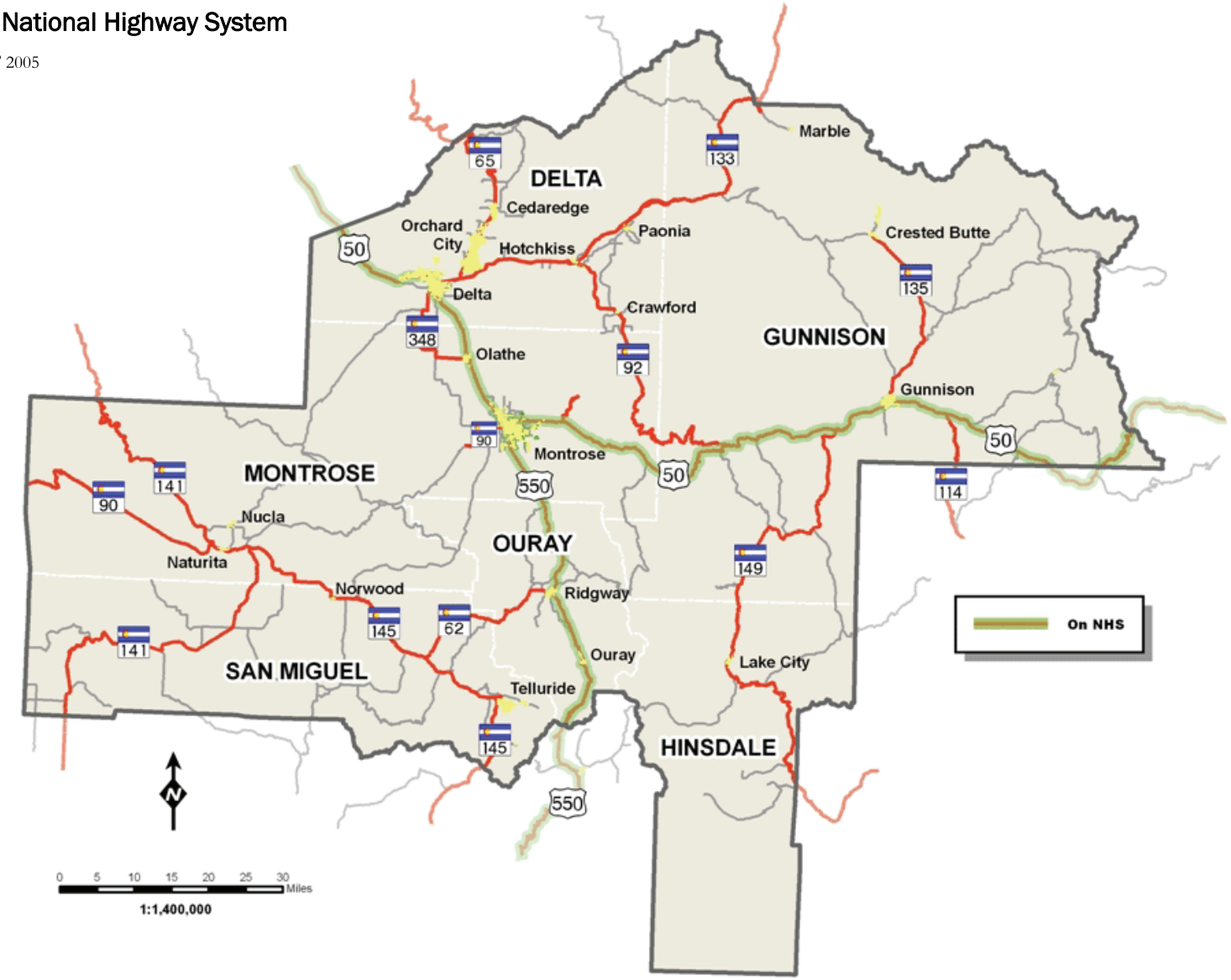
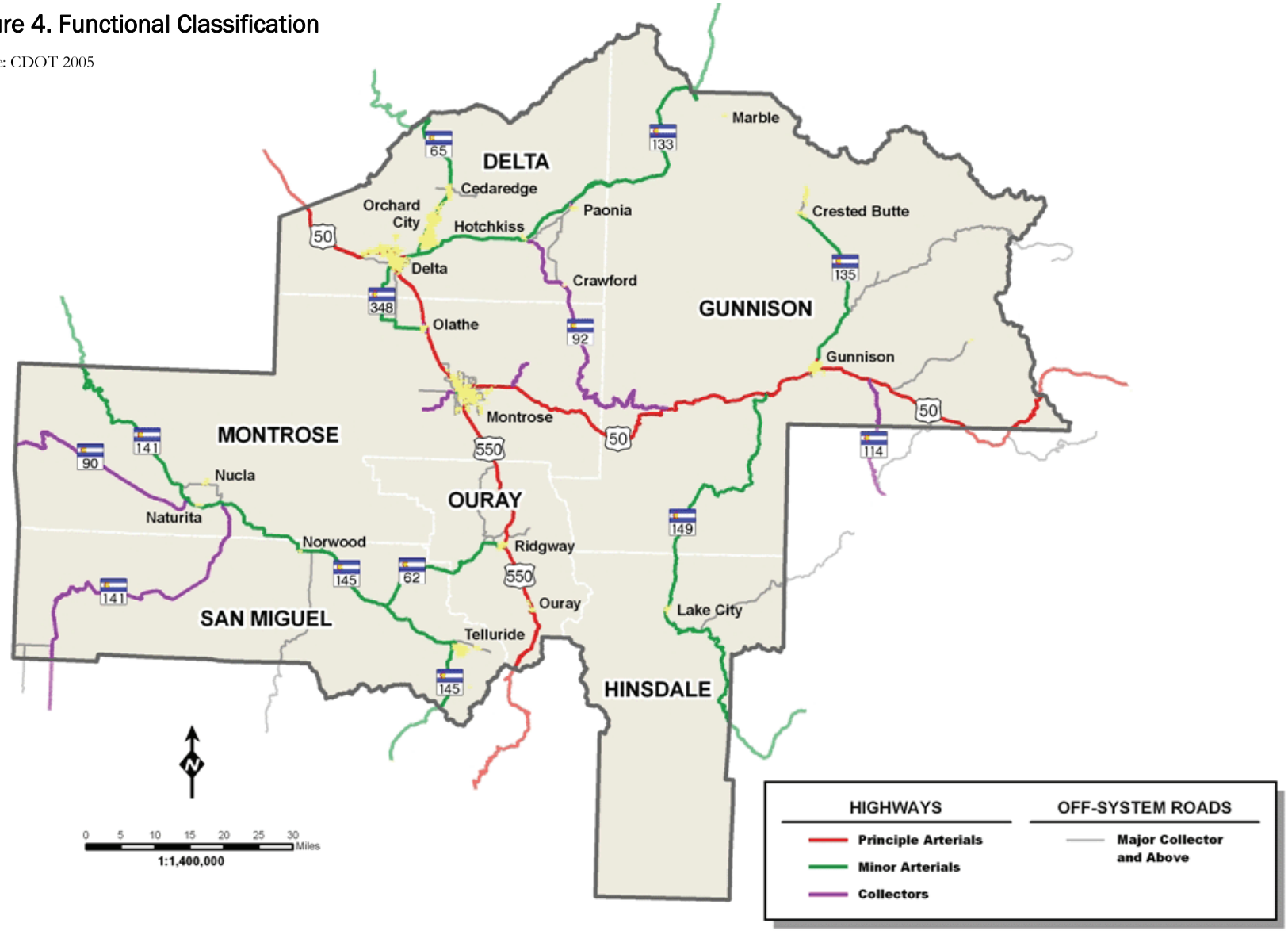


Figure 4. Functional Classification

Source: CDOT 2005



State Highways

Table 5 shows lane mileages and centerline mileages for the state highway system. The table also provides a percent of total state highways for each functional classification within the GVTPR. Of just over 1,500 miles approximately 26% are Principal Arterial Rural, 45% are Minor Arterial Rural, and 21% are classified as Major Collector Rural.

Table 5 State Highways Functional Classification

Highway Classification	Lane Miles	% of Total	Centerline Miles	% of Total
Interstate Rural	0	0%	0	0%
Principal Arterial Rural	397	26%	158	23%
Minor Arterial Rural	677	45%	334	48%
Major Collector Rural	317	21%	156	23%
Minor Collector Rural	10	0.70%	4	0.70%
Interstate Urban	0	0%	0	0%
Freeway Urban	13	0.80%	5	0.70%
Principal Arterial Urban	98	6.00%	27	4%
Minor Arterial Urban	3	0.19%	1	0.10%
Major Collector Urban	1	0.08%	0.7	0.09%
Region Total	1516	100%	687	100%

Source: CDOT 2005

Local Roads

Table 6 below shows mileages and percent of total local roadways for each functional classification within the GVTPR. Local roadways are under the jurisdiction of a county or municipality. Of just over 4,400 miles, approximately 71% are Rural.

Table 6: Local Roads Functional Classification

Road Classification	Centerline Miles	% of Total
Minor Arterial Rural	0	0%
Major Collector Rural	198	4%
Minor Collector Rural	780	18%
Local Rural	3,167	71%
Principal Arterial Urban	1.4	.032%
Minor Arterial Urban	33	1%
Minor Arterial Rural	3	.07%
Collector Urban	57	1%
Local Urban	203	5%
Region Total	4443	100%

Source: CDOT 2005

Scenic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradoans 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.htm). The designated Scenic Byways in the region include: San Juan Skyway, Unaweep/Tabeguache, Alpine Loop, West Elk Loop, Grand Mesa, and Silver Thread Figure 5 illustrates the designated scenic byways found within the GVTPR.

San Juan Skyway

San Juan Skyway is located on SH 62, SH 145, and US 550. This 232-mile loop through the San Juan Mountains passes through a majestic landscape of alpine forests, ranch lands, quaint Old West towns and ancient Indian ruins.

Unaweep/Tabeguache

This 133 mile scenic byway is located on SH 145 and SH 141. The byway traverses through the soft red sandstone of the Uncompahgre Plateau all the way to Precambrian times. Ancient rivers silted the rock away, exposing hundreds of millions of years of the geologic record (including fossils of dinosaurs and early amphibians).

Alpine Loop

The 65 mile Alpine Loop, located on SH 149 and SH 110, crosses the remote, rugged, heart of the San Juan Mountains. The Alpine Loop Scenic Byway traverses through two 12,000 foot passes, Cinnamon and Engineer, which require 4-wheel drive. The Alpine Loop offers pristine mountain views, hiking and biking trails, great camping opportunities, and ample solitude.

West Elk Loop

Elk Loop is located on SH 92, SH 133 and SH 135. This 205-mile scenic byway passes through Carbondale, Hotchkiss, Crawford, Gunnison, Crested Butte, and other towns offer a slice of Colorado's rich history, varied lifestyles, and natural beauty. The route gives access to the White River and Gunnison National Forests, the Black Canyon of the Gunnison National Park, Curecanti National Recreational Area, and Crawford and Paonia State Parks.

Grand Mesa

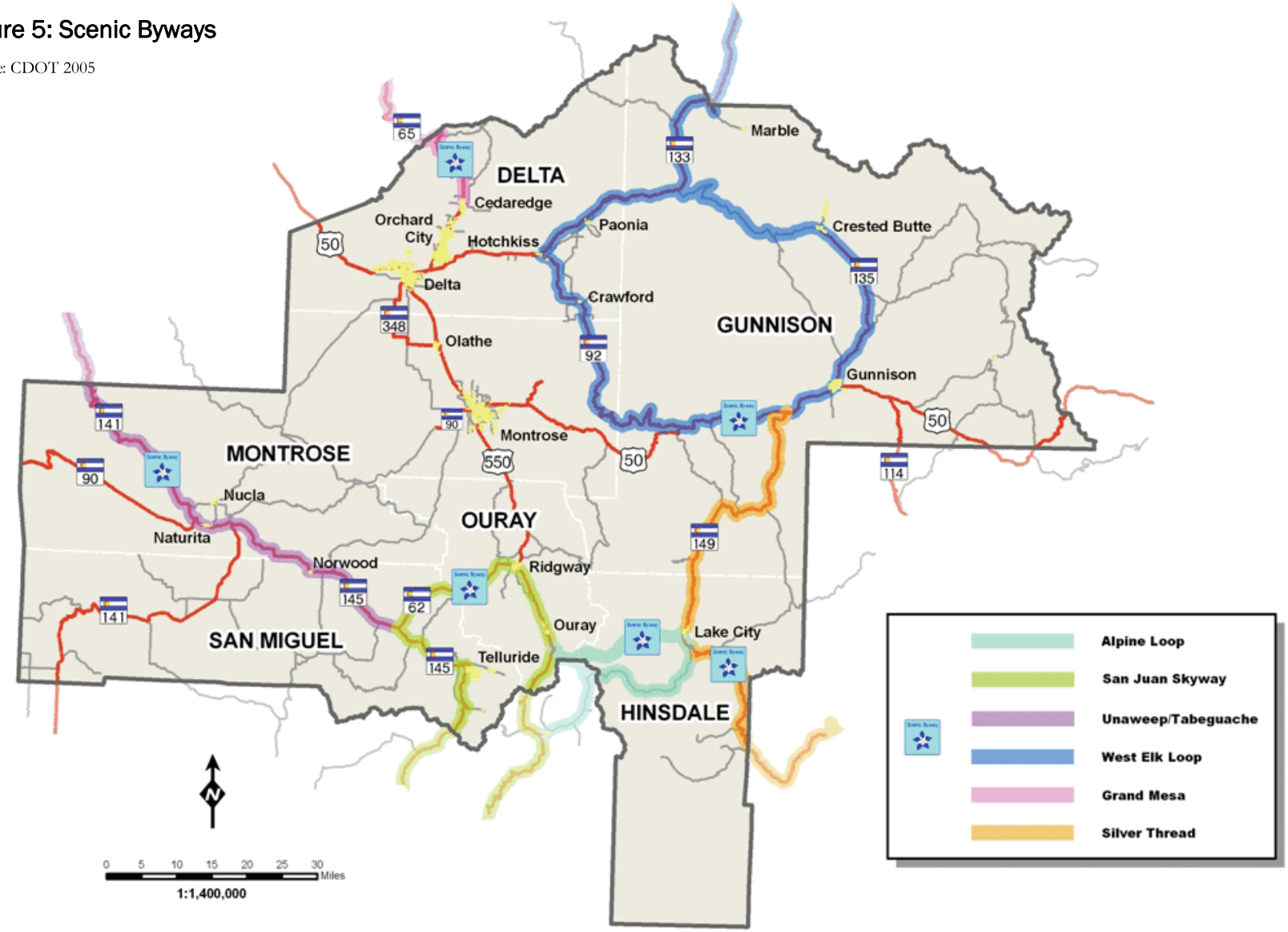
The Grand Mesa Scenic Byway is 63 miles long and extends along SH 65 from I-70 east along Plateau Creek, south via Mesa, Skyway Point, over the Grand Mesa, south and ending in Cedaredge. In the GVTPR it starts along SH 65 and its intersection with the Delta County Line and ends at Cedaredge. A spur route traverses west along Land's End Road along the Grand Mesa. The byway crosses through an alpine environment, with recreational areas that provide opportunities to fish, hike, and snow shoe at an elevation of 11,000 feet.

Silver Thread

This Scenic Byway is located between South Fork and US 50, connecting the West Elk Loop on SH 149. The Silver Thread Scenic Byway offers not only scenic beauty and natural wonders, but also the history of abandoned gold and silver mines and boomtowns found along Highway 149.

Figure 5: Scenic Byways

Source: CDOT 2005



Average Annual Daily Traffic (2005 & 2035)

Traffic volumes on state highways within the GVTPR were generated using CDOT data for 2005, the most recent available data. 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.

In 2005, the highest traffic volumes were on portions of US 550 and US 50. The 2035 projected traffic volumes reflect continued growth on US 550, US 50 as well as portions of SH 65, SH 135, and SH 145. For the region, CDOT data indicates that roadways within the GVTPR with over 10,000 AADT will increase from 38 miles in 2005 to 111 miles in 2035. Therefore AADT greater than or equal to 10,000 vehicles per day is projected to increase by 73 miles by the year 2035. Figure 5 illustrates the 2005 traffic volumes and Figure 6 illustrates the projected 2035 traffic volumes.

Figure 6: Average Annual Daily Traffic 2005

Source: CDOT 2005

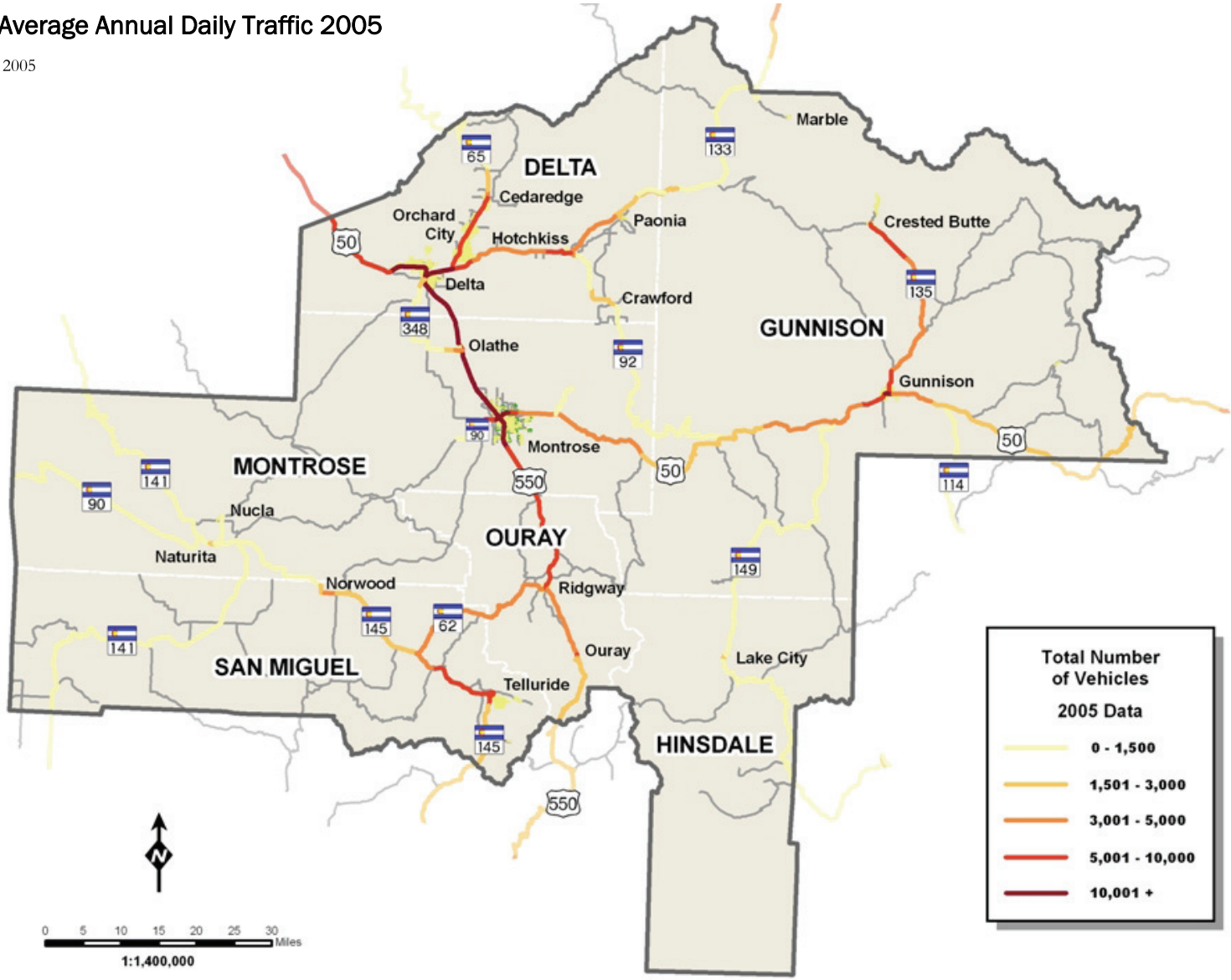
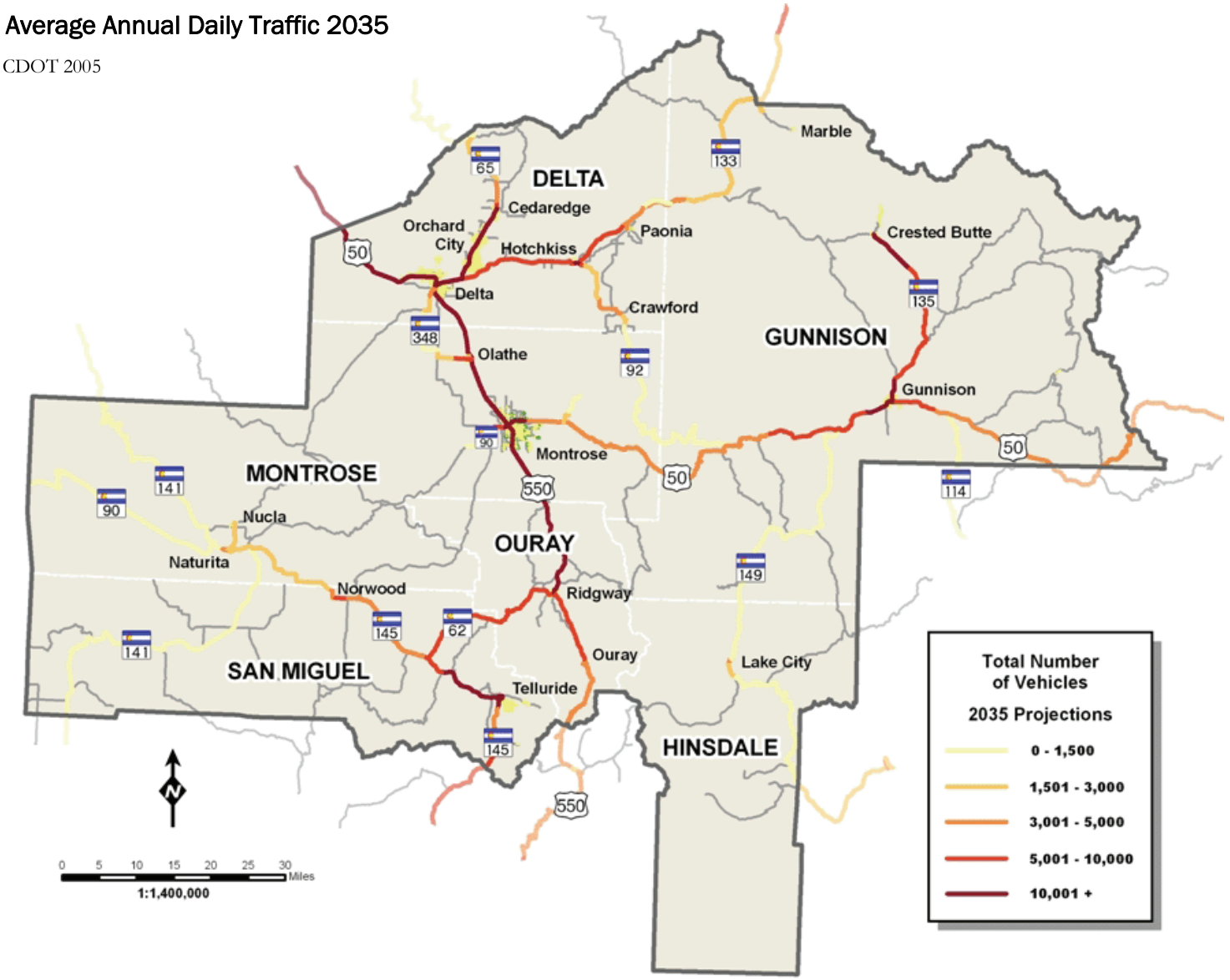


Figure 7: Average Annual Daily Traffic 2035

Source: CDOT 2005



Volume to Capacity Ratio (2005 & 2035)

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). For the purpose of this plan and in support of CDOT's Congestion Relief Program, a 0.85 V/C ratio will be used to determine congestion. CDOT's Congestion Relief Program makes some funds available for improvements on corridors that exceed the 0.85 threshold.

Figure 7 reflects segments of state highways in 2005 that had a V/C ratio greater than or equal to 0.85 including SH 135, north of Gunnison.

Figure 8 depicts segments of state highways that will have a V/C ratio greater than or equal to 0.85 including segments of US 550, SH 145, SH 135, and SH 62.

Miles of congested roadway, with a V/C ratio greater or equal to 0.85, will grow from 2.5 miles in 2005 to 69 miles in 2035, which reflects an increase of 66.5 miles. The most significant increase of V/C greater than or equal to 0.85 occurs on US 550, US 50, SH 135, SH 145 and SH 62. The 2035 V/C ratio does not reflect future improvements on the corridor, but is based on current roadway capacity.

Figure 8: Volume to Capacity Ratio-2005

Source: CDOT 2005

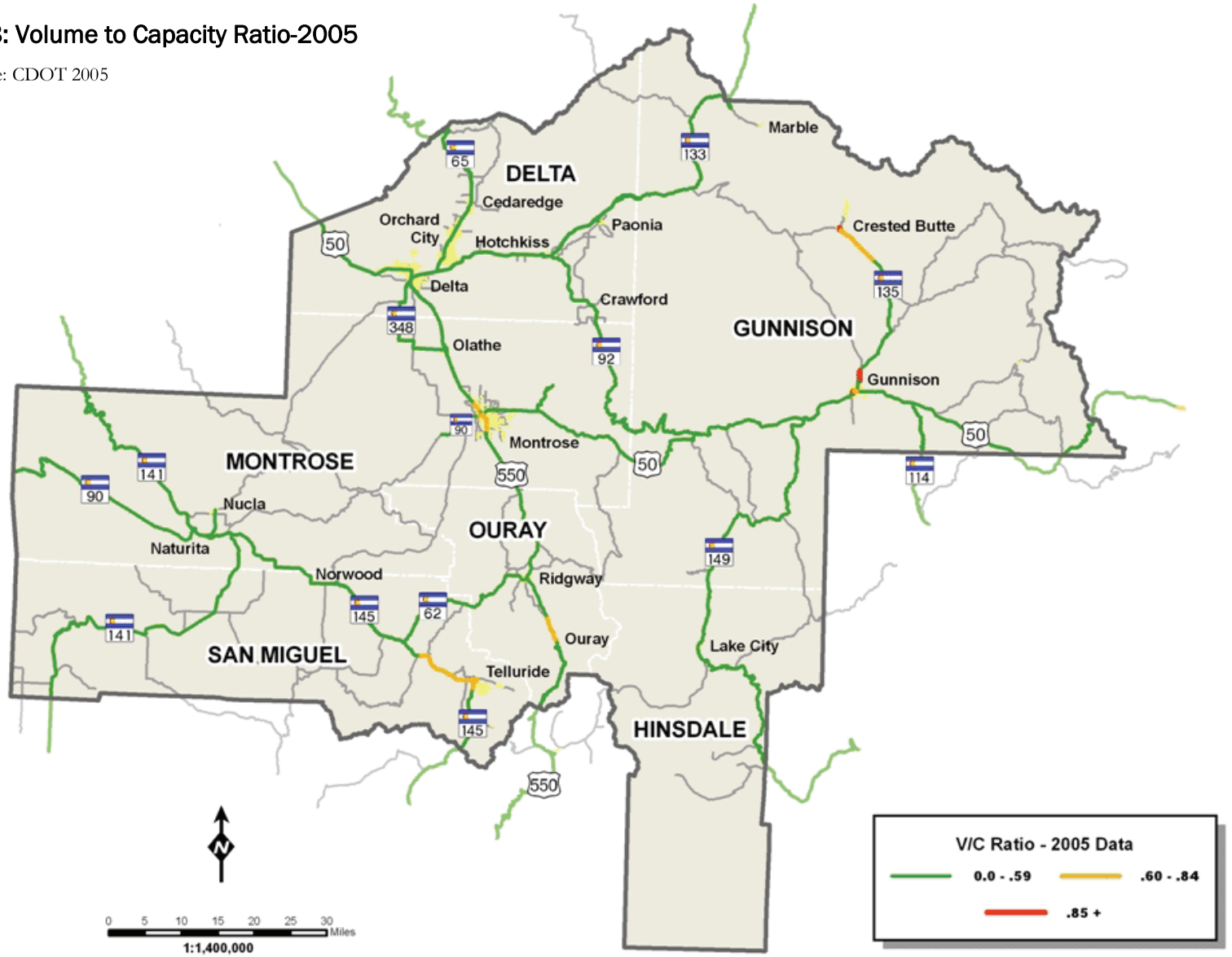
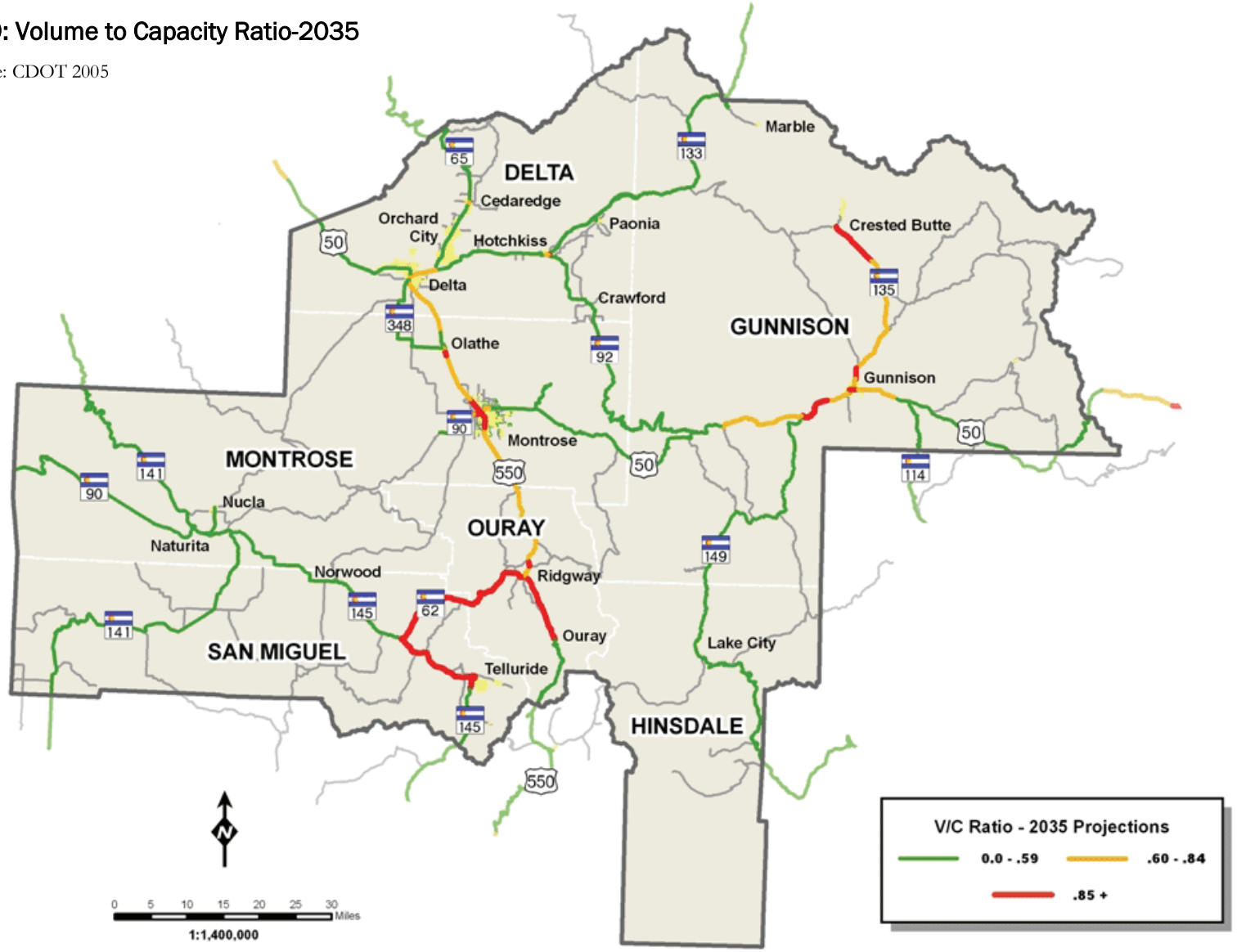


Figure 9: Volume to Capacity Ratio-2035

Source: CDOT 2005



Highway Surface Condition (2005)

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. A good surface condition corresponds to a remaining surface life of 11 years or more. A fair surface condition corresponds to a remaining surface life of 6 to 10 years, while a poor evaluation represents a remaining surface life of less than 6 years. 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.

Recently, 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. Overall, the number of Good and Fair roadway miles is 431 or 63%, just slightly higher than the minimum goal of 60%.

Table 7 and Figure 10 reflect the miles of state highways in the GVTPR that are in Good, Fair, and Poor condition based on remaining surface life.

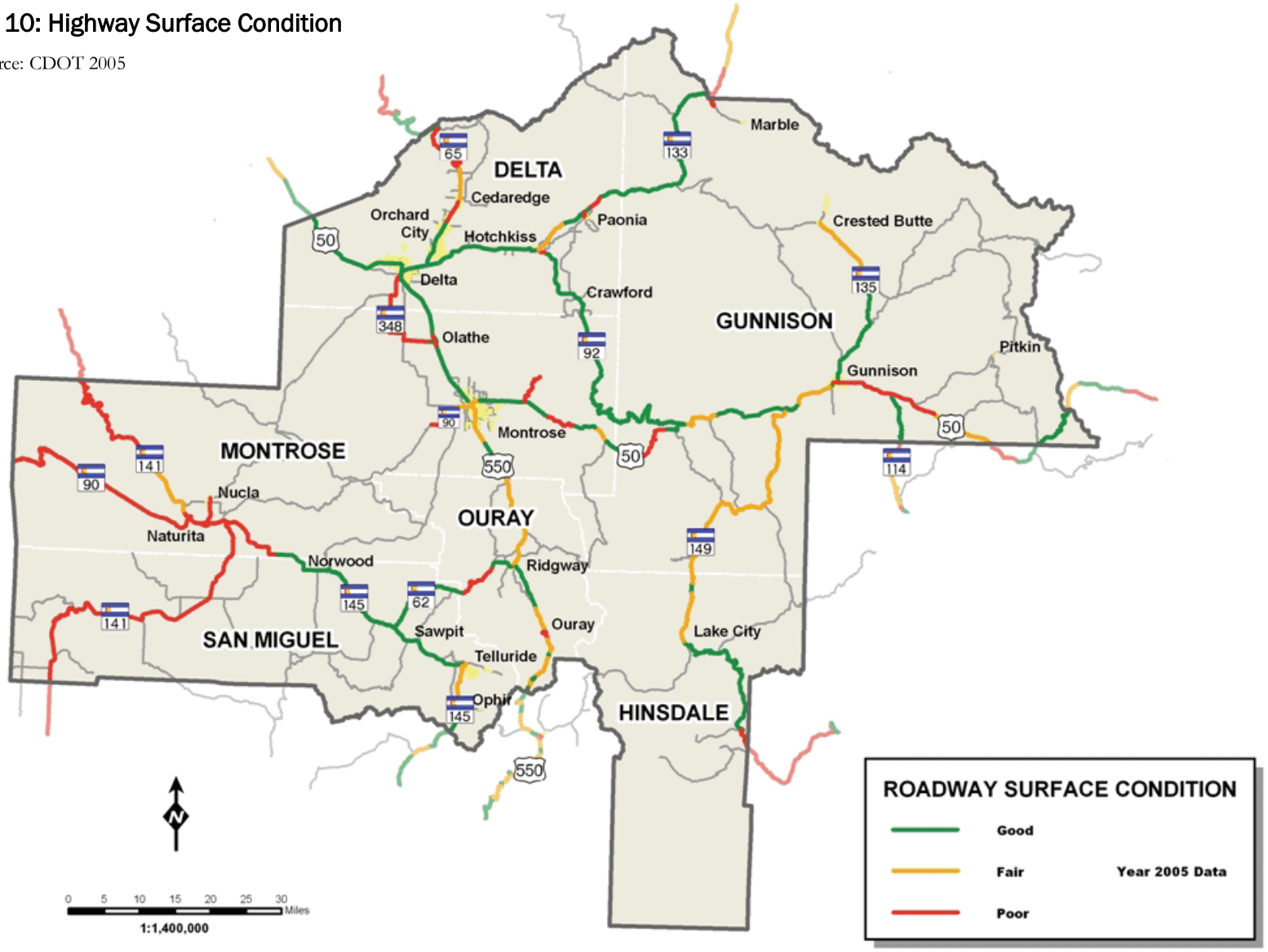
Table 7: State Highway Surface Condition

		Miles per Condition			Percentage per Condition		
County	Miles	Good	Fair	Poor	Good	Fair	Poor
Delta	114	52	12	49	46%	11%	43%
Gunnison	191	110	60	20	57%	32%	11%
Hinsdale	39	28	10	0	74%	26%	0
Montrose	194	75	5	114	39%	2%	59%
Ouray	48	37	5	5	78%	11%	11%
San Miguel	100	30	7	62	30%	7.8%	62%
Region Total	**686**	**332**	**99**	**250**	**48%**	**15%**	**37%**

Source: CDOT 2005

Figure 10: Highway Surface Condition

Source: CDOT 2005



Bridge Condition

Each bridge on the state highway system is given a Bridge Sufficiency Rating (BSR) by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. The bridges are ranked from 0-100. Bridges with a sufficiency rating of less than 80 and are either Structurally Deficient (SD) or Functionally Obsolete (FO) are eligible for replacement funding. More specifically, bridges with ratings between 51-80 are eligible for rehabilitation and those rated 50 and below are eligible for replacement 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.

Figure 11 depicts the location of eligible bridges located within the GVTPR. Table 8 describes the location, sufficiency rating, and intersecting feature of the bridge.

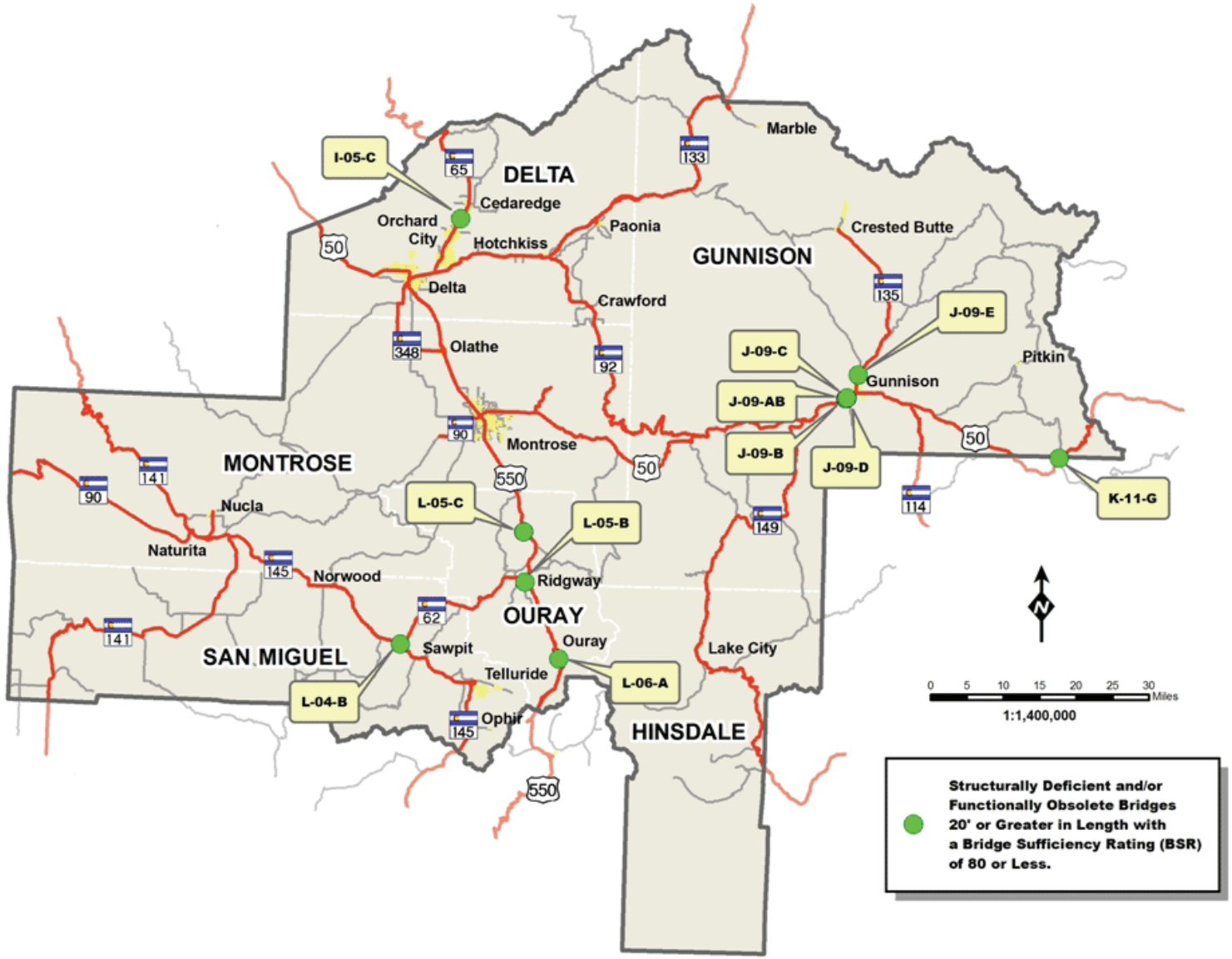
Table 8: Bridge Condition

Bridge ID	Route	Intersecting Feature	Mile Post	Sufficiency Rating	Deficiency Type
J-09-AB	50A	Gunnison River	156	67	FO
J-09-B	50A	Gunnison River	155	70	FO
J-09-C *	50A	Gunnison River	155	48	FO
J-09-D *	50A	Gunnison River	156	41	SD
I-05-C	65A	Surface Creek	8	65	FO
K-11-G	50A	Agate Creek	190	65	SD
L-05-B	62A	Uncompahgre River	23	49	FO
J-09-E	135A	Gunnison River	3	64	FO
L-04-B	145A	Leopard Creek	84	49	FO
L-05-C	550B	Cow Creek	112	67	SD
L-06-A	550B	Bear Creek	91	45	FO

*Note- Bridges, J-09-C and J-09-D are located on Old US 50, a parallel frontage road.

Figure 11: Bridge Condition

Source: CDOT 2005



Fatal Crash Rate by Corridor

Current funding levels used in the 2030 Plan resulted in an estimated performance level of an average fatal crash rate of 1.47 per 100 million vehicle-miles of travel (VMT). Comparing a corridor's rate against the average crash rate could be an indicator of the relative safety of the corridor, and this measure compensates for high volume highways. Therefore – from a planning perspective – a relatively high crash rate will help identify areas that should be given further analysis. However, many factors play into actual decisions on where to make safety improvements, such as cost-benefit analysis, type of crash, and crashes caused by driver behavior, etc. Vehicle crashes may have any combination of three causes: driver error (driving too fast for conditions), vehicle failure (loss of brakes), or highway design (poor sight distance). With this in mind, not all crashes can be prevented by highway improvements. Table 9 shows the 2005 VMT data, the number of crashes in each corridor for the 1999-2003 time period, and the calculated five-year average fatal crash ratio.

Table 9: Fatal Crash Rate by Corridor

Corridor Name	Beginning Mile Post	End Mile Post	Daily VMT (2005)	Total Fatal Crashes	Fatal Crash Rate (per 100 MMVMT)
SH 141	7.3	95.8	45,557	9	10.82
SH 92 B	20.7	73.3	33,389	4	6.56
SH 90 A	0	33.9	10,862	1	5.04
SH 348	0	17.0	19,907	1	2.75
US 50 B	92.8	181.6	345,356	17	2.70
SH 149	42.1	117.5	43,008	2	2.55
SH 90 B	82.0	89.9	21,775	1	2.52
SH 133	0	46.5	94,861	4	2.31
SH 92 A	0	20.7	145,059	5	1.89
SH 62	0	23.4	91,862	3	1.79
US 50 A	52.9	92.8	474,751	14	1.62
US 550	80.2	129.3	305,204	8	1.44
SH 65	0	29.9	96,937	2	1.13
SH 145	59.5	116.9	164,412	1	0.33
SH 114	0	8.0	3,514	0	0.00
SH 135	0	27.5	129,659	1	0.00
SH 187	0	0.7	1,447	0	0.00
SH 347	0	5.0	4,228	0	0.00
SH 97	0	4.6	6,885	0	0.00

Source: CDOT 2005

Paved Highway Shoulders

Paved shoulders play an important part in improving safety conditions. 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. Figure 11 depicts state highways that lack a minimum 4-foot paved shoulder perceived to provide the minimum margin of safety.

It is the policy of the 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.

Commercial Truck AADT (2005 – 2035)

Figure 13: Truck Volume 2005 and Figure 14: Truck Volume 2035 provides a comparison of growth in Commercial Truck Average Annual Daily Traffic (AADT) from 2005 to 2035. The truck volumes have been normalized by the number of lanes to compensate for greater capacity on four or six lane facilities.

Hazardous Material 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 GVTPR are US 50, and SH 141. Transporters of all hazardous materials listed 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. Permits, information, and complete regulations are available for the Colorado State Patrol at http://csp.state.co.us/HazMat.htm. Figure 15 depicts hazardous routes and locations of Resource Conservation and Recovery Act (RCRA) sites within the GVTPR. RCRA sites are sites with potential hazardous contamination.

Figure 12: Paved Highway Shoulders

Source: CDOT 2005

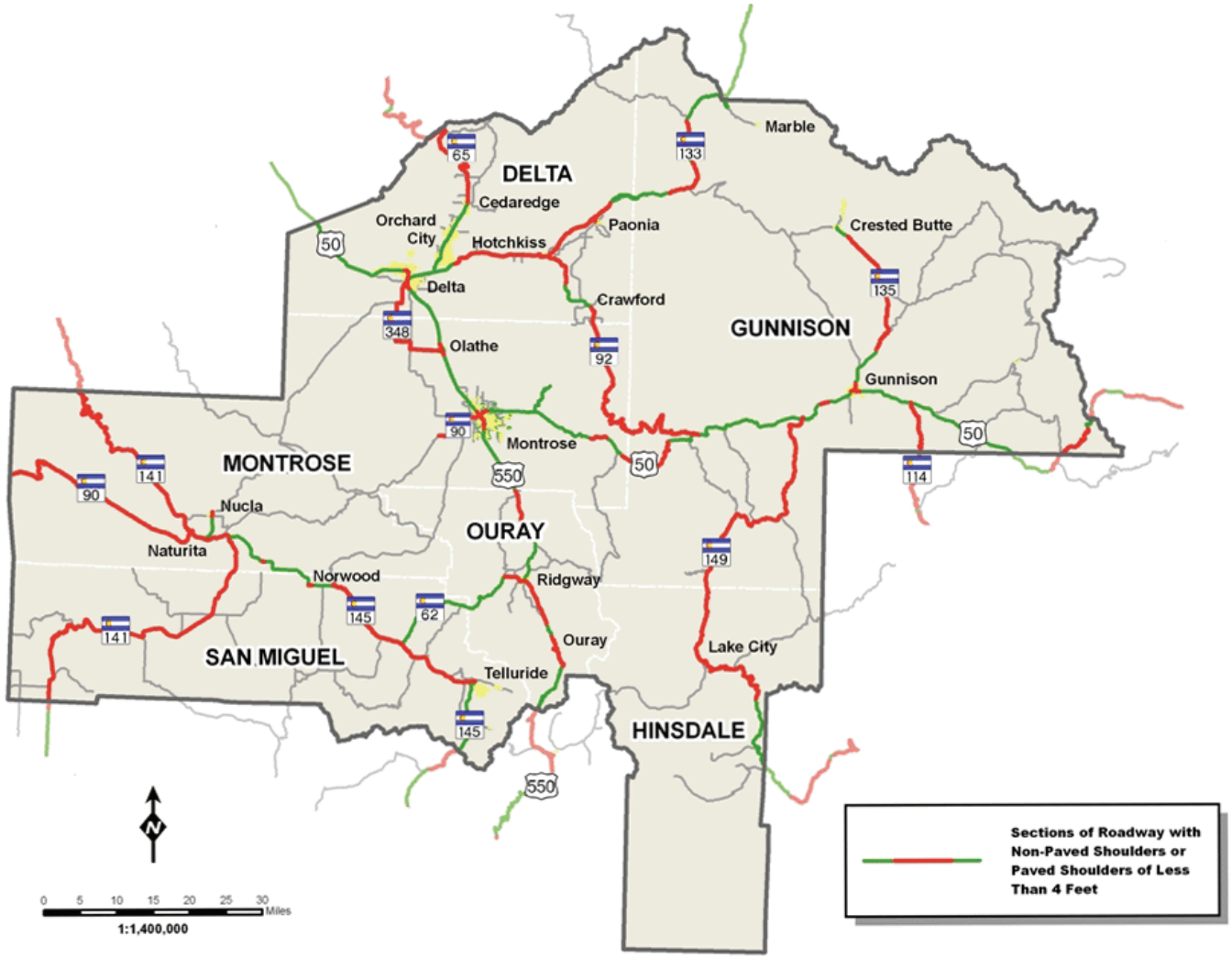


Figure 13: Truck Volume 2005

Source: CDOT 2005

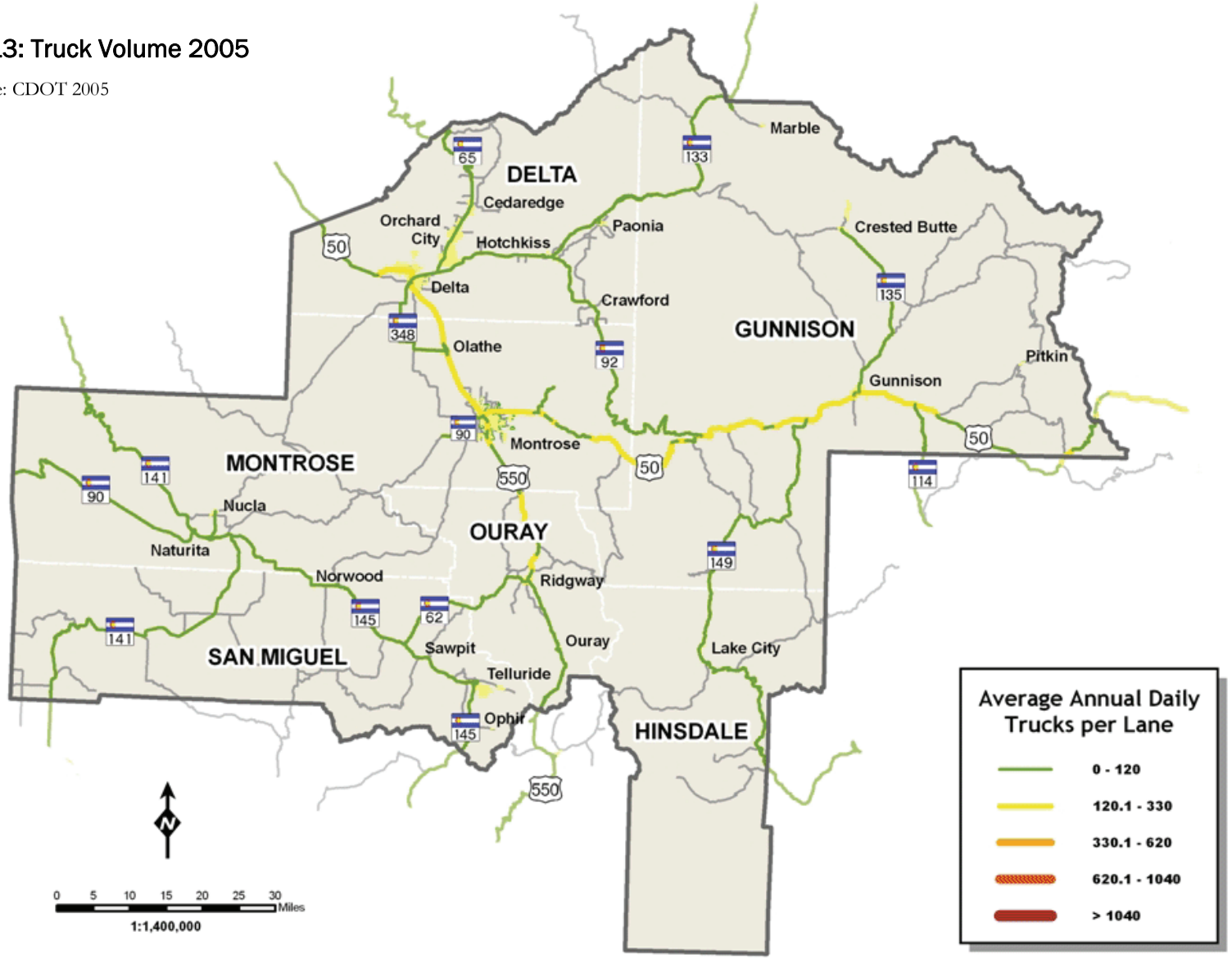


Figure 14: Truck Volume 2035

Source: CDOT 2005

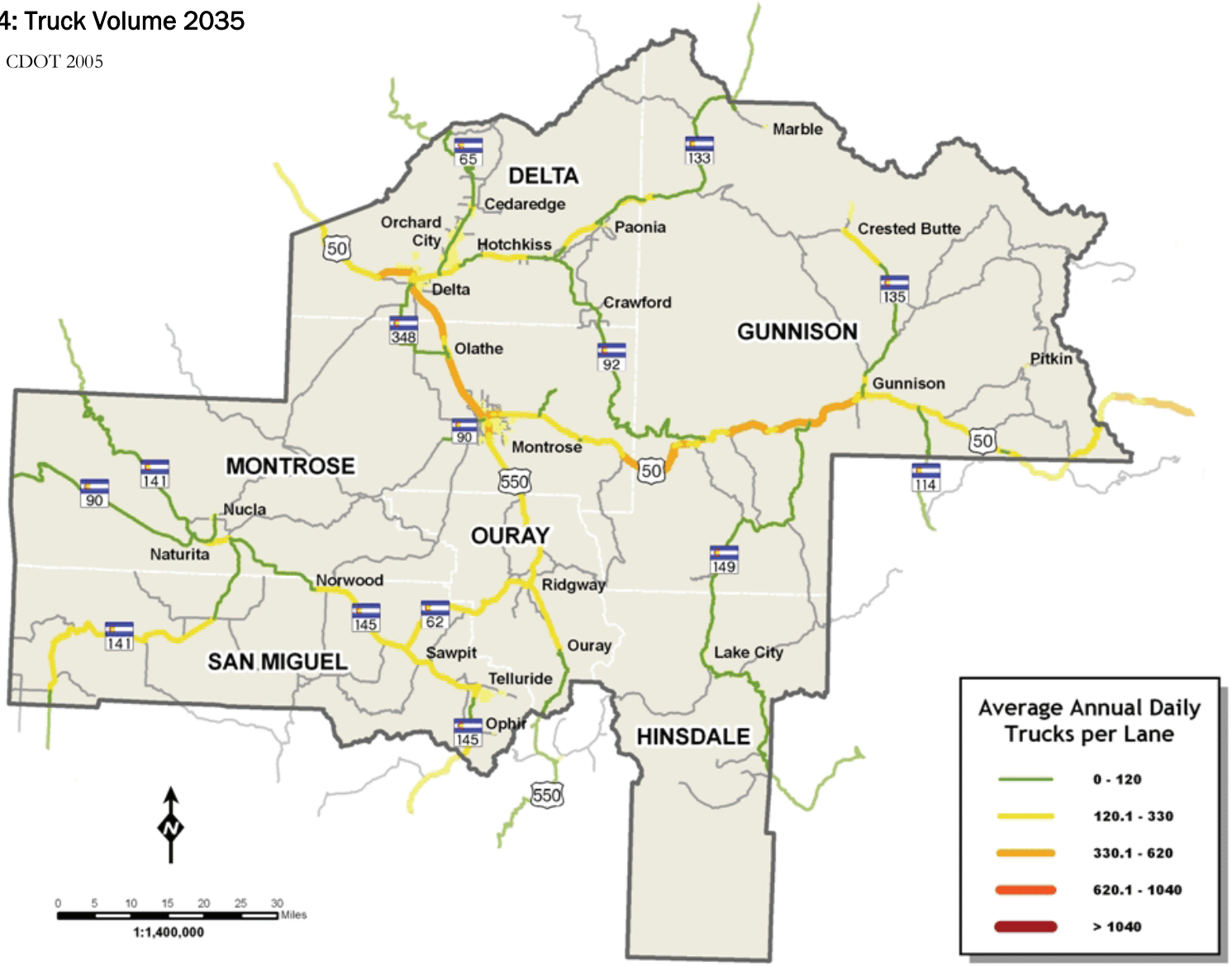
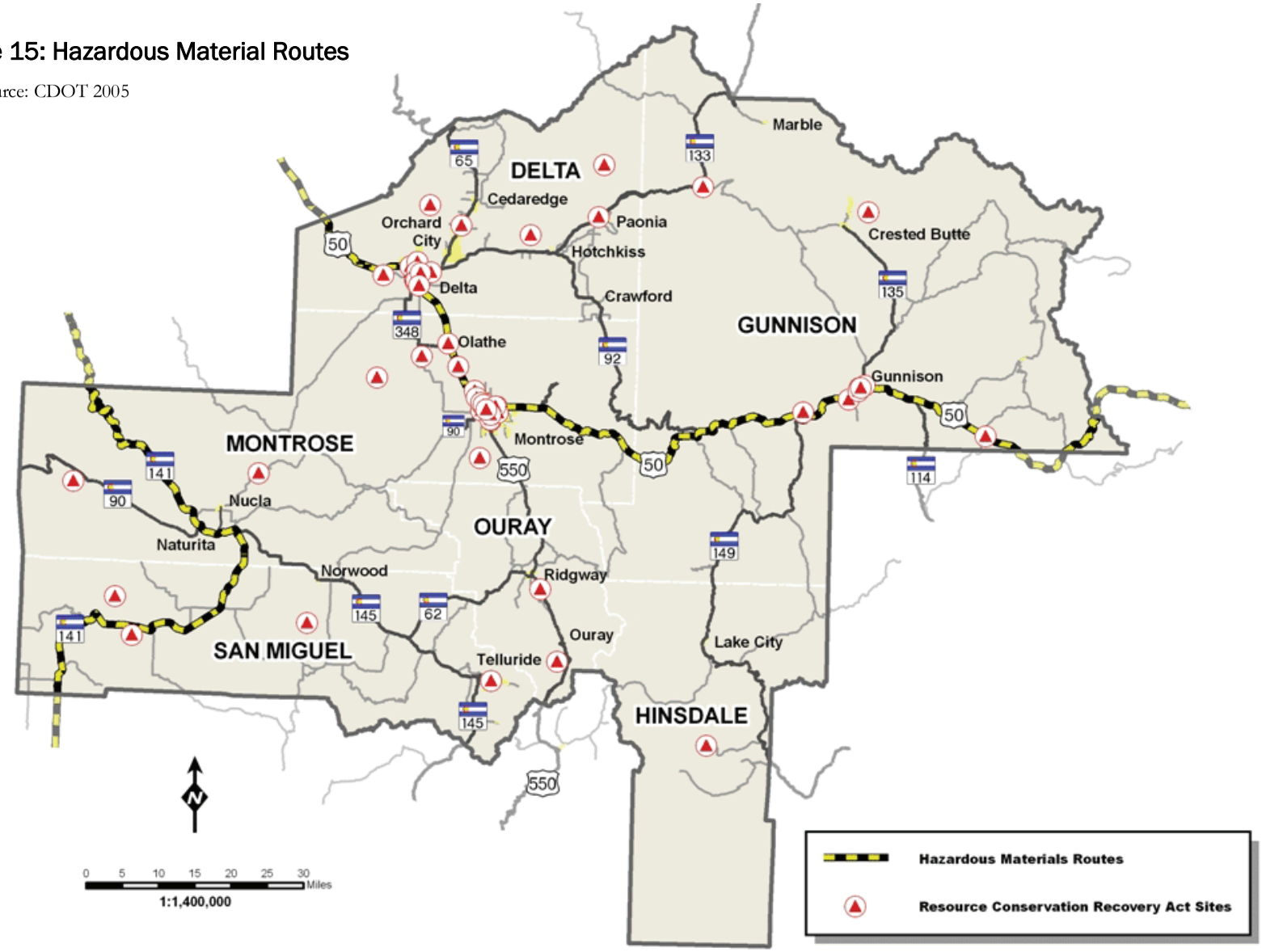


Figure 15: Hazardous Material Routes

Source: CDOT 2005



Airport Operations

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.

Table 7 describes the regions airports' and facilities. Figure 16 locates the five general aviation airports in the GVTPR, along with the three commercial service airports.

Rail Transportation

Freight Rail Service

The Union Pacific Railroad owns and operates tracks located along US 50, US 550, SH 92 and SH 133 in the northwestern corner of the GVTPR. The Grand Junction to Montrose Branch runs about 9 trains per day serving general freight needs. The Delta to Oliver Branch serves coalmines at Hotchkiss, Paonia, and Somerset with an average of 5 trains per day.

Figure 17 depicts the railroads operating within the GVTPR.

Passenger Rail Transportation

No Passenger Rail Service exists in the region.

Rail Abandonment

No known rail abandonments are in process.

Table 10: Airport Characteristics

Airport Name	Crawford Airport		Blake Field	Westwinds Airpark		Gunnison/ Crested Butte Airport	Montrose Regional Airport	Hopkins Field		North Fork Valley Airport	Telluride Regional Airport
Municipality	**Crawford**		**Delta**	**Delta**		**Gunnison**	**Montrose**	**Nucla**		**Paonia**	**Telluride**
County	**Delta**		**Delta**	**Delta**		**Gunnison**	**Montrose**	**Montrose**		**Delta**	**San Miguel**
FAA Classification	--		General Aviation	--		Primary Service	Primary Service	General Aviation		--	Primary Service
Functional Level	Minor		Intermediate	Minor		Major	Major	Intermediate		Minor	Major
Annual Enplanements	--		--	--		45,400	79,600	--		--	19,600
Based Aircraft	15		33	5		27	75	16		12	41
Annual Operations *	5,060		7,040	1,700		13,360	18,210	1,670		4,000	12,540
# of Runways	2		1	2		2		2		1	1
Runway ID	7L/25R	E/W	3/21	4/22	13/31	6/24	17/35	5/23	11/29	5/23	9/27
Length in Feet	4,900	2,500	5,600	4,000	2,000	9,402	3,000	4,600	4,000	4,500	6,870
Width in Feet	20	125	75	40	70	150	150	75	80	60	100
Surface Type	Asphalt	Turf	Asphalt	Asphalt	Dirt	Asphalt	Gravel/Turf	Asphalt	Turf/Dirt	Asphalt	Asphalt
Lights	LIRL	N/A	MIRL	N/A	N/A	HIRL	N/A	MIRL	N/A	LIRL	MIRL
Visual Aids	VASI	N/A	PAPI	N/A	N/A	REIL, PAPI	N/A	N/A	N/A	N/A	REIL, PAPI

Source: Colorado Aviation System Plan 2005
MIRL=Medium Intensity Runway Lights
HIRL=High Intensity Runway Lights
LIRL= Low Intensity Runway Lights
VASI= Visual Approach Slope Indicator
PAPI= Precision Approach Path Indicator
REIL=Runway End Identification Lights

Figure 16: Airports

Source: CDOT 2005

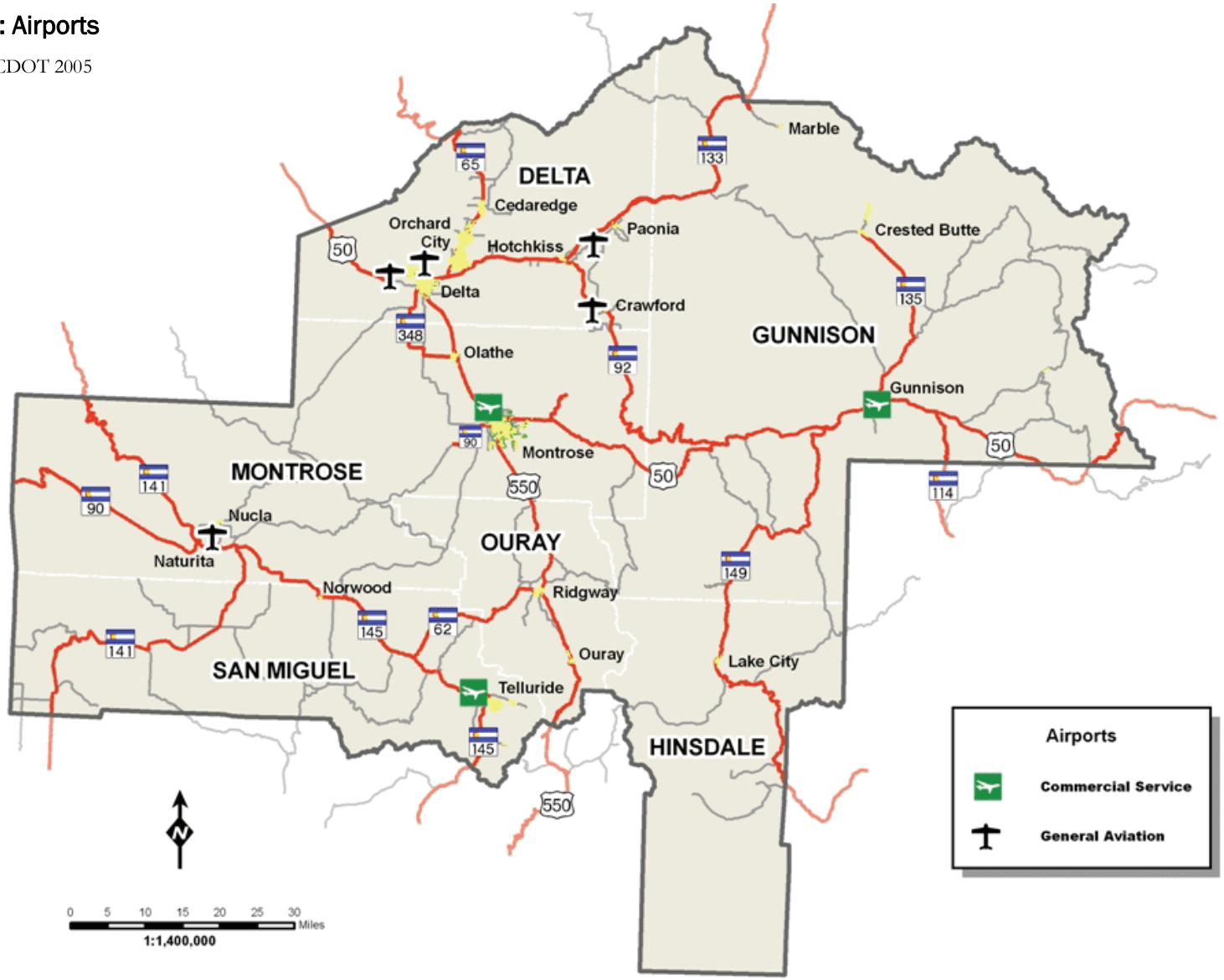
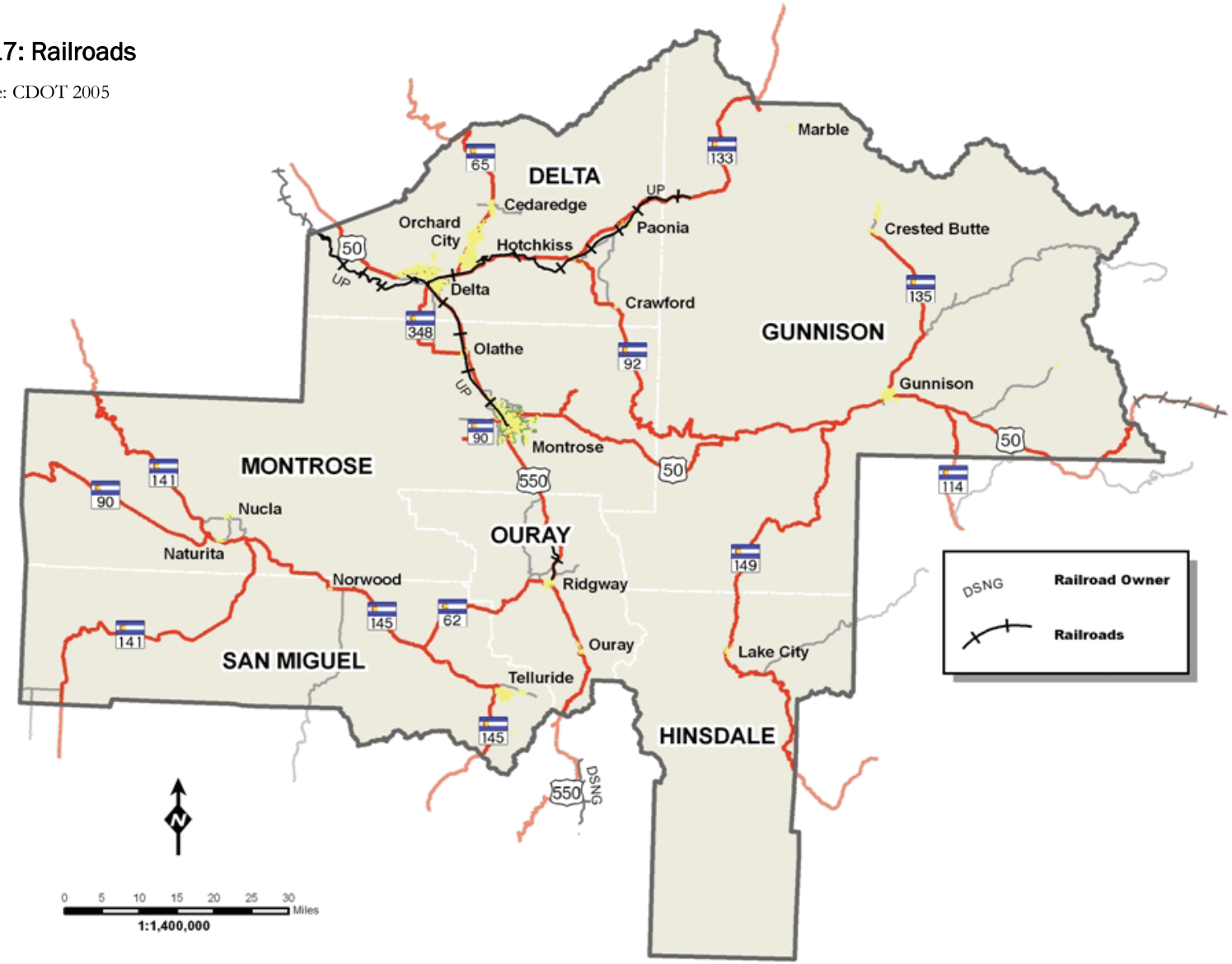


Figure 17: Railroads

Source: CDOT 2005



TRANSIT SYSTEM

This section reviews the existing transit systems, facilities, and services; analyzes the transit service gaps; and estimates the overall transit demand within the GVTPR. This information will be used in the development of transit strategies to meet the demand and service gaps for the transit-dependent and general public populations.

Transit Providers Overview

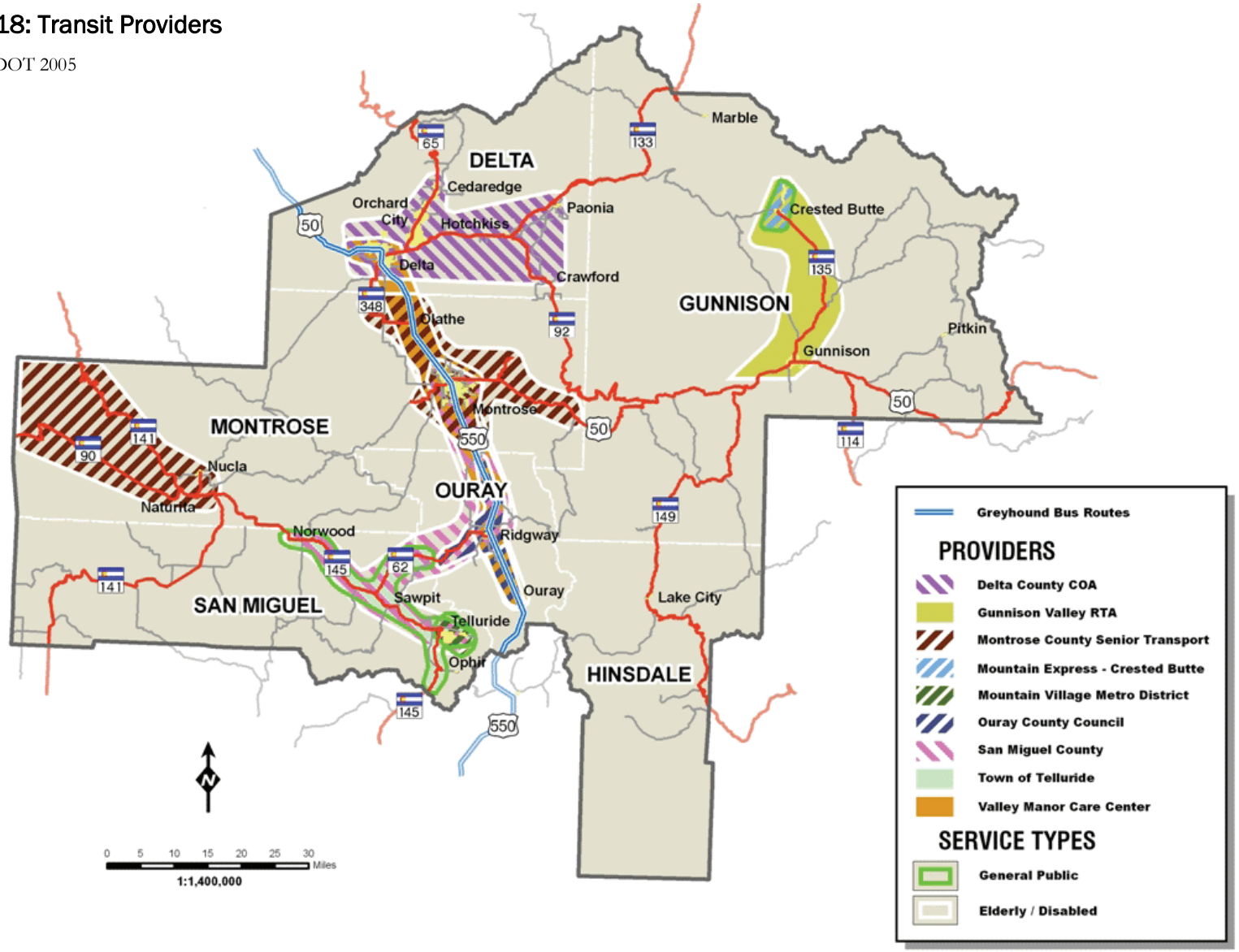
With increasing pressures for growth experienced throughout the region, increases in travel demand have led to congested traffic conditions in areas such as Montrose, Telluride and even Gunnison and Crested Butte. Public transportation systems represent an important element in reducing the number of private vehicles on the roadway system, thereby helping to reduce the impacts of continued growth. The GVTPR is currently served by nine primary transit "providers." These agencies represent both transit agencies and agencies that provide some type of transportation service to meet client needs. The following section provides information on each of the agencies that returned updated information. Information regarding operating and capital costs, revenues, and ridership was provided by most of the primary agencies. Figure 18 illustrates the areas served by these agencies.

Transit Provider Profiles

The Transit Provider Profile section that follows Figure 18 provides profiles of each major transit service provider within the GVTPR. The profile includes service and operating characteristics, agency information, funding types, ridership trends, and performance measures.

Figure 18: Transit Providers

Source: CDOT 2005



Delta County Council on Aging

Delta County Council on Aging is a private nonprofit agency which provides transportation services to and from the congregate meals sites for the senior citizens of Delta County. Services are concentrated within the towns of Delta, Cedaredge, Orchard City, Hotchkiss, Paonia, and Crawford.

Older adult residents also receive limited transportation services for shopping trips, sightseeing trips, and medical appointments within the county. All service is provided on a donation basis.

The Delta route is Monday through Friday service to/from congregate meal site. Also, limited service is provided to local grocery stores and shops.

Surface Creek has transportation available Monday through Thursday to the congregate meal site. Transportation is provided for shopping trips on a limited basis to both local stores and to Grand Junction.

Paonia has transportation available Monday, Wednesday, and Friday to the congregate meal site. Also, limited services to Delta and Grand Junction are scheduled.

Agency Information

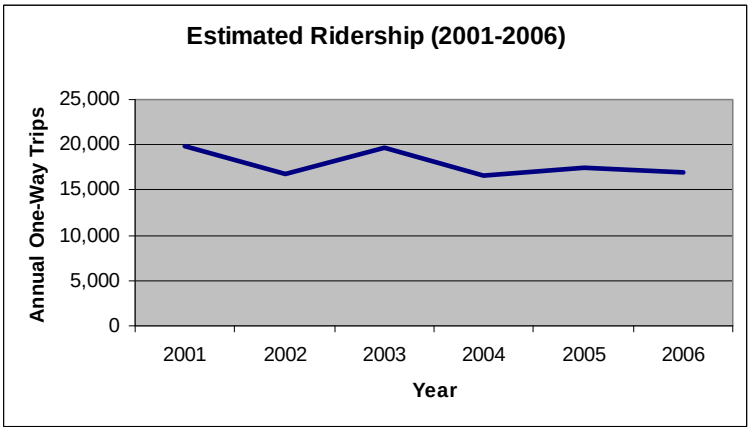
Type of Agency:	Private nonprofit
Type of Service:	Demand-response (door-to-door)
Funding Type:	FTA 5310, Title IIIB funds, in-kind donations, local and county general funds.
Eligibility:	Agency provides transportation services to seniors (60 years and older), low-income and persons with disabilities within Delta County.

Operating Characteristics

Size of Fleet:	Six body-on-chassis
Annual Operating Budget:	$65,898
Annual Passenger-Trips:	17,000
Operating Days and Hours:	Varies at each of the four senior centers.

Performance Measures

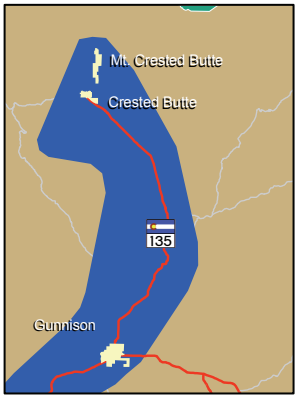
Cost per Service Hour:	$18.4
Cost per Passenger-Trip:	$3.79
Passenger-Trips per Service Hour:	4.9
Ridership Trend: *See graph to the right.*	



Contact for Schedules and Information

John Loring
160 N.E. Knotty Pine Court
Cedaredge, CO 81413
Phone: 970-856-6924
E-mail: dccoatrans@earthlink.net

Gunnison Valley Rural Transportation Authority



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. This agency contracts with Alpine Express - the local private provider to provide three round-trips daily that connect to the Mt. Express bus system in two locations at the north end of the valley.

Agency Information

Type of Agency:	Government Agency
Type of Service:	Fixed-route
Funding Type:	Sales tax and other local funding.
Eligibility:	Agency provides transportation services to general public.

Operating Characteristics

Size of Fleet:	not available
Annual Operating Budget:	$76,000
Annual Passenger-Trips:	not available
Operating Days and Hours:	Seven days a week, from 6:30 a.m. to 6:30 p.m. (winter only)

Performance Measures

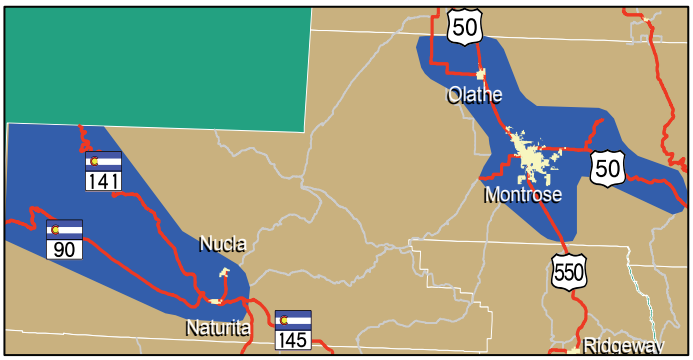
Cost per Service Hour:	not available
Cost per Passenger-Trip:	not available
Passenger-Trips per Service Hour:	not available
Ridership Trend:	not available

Contact for Schedules and Information

Scott Truex
Phone: 970-275-0111
E-mail: struex@wic.net

Note: Most of the information was not available or not applicable as this agency contracts transportation services (both vehicles and drivers) from a private provider.

Montrose County Senior Citizens Transportation



Formerly known as Montrose County Senior Transportation, Montrose County Senior Citizens Transportation provides demand-responsive, door-to-door transportation for seniors and people with disabilities of any age to meal sites, medical appointments, and limited shopping throughout Montrose County. Developmentally disabled persons are also served by the agency under contract to a local agency.

Vans operate out of Montrose, Olathe, and Nucla/Naturita. Operating boundaries for the eastern portion of Montrose County are in the communities of Montrose and Olathe. Nucla/Naturita vans serve the western portions of the county (West End Services).

West End services are provided Mondays through Fridays. ***Olathe*** services are available Monday through Friday from 9:00 a.m. to 2:30 p.m. Backup service for Olathe is provided using vehicles stationed in Montrose. Service in Montrose is also available from the agency. The ***Montrose*** services are coordinated with other programs such as Community Options and the local taxi service. Services are available Monday through Friday from 6:30 a.m. to 3:00 p.m. The agency also provides job access service under a Job Access and Reverse Commute grant with service available from 6:00 a.m. to 6:00p.m.

Agency Information

Type of Agency:	Private Nonprofit
Type of Service:	Demand-Response
Funding Type:	Title IIIB funds, local and county funds, fares, grants and Medicaid.
Eligibility:	Agency provides transportation services to seniors (60 years and older) and persons with disabilities.

Operating Characteristics

Size of Fleet:	12 Vehicles
Annual Operating Budget:	$173,700
Annual Passenger-Trips:	25,000
Operating Days and Hours:	Monday-Friday from 7:00 a.m. to 4:00 p.m.

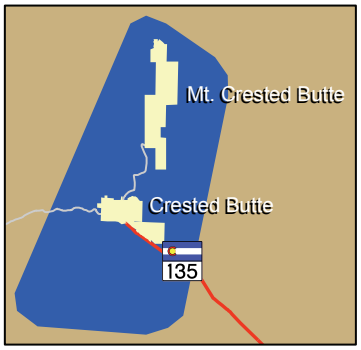
Performance Measures

Cost per Service Hour:	$ 39.12
Cost per Passenger-Trip:	$6.94
Passenger-Trips per Service Hour:	5.63
Ridership Trend:	not available

Contact for Schedules and Information

P.O. Box 790, Montrose, CO 81402
Phone: 970- 249-0128
E-mail: eveitch@montrosetransit.org

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 June and July, which have 20-minute headways.

Agency Information

Type of Agency:	Government Agency
Type of Service:	Fixed-route and demand-response
Funding Type:	FTA 5309 and 5311 funds, advertising, local general funds, and private funding.
Eligibility:	Agency provides transportation services to the general public.

Operating Characteristics

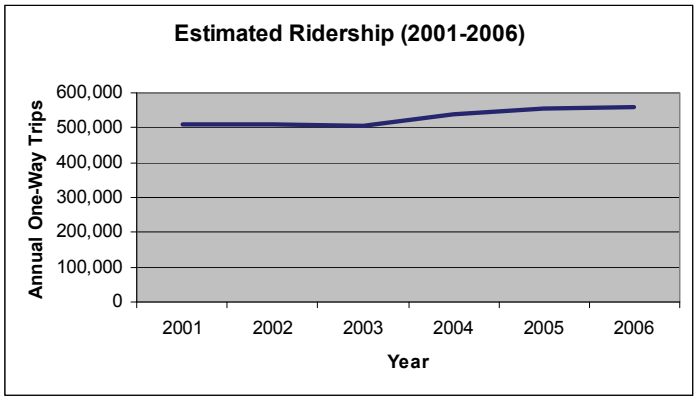
Size of Fleet:	17 buses and 1 body-on-chassis
Annual Operating Budget:	$799,926
Annual Passenger-Trips:	554,729
Operating Days and Hours:	Seven days a week, from 7:15 a.m. to midnight

Performance Measures

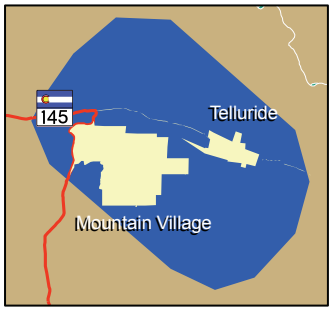
Cost per Service Hour:	$52.02
Cost per Passenger-Trip:	$1.44
Passenger-Trips per Service Hour:	36.07
Ridership Trend: *See graph to the right.*	

Contact for Schedules and Information

Chris Larsen
P.O. Box 39, Crested Butte, CO 81224
Phone: 970-349-5616
E-mail: clarsen@crestedbutte-co.gov



Mountain Village Metropolitan District



The Town of Mountain Village provides fixed-route and dial-a-ride demand-response service (ground transportation) as well as fixed-guideway (gondola transportation) service serving the towns of Telluride and Mountain Village. The Town of Mountain Village offers the following services, all of which are free, except the commuter service:

- ***Mountain Village Gondola***–. This gondola service connects the Town of Mountain Village and the Town of Telluride by way of a fixed-guideway system running over the top of Coonskin Ridge.
- ***Mountain Village Chondola***– This is a combination of adetachable chairlift and gondola, operating between the golf course and Meadows residential and commercial area and the base of Gondola in the Mountain Village core.
- ***Mountain Village Shuttle Bus*** – MVMD also operates three fixed route services, 17 hours per day depending on whether the chondola, the gondola, or a section of the gondola, is not operating for preventative, planned, or emergency maintenance. These fixed-route services are available to operate 365 days per year, as needed. The fixed-route shuttle bus system utilizes smaller body-on-chassis vehicles.
- ***Mountain Village Dial-A-Ride***– This demand-response service is provided utilizing vehicles equipped with ski racks in the winter and bicycle racks in the summer. The service is provided within the boundaries of the Mountain Village and operates where other forms of public transportation do not exist.
- ***Mountain Village Commuter Service*** - The 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.

Agency Information

Type of Agency:	Government Agency
Type of Service:	Fixed-route and demand-response (ground transportation) and fixed guideways (gondola transportation) service.
Funding Type:	FTA 5309, contributions, and local general funds.
Eligibility:	Agency provides transportation services to the general public.

Operating Characteristics

Size of Fleet:	9 buses and 59 gondola cabins
Annual Operating Budget:	$3,200,000
Annual Passenger-Trips:	104,000 (ground transportation) 2,100,000 (gondola transportation)
Operating Days and Hours:	Seven days a week, from 7:00 a.m. to midnight

Performance Measures

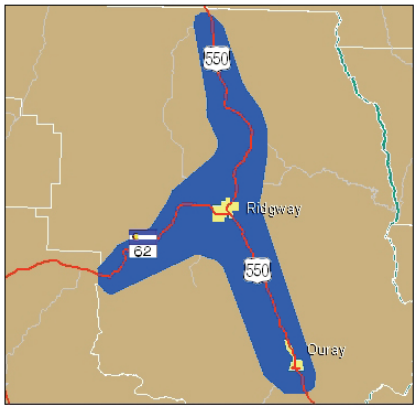
Cost per Service Hour:	not available
Cost per Passenger-Trip:	$1.45
Passenger-Trips per Service Hour:	not available
Ridership Trend: *See graph to the right.*	

Contact for Schedules and Information

Chris Colter
411 Mountain Village Blvd, Mountain Village, CO 81435
Phone: 970- 369-8245
E-mail: ccolter@telluridecolorado.net

Ouray County Council on Aging

The Ouray County Council on Aging is a public agency serving Ouray County especially in Ouray and Ridgway and expanding their services to all areas within the county. The agency provides rides to Montrose for medical appointments and shopping at least once a week. Transportation to several senior meals is also offered weekly. The agency has recently started transportation for individuals through volunteers' personal vehicles.



The agency operates one vehicle, which is a 2001 Chevy Astro minivan seating eight passengers. The vehicle is not wheelchair-accessible. Six volunteer drivers are employed. The agency does not have a storage or maintenance facility.

Agency Information

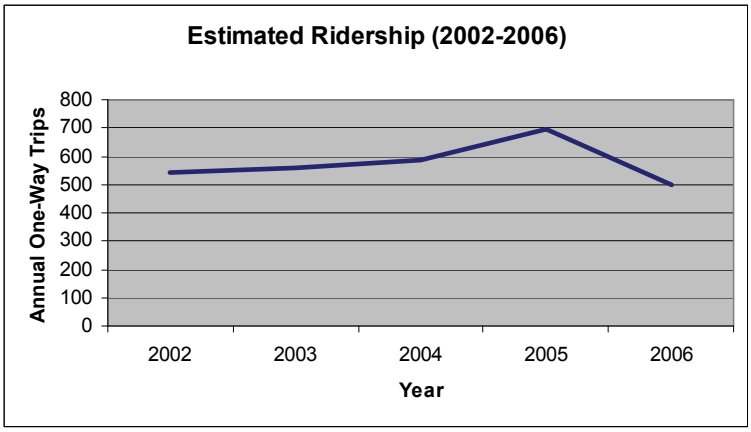
Type of Agency:	Government Agency
Type of Service:	Fixed-route and demand-response
Funding Type:	Title IIIB funds, in kind donations, Ouray County general funds and other grants.
Eligibility:	Agency provides transportation services to the general public.

Operating Characteristics

Size of Fleet:	One van
Annual Operating Budget:	$2,175
Annual Passenger-Trips:	697
Operating Days and Hours:	Two days a week, hours of operation vary

Performance Measures

Cost per Service Hour:	$3.86
Cost per Passenger-Trip:	$3.12
Passenger-Trips per Service Hour:	1.23
Ridership Trend: *See graph to the right.*	

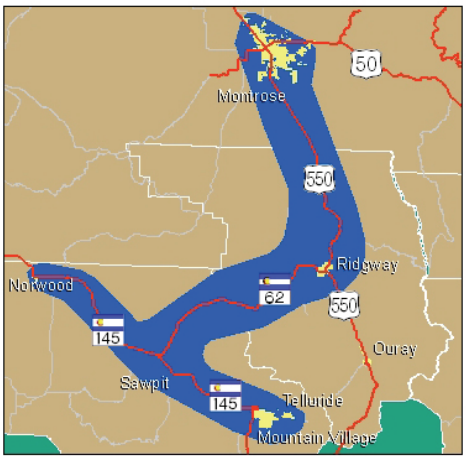


Contact for Schedules and Information

Walter Rule
P.O. Box 463, Ouray, CO 81427
Phone: 970- 325-4306
E-mail: not available

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 who choose to not use the transportation service. This agency contracts with the Town of Telluride for both their senior transportation services and vanpool services. They provide transportation services from Telluride to Norwood, vanpool services from Telluride to Ridgway, and senior transportation services from Telluride and Norwood to Montrose and the Grand Junction area.



Agency Information

Type of Agency:	Private Nonprofit
Type of Service:	Demand-Response
Funding Type:	not available
Eligibility:	Agency provides transportation services for the general public.

Operating Characteristics

Size of Fleet:	Two vans (provided by the Town of Telluride)
Annual Operating Budget:	$230,000
Annual Passenger-Trips:	not available
Operating Days and Hours:	Seven days a week, from 7:00 a.m. to 6:30 p.m.

Performance Measures

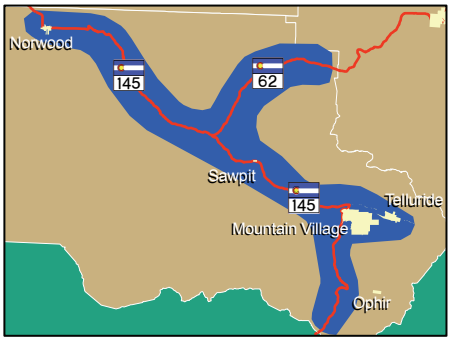
Cost per Service Hour:	not available
Cost per Passenger-Trip:	not available
Passenger-Trips per Service Hour:	not available
Ridership Trend:	not available

Contact for Schedules and Information

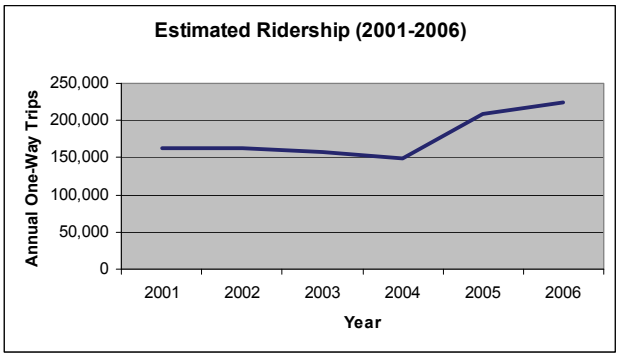
Lynn Black
P.O. Box 1170, Telluride, CO 81435
Phone: 970-728-3844
E-mail: lynnb@sanmiguelcounty.org

Town of Telluride

The Town of Telluride provides fixed-route and route deviation transportation services within the Town of Telluride and eastern San Miguel County. The Galloping Goose, Telluride's regional bus transit service, offers the following services:



- **Town Loop** is a fixed-route service operated year-round within the Town of Telluride.
- **East Telluride Route** is a route-deviation service operated in summer and winter, at the request of passengers.
- **Lawson Hill Shuttle** is a predominantly commuter service between Lawson Hill and Telluride operated in summer and winter.
- **Down Valley Shuttle** is a commuter service between Placerville and Telluride with intermediate stops at the Blue Jay, Sawpit, and Lawson Hill, and is operated year-round.
- **Norwood Shuttle** is a commuter service between Norwood and Telluride with intermediate stops in Placerville and Lawson Hill, and is operated year-round.
- **Mountain Village** is a commuter and visitor bus service between Telluride and Mountain Village when the gondola is closed during the off-season and when it is closed for inclement weather or other reasons.



Paratransit service is also provided by the Galloping Goose within three-quarters of a mile of all fixed-routes for the transit system. The agency has very few requests for this service. The agency contracts with the San Miguel Senior Transportation for its routes from Telluride to Norwood.

Agency Information

Type of Agency:	Government Agency
Type of Service:	Fixed-route, paratransit, and route-deviation
Funding Type:	FTA 5309, county general funds and fares.
Eligibility:	Agency provides transportation services to the general public.

Operating Characteristics

Size of Fleet:	3 buses, 2 vans, 5 body-on-chassis, and 1 sedan
Annual Operating Budget:	$671,079
Annual Passenger-Trips:	208,880
Operating Days and Hours:	Seven days a week, from 7:00 a.m. to 9:00 p.m. or midnight (Hours of operation vary seasonally)

Performance Measures

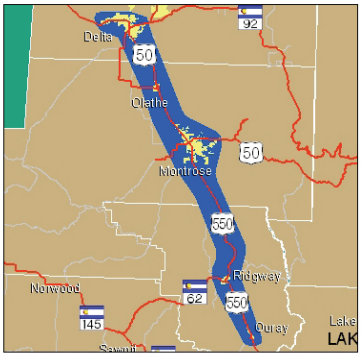
Cost per Service Hour:	$ 424.73
Cost per Passenger-Trip:	$3.21

Passenger-Trips per Service Hour: 132.20
Ridership Trend: *See graph above to the right.*

Contact for Schedules and Information

Kristen Pfaff
Phone: 970-728-2179
E-mail: Kristen@telluride-co.gov

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 2002 Ford that is wheelchair-accessible and accommodates 6 passengers. Valley Manor Care Center has one full-time driver who is employed year-round. All riders are over the age of 60.

Agency Information

Type of Agency:	Private Nonprofit
Type of Service:	Demand-Response
Funding Type:	not available
Eligibility:	Agency provides transportation services to seniors (60 years and older).

Operating Characteristics

Size of Fleet:	1 van
Annual Operating Budget:	not available
Annual Passenger-Trips:	not available
Operating Days and Hours:	Five days a week, 8-10 hours a day

Performance Measures

Cost per Service Hour:	not available
Cost per Passenger-Trip:	not available
Passenger-Trips per Service Hour:	not available
Ridership Trend:	not available

Contact for Schedules and Information

Leila Cave
1401 S. Cascade Ave, Montrose, CO
Phone: 970-249-9634
E-mail: not available

Other Providers

Some of the other providers in the area are listed below. Due to lack of information provided by these agencies, some of the information is based on the 2030 Transit Elements.

Alpine Express

Alpine Express, Inc., provides private airport transportation service for customers from the Gunnison County Airport to the resort communities of Crested Butte and Mt. Crested Butte. The company also provides contract service to the Gunnison Valley Rural Transportation Authority (RTA) consisting of employment shuttles. Alpine Express did not wish to participate or provide updated information for the plan.

Alpine Express has been in business about 17 years and runs a total of approximately 37 vehicles. 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 these communities are also made.

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

The Shuffle is funded through the Gunnison Valley Rural Transportation Authority (RTA). This service is provided with three buses—two owned by Alpine Express and one with a short-term seasonal lease.

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.

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 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 tie-downs, and is an accessible vehicle. Mountain Express provides maintenance on the vehicle, 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. LSC has been unsuccessful in contacting the agency, however updated information will be provided when it becomes available.

Young at Heart

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

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.

A plan was developed for a fixed-route service within Montrose. The Department of Health and Human Services, Recreational District, Division of Vocational Rehabilitation, Colorado Workforce, and Montrose School District identified where the majority of clients live and where stops would be needed the most. ADI identified a cost per year to run a transit operation and began to propose a voucher system for the agencies to purchase and distribute to their employees, clients, and consumers. The 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 but has since ended. ADI wished not to be involved in the plan.

Community Options – Delta/Montrose

According to the 2030 Transit Element, Community Options is a private nonprofit organization providing 24-hour service to Montrose and Delta. No fare is charged. Community Options has a large fleet of vehicles, 31 of which are used to transport clients. Only one full-time year-round

driver is employed; however, the residential staff of 60 caregivers serves as drivers whenever needed. When not in use, the vehicles are parked at homes or work sites. Maintenance is usually done in-house.

In 2003, approximately 25,000 one-way annual passenger-trips were made, totaling approximately 340,000 vehicle-miles and 9,200 hours. About 85 percent of their riders were disabled persons ages 18 to 60. Another five percent were disabled persons over age 60. The remaining riders were staff members. When updated information becomes available it will be provided.

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. In 2003, Horizons had one vehicle—a 1992 Dodge Ram 350 seating eight passengers, with two wheelchair tie downs. Horizons Care Center has been unresponsive to inquiries for updated information.

Midwestern Colorado Mental Health Care Center, Inc.

Midwestern Colorado Mental Health Center is a private, nonprofit organization serving the Montrose and Delta areas. In 2003, service was provided Monday through Friday from 8:00 a.m. to 5:00 p.m., and at other times by special arrangement. The Center operated four vehicles, none of which were wheelchair accessible. The vehicles were parked outside for storage. Maintenance was done commercially. All vehicles operated from 8:00 a.m. to 6:00 p.m., with one van in service after hours. Midwestern Colorado Mental Health has been unresponsive to inquiries for updated information.

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

Western Express

Western Express is a taxi service based in Montrose that provides transportation within Montrose and from Montrose to Telluride and Grand Junction. This business is affiliated with the Telluride Transit Company. No new information is available.

San Miguel County Senior Transportation

San Miguel County Senior Transportation is based in Norwood and serves the increasing retiree population in that community. No other information is currently available.

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 limousine) service, and larger movements for groups and events. Employee shuttle service to and from Montrose is also provided on a seasonal basis through contracts with Telluride businesses.

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

Telluride Express change their fleet throughout the year, based on demand. The highest demand is in the winter ski season. All vehicles are maintained at the company garage facility in Montrose.

Miscellaneous

Limited services are provided in the area by the following:

- A local taxi provider in the City of Delta
- County Social Services
- Disabled American Veterans Transportation
- Local assisted living homes such as Homestead and Sunrise Creek
- Local nursing homes
- Willow Assisted Living and the nursing home use two county owned vehicles 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

Intercity Services

In addition to the transit service providers discussed previously, TNM&O/Greyhound Bus Lines provides for intercity transit needs to Texas, New Mexico, and Oklahoma. Three daily departures each from Colorado Springs/Denver and Grand Junction serve the I-70 corridor to Grand Junction. From there, service is available between Delta and Montrose, and then to Durango. Several private taxi companies also provide transportation in the Gunnison Valley TPR. This TNM&O operated service historically ran between Pueblo, Montrose, and Grand Junction but was discontinued in August 2005.

Intermodal Facilities

The GVTPR has a few opportunities for multimodal and intermodal travel. Tourists may arrive by train or plane; however most are required to rent vehicles to reach their final destination given the limited amount of general public transportation.

Intermodal facilities include air freight/passenger terminals, rail/truck transfer facilities, and intercity/local transit links.

Needs Analysis

Methodology

This section presents an analysis of the need for transit services in the GVTPR based upon standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this section will be utilized throughout the study process. Three methods are used to estimate the maximum transit trip need in the GVTPR:

Mobility Gap

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.

Rural Transit Demand Methodology (TCRP Model)

An important source of information and the most recent research regarding the demand for transit services in rural areas and for the elderly or disabled population is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC Transportation Consultants, Inc., represents the first substantial research into the demand for transit service in rural areas and small communities since the early 1980s. The TCRP study presents a series of formulas relating the number of participants in various types of programs in 185 transit agencies across the United States. The TCRP analytical technique uses a logit model approach to the estimation of transit demand, similar to that commonly used in urban transportation models. The model incorporates an exponential equation that relates the service quantity and the area demographics. Detail of the formula of this process are presented in Appendix C.

The TCRP analysis procedure considers transit demand in two major categories:

- "program demand," which is generated by transit ridership to and from specific social service programs, and
- "non-program demand," which is generated by the other mobility needs of the elderly, disabled, and low-income population. examples of non-program trips may include shopping, employment, and medical trips.

Non-Program Demand

As with any other product or service, the demand for transit services is a function of the level of supply provided. In order to use the TCRP methodology to identify a feasible maximum demand, it is necessary to assume a high supply level measured in vehicle-miles per square mile per year. The high supply level is the upper-bound "density" of similar rural services provided in the United States. The assessment of demand for the rural areas, therefore, could be considered to be the maximum potential ridership if a high level of rural service were made available

throughout the rural area. The TCRP methodology is based on the permanent population. Therefore, the TCRP methodology is a good demand analysis technique to use for the study area.

A maximum level of service for the cities of study area would be to serve every portion of the region with four round-trips (eight one-way trips) daily Monday through Friday. This equates to approximately 2,400 vehicle-miles of transit service per square mile per year.

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 Valley planning area were 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.

Resort demand

Transit need for the 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.

Regional Transit Needs Summary

Various transit demand estimation techniques were used to determine overall transit need and future transit need. Transit needs are based upon quantitative methods, which were detailed in the Transit Needs Estimation Memorandum submitted to CDOT. Additionally, the estimation techniques are further defined in the Local Human Service Transportation Coordination Plans developed as part of the overall 2035 Update. Please refer to those documents for greater detail on the methods for estimating needs. Additionally, the Local Plans contain background information on the transit dependent population including low-income, disabled, and elderly persons.

While this section does not specifically detail these populations' needs, they are inclusive of the methods used in this section. The various methods for estimating current need are summarized in the following section. It should be noted that these techniques give a picture of the needs in the region based upon available demographic data.

Table 11 provides a summary of the GVTPR's transit need using the Mobility Gap, TCRP Model, and estimates of resort demand. Based upon the information presented in this chapter, a reasonable level of need can be estimated for the area. Transit need using these methods estimates the approximate need as:

- Approximately seven million annual one-way passenger-trips for the GVTPR.
- 52 percent of the need is not being met.

Table 11: Summary of Need Estimation Techniques for Gunnison Valley

Methodology	Estimated Annual Need
Mobility Gap	1,055,000
Rural Need Assessment	804,000
Resort Areas [1]	5,352,471
Total Annual Need	7,030,000
Annual Trips Provided	3,390,000
Need Met (%)	48%
Unmet Need (%)	52%

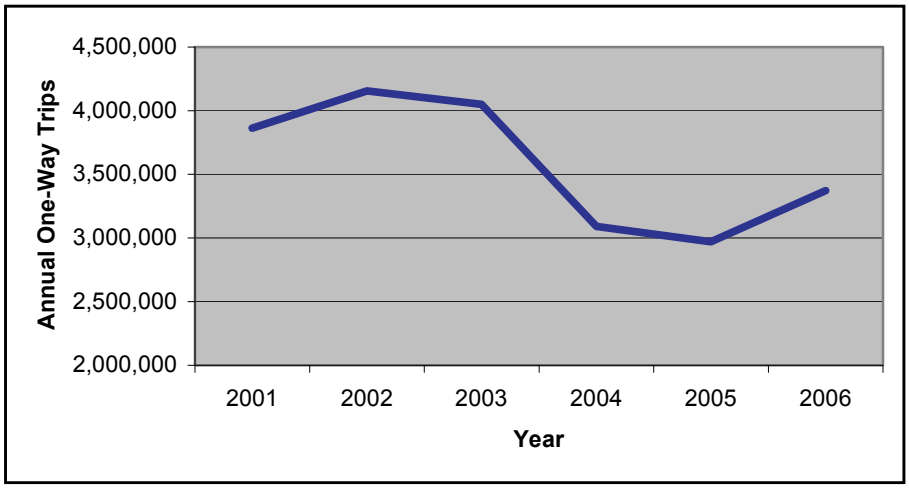
Note1: Estimates updated from the Transit Needs and Benefits Study (TNBS), 1999
Source: LSC 2006

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.

Transit Trends

Chart 1 presents the regional transit trends in ridership for the GVTPR. As shown, from the available data, ridership has fluctuated significantly since 2001. A peak ridership was observed in 2002 and estimated at nearly 4.1 million annual one-way trips. Currently, there is an estimated 2006 ridership of 3.4 million annual one-way trips. Several providers, such as the Delta Transit Company, have gone out of business and others were unable to be contacted or identified by other local agencies and organizations.

Chart 1: Gunnison Valley Region Estimated Ridership (2001-2006)



Source: LSC 2006

Needs Identified By Agencies and Public

This section will address the qualitative needs of this area based on information we received through the forums and transportation provider information.

Public Forums

Information from the Regional Transportation Forum, held in Montrose, discussed a variety of needs throughout the GVTPR. 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:

- There is a lack of intercity bus service as well as in-town services for the Region as a whole. Based on expressed needs in the US Highway 50 Intercity Bus Study, there was a need for intercity bus service in the US Highway 50 and State Highway 285 corridors.
- 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 transportation for the elderly/disabled for medical, shopping, and work.
- The most important regional transportation issue is public transportation/bicycle/pedestrian options.

Transit Service Gaps

This section presents a brief analysis of the service gaps and identified service duplication for the Gunnison Valley TPR. As mentioned previously, there are numerous public, private, and nonprofit providers within the Region. There are few identified service duplications for the area; however, more geographic and service type gaps which will be used in identifying service improvements for the Region.

Identified Service Gaps

Gaps in service for this area relate to both the availability of funding and the lack of additional services and providers. Gaps in service are both geographic in nature as well as lack of service 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:

- 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.

There are few areas throughout the rural portions of Delta County, which do not receive any type of transportation services. These include the areas of:

- Regional service on State Highway 50 from Delta to Grand Junction.
- Regional service on State Highway 550 to Olathe and Montrose.
- Some rural portions receive no services.
- No existing transit for general public other than that provided by private taxi service in the City of Delta.
- Regional service on State Highway 550 from Montrose to Olathe, Delta, and Grand Junction, as well as from Ouray to Ridgway and Montrose.
- Some rural portions receive no services. Only about half of Ouray County has service.
- No existing transit for general public other than that provided by private taxi service in the City of Montrose.
- Lack of regional service to San Miguel County and the Telluride area.
- There are few areas throughout the rural portions of San Miguel County which do not receive any type of transportation services. These include the area along State Highway 141, south of Nucla/Norwood, although there is little housing development along this corridor. For the most part, San Miguel is well covered geographically with transportation services.

Service Type Gaps

The largest gap in this area is a lack of general public transit providers in most of the area. Service is limited in terms of the following service types:

- No designated elderly or disabled provider identified within most of both Gunnison and Hinsdale Counties
- 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 all portions of the Region.
- Rural seniors in most remote areas of the TPR need more transportation for a variety of needs.
- Trips not only needed for seniors, but other population segments such as children.
- Limited hours and days of service provided by the Montrose Senior Transportation as well as the Ouray Council on Aging (COA).
- No general public provider identified in the City of Montrose.
- The largest service type gap in this area is a lack of regional services between the county and regional activity centers. While there are medical facilities within each of the larger communities in the Region, many of the specialty type services are only available in the larger areas of Montrose and Gunnison.

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 rural portions of the Region and in Montrose. Several future services may alleviate some of these deficiencies, such as increased services and coordination with the RTA.

There has been concern that the Ouray COA infringes upon the service which the local taxi cab company provides. However, these services are not in competition since the Ouray COA is unable (due to funding) to transport general public clients. Also, the Ouray COA operates accessible vehicles for a certain market segment of the population for certain trip purposes. While this service duplication is geographic in nature, and not as much client in nature, this duplication does exist in the broadest sense of the term.

Several nursing homes provide client-based transportation with their own vehicles within the City of Delta. There may be some overlap in service areas.

Disabled American Veterans provide transportation limited only to veterans between Montrose and Grand Junction.

Several nursing homes and human services provide client-based transportation with their own vehicles within both Montrose County and the City of Montrose. There may be some overlap in

service areas; however, each of these agencies has specific needs met only by their specific transportation. Attempts were made to contact these agencies; however, most did not return updated information. Attempts at providing general public service in the City of Montrose have failed in recent attempts. This may be an ideal time for a lead agency to persuade these providers to come together to coordinate services; however, it is always difficult to bring all the players together if they feel they currently provide adequate transportation to specific client groups. Likely there are service duplications among the smaller private and nonprofit providers; however, until a group of "champions" comes together to bring stakeholders into a meaningful discussion, coordinating services to expand services will likely be difficult. Service duplication is therefore difficult to ascertain; however, given the limited supply, this is not the main issue.

General Strategies to Eliminate Gaps

As mentioned, there are 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 public, regular scheduled regional service from Delta to Grand Junction or Montrose.
- Increased service for medical and shopping.
- Delta County Council on Aging could become a general public provider and offer demand-response service to current service area residents. This would require application for FTA 5311 funds and additional vehicles.
- Regularly scheduled general public regional service from Ouray to Ridgway, Montrose, and on to Delta.
- Additional elderly/disabled services from rural Montrose County to the City of Montrose.
- Coordinate schedules to regional destinations.

- Coordinate with adjacent county services such as those provided in Norwood for connection to Telluride.
- Develop regular intercity connection between Ouray Council on Aging, Montrose Senior Transportation, and Delta County Council on Aging.
- Regular scheduled general public regional service from Norwood and Telluride to Montrose.
- Additional elderly/disabled services from rural San Miguel County to Norwood, Telluride, and Montrose.

General Strategies to Eliminate Duplication

As stated, 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.

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, 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 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, record keeping, 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 replacement vehicle. This would be appropriate as local agencies identify capital needs.

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.

Coordinating Council

Similar to a coalition, a coordinating council is made up of myriad agencies and partners with a common goal of coordinating transportation resources. This group differs from a coalition in the fact that it is primarily made up of agencies which have a need for service and other groups (such as local municipalities) specifically formed to accomplish a strategic goal (such as to implement a new service). The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area.

Benefits

- Allows for greater input from the key transportation agencies in the region.
- 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 interested in being members of the council need to meet and develop by-laws for the council.
- Council members need to elect a Chair and Vice-Chair.
- Council members need to develop a mission statement, vision, goals, and objectives.
- Council members need to set a date for the monthly or quarterly meeting.
- Timing: 1 to 3 years.

Joint Procurement of Vehicles, Insurance, Maintenance, Fuel, Hardware, Software

Joint procurement, or bulk purchases, is a cost-effective approach to increase purchasing power. Joint maintenance and fuel purchase is being more widely used across the country, especially given the rising costs of parts and fuel. Shared maintenance can be done quite easily between agencies in a given locale. Many times, human service providers and other local providers contract out maintenance to a local vendor. While there may be very few qualified maintenance professionals, it may allow a competitive process between agencies to do fleet maintenance between multiple agencies. Insurance pooling is likely the most difficult joint procurement possibility.

Benefits

- Reduction in individual agency capital outlay.
- Economy of scale in purchasing fuel and hardware, thereby reducing the overall operational cost per agency.
- With a decrease in capital and maintenance costs, an agency may be able to shift funding from maintenance and capital to service hours, thereby increasing the level of service or operations of the transit system within the region.

Implementation Steps

- Agencies need to meet in order to develop a basic understanding of how the procurement process will work.
- Intergovernmental agreement (IGA) will need to be developed and agreed upon.

Shared Vehicle Storage and Maintenance Facilities

Agencies share indoor storage space and, if available, maintenance facilities. Shared storage, especially if and when vehicles are stored outside, can aid in reducing engine wear during cold weather startup. Obviously, if a provider is conducting its own maintenance on vehicles, they can likely share maintenance costs with another local provider.

Benefits

- Reduction in maintenance costs, resulting in additional funds available for operations.
- Reduction in lost time due to vehicles not starting in cold weather, thereby improving the overall performance of the transit service.
- Sharing a facility or building a facility together increases the amount of local match, thereby increasing the level of FTA funding to the region.
- Reduction in competition for FTA 5309 and 5311 capital funding in the region.

Implementation Steps

- Agencies need to meet in order to identify the best existing facility among the coordinated agencies or the best location for a shared facility.
- Facility should be centrally located in order to reduce the possible deadhead time.
- Design the amount of space that each agency will get in the facility based on funding participation for the facility.
- Develop a grant to purchase or upgrade the facility.

Joint Grant Applications

This is where transit providers in the region agree that they will submit a single grant to the state and/or FTA for transit funding for their capital and operational needs.

Benefits

- Reduction in the amount of time that each agency needs to spend in developing a grant on their own.
- Allows for possible increase in local match funds for state and FTA transit funding.
- Agencies are able to use each other's knowledge in developing a grant.

Implementation Steps

- Agencies need to review their needs and create a list of capital and operational requirements.
- Agencies need to itemize their lists and determine a priority of needs.
- Grant needs to be developed based on the priority lists.
- Grant needs to be approved by each of the agency's boards/councils, along with approval of the local match.
- Interagency agreement needs to be approved to allow the grants to be passed through a single agency.
- Submit one final grant.

Joint Training Programs

Joint training programs between agencies—in everything from preventative maintenance to safe wheelchair tie-down procedures—can lead to more highly skilled employees. Joint training can lead to reduced training costs with agencies that each possess a specialized trainer who can be responsible for one or more disciplines. For example: one agency could provide passenger assistance training, one agency could specialize in preventative maintenance training, etc. Agencies can also purchase special training from reputable organizations/companies and allow other agencies' employees to attend. Costs are shared between the agencies.

Benefits

- Reduction in each agency's training budget.
- Increase in the opportunity for drivers and staff to learn from each other.

Implementation Steps

- Identify the training needs of each agency's staff.
- Identify the training courses that meet the greatest need.
- Identify the agency or organization/company that could provide the needed training.
- Identify the state and federal grants that could assist in paying for the training.

Sharing Expertise

Similar to sharing training resources, agencies can share their expertise in such things as grant writing skills, computer skills, and general assistance in operations of transportation services (such as tips for dispatching or accounting procedures). Sharing expertise may be something as general as a list of personnel across the region which have some expertise in a particular field which may benefit another agency. A "yellow pages" of the subject matter expert made available to each agency may be helpful in operating transportation service.

Benefits

- Reduction in the need for costly training sessions for drivers and staff, thereby decreasing lost production time.
- Knowledge is passed on to other staff members and agencies, thereby increasing the efficiencies of the region's transit providers.

Implementation Steps

- Identify the information, field of work, and expertise needed to operate an effective transit service.
- Identify the individual in each agency that has expertise in each field of work.
- Develop a yellow pages or contact list of the individuals in each agency that have expertise in certain fields of knowledge.

Rural Transportation Authority (RTA)

A Rural Transportation Authority should be investigated for the area. An RTA requires voter approval according to Colorado Statute. An RTA is authorized to levy taxes to support transportation initiatives, including highway, road, transit, and others.

Benefits

- Allows for greater input from the key transportation agencies in the area.
- Provides for a sustainable source of funding.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.
- Increases service levels and geographic area.

Implementation Steps

- Voter approval is required so a ballot initiative must be implemented which incorporates numerous activities.
- Timing: 3 to 6 years.

Regional Service Priorities

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

Short-Term

- 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 $425,000.
- The RTA needs to purchase land for park-and-ride lots between Gunnison and Crested Butte.
- The Delta COA needs to purchase two small buses at $45,000 each.
- The COA needs to hire a transportation director at $4,000 annually.
- The COA indicated it would like to merge services with the City of Delta's proposed service.
- The Ouray COA needs to replace a van and add a second spare.

Long-Term

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

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, 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.

  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.

- Coordinating Council or Committee (3 to 6 years).

Table 12 presents the cost to eliminate the service and geographic gaps by agency type by presenting the additional services to be provided. This is an estimate of new services to be provided by agencies, and does not represent a cost to fill all gaps, but those which have been discussed by agencies.

Table 12: Gunnison Valley Gap Elimination

Agency Type	Total 2035 Cost ($000)
Human Services	$11,235
Transit Agency	$75,000
Regional / Rail	$48,859
Total	**$135,093**

Source: LSC & CDOT, 2007

Socioeconomic Overview

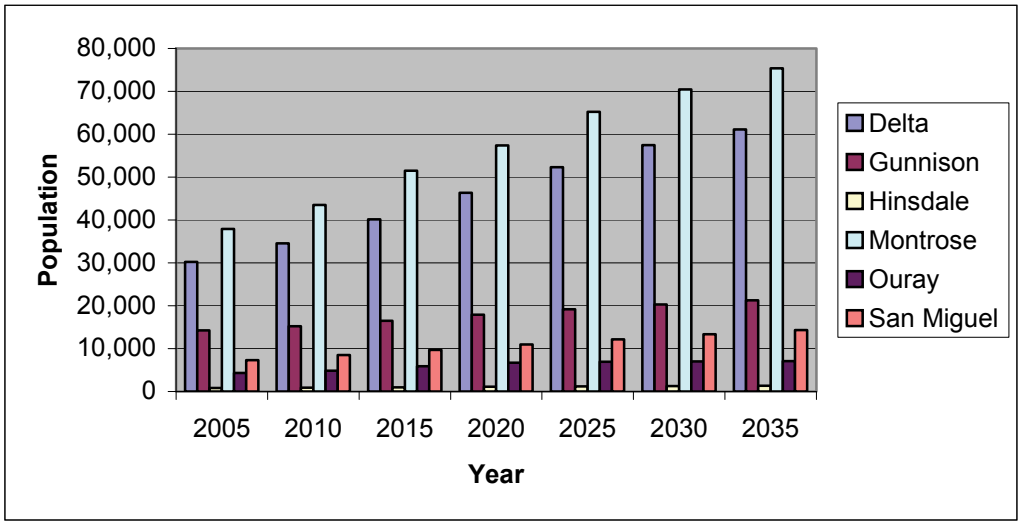
The Socioeconomic and Environmental Regional Profile provides the human and natural environment background necessary to help in estimating future transportation demand through 2035. It also provides the framework to assess the potential impacts of proposed transportation investments on the human and natural environment within the GVTPR.

The plan compiles socioeconomic projections for 2035 for the GVTPR 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 GVTPR.

Population

Population in the GVTPR is anticipated to grow from 94,823 in 2005 to 180,596 in 2035 reflecting a 90% growth rate. Over the same period, statewide population is expected to grow by 65.1%. The fastest growing counties in descending order are Delta (102%), Montrose (99%), San Miguel (96%), Hinsdale (68%), Ouray (65%), and Gunnison (49%). Chart 2 and Table 13 identify the numerical and percentage population growth by county, region and state.

Chart 2: Population Estimates and Forecast by County



Source: Colorado Department of Local Affairs, 2006

Table 13: Population Estimates and Forecasts

County	2005	2010	2015	2020	2025	2030	2035	% Population Change	% Compound Annual Growth Rate
Delta	30,255	34,545	40,163	46,306	52,347	57,491	61,154	102%	2.37%
Gunnison	14,264	15,237	16,520	17,892	19,176	20,273	21,233	49%	1.33%
Hinsdale	808	897	983	1,086	1,172	1,270	1,355	68%	1.74%
Montrose	37,877	43,518	51,520	57,411	65,241	70,471	75,400	99%	2.32%
Ouray	4,302	4,815	5,869	6,731	6,961	7,045	7,089	65%	1.68%
San Miguel	7,317	8,493	9,726	10,951	12,200	13,346	14,365	96%	2.27%
Region Total	94,823	107,505	124,781	140,377	157,097	169,896	180,596	90%	2.17%
Colorado Total	4,722,460	5,209,892	5,729,644	6,257,281	6,787,307	7,298,094	7,798,107	65%	1.69%

Source: Colorado Department of Local Affairs, 2006

Household Characteristics

The household characteristics of the GVTPR are as indicated in Table 14 The average household size ranges from 2.18 people in San Miguel County to 2.52 people in Montrose County. The percentage of households with individuals under 18 years of age ranges from 23.9% in San Miguel and up to 35.0% in Montrose County. Households with individuals over 65 years of age range from 6.0% in San Miguel County and up to 33.5% in Delta County.

Table 14: Household Characteristics, 2000 Census

County	Total HH	Avg. HH Size	% Individuals < 18	% Individuals > 65	% Disabled Individuals
Delta	11,058	2.43	31.1	33.5	21.5%
Gunnison	5,649	2.30	24.9	12.1	9.8%
Hinsdale	359	2.20	24.0	17.3	10.9%
Montrose	13,043	2.52	35.0	27.1	19.9%
Ouray	1,576	2.36	30.2	20.1	13.0%
San Miguel	3,015	2.18	23.9	6.0	8.0%

Source: US Census 2000

Employment

Table 15 reflects the growth in labor force by county within the GVTPR. Overall, the labor force is expected to grow by approximately 106% compared to a statewide increase of 76%.

Table 15: Labor Force by County

County	2005	2035	% Change
Delta	13,197	31,054	135%
Gunnison	8,394	12,131	45%
Hinsdale	538	909	69%
Montrose	18,456	41,150	123%
Ouray	2,170	4,019	85%
San Miguel	4,744	8,683	83%
Region Total	**47,499**	**97,946**	**106%**

Source: Colorado Department of Local Affairs, 2006

Table 16 reflects total jobs by counties within the GVTPR. Total jobs within the GVTPR will increase by approximately 87% compared to a statewide increase of 67%.

Table 16: Total Jobs

County	2005	2035	% Change
Delta	12,609	20,339	61%
Gunnison	10,664	19,205	80%
Hinsdale	497	1,039	109%
Montrose	19,895	34,331	73%
Ouray	2,589	5,650	118%
San Miguel	6,901	19,073	176%
Region Total	**53,155**	**99,637**	**87%**

Source: Colorado Department of Local Affairs, 2006

By 2035 both the total labor force and number of jobs within the GVTPR will be close to being equal. However, the distribution of both labor force and jobs are not equally distributed within the GVTPR. For example, Delta County will have a surplus of labor and a relative scarcity of jobs making it necessary for approximately 11,000 people to commute to other counties to find employment. Conversely, San Miguel County has a relative scarcity of labor coupled with a plethora of jobs making it necessary to import slightly over 10,000 additional workers. The potential commuter patterns associated with the unequal distribution of labor force and jobs could potentially have an impact on the region's transportation system.

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, refer to Table 17 below.

Table 17: Place of Work by County-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**

Source: US Census 2000

Means of Transportation to Work

Table 18 provides information about how people traveled to work in years 2000. 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 18: Means of Transport to Work by County-2000

Means of Transport	Delta		Gunnison		Hinsdale		Montrose		Ouray		San Miguel		Region		Colorado	
	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total	No.	% 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%**

Source: US Census 2000

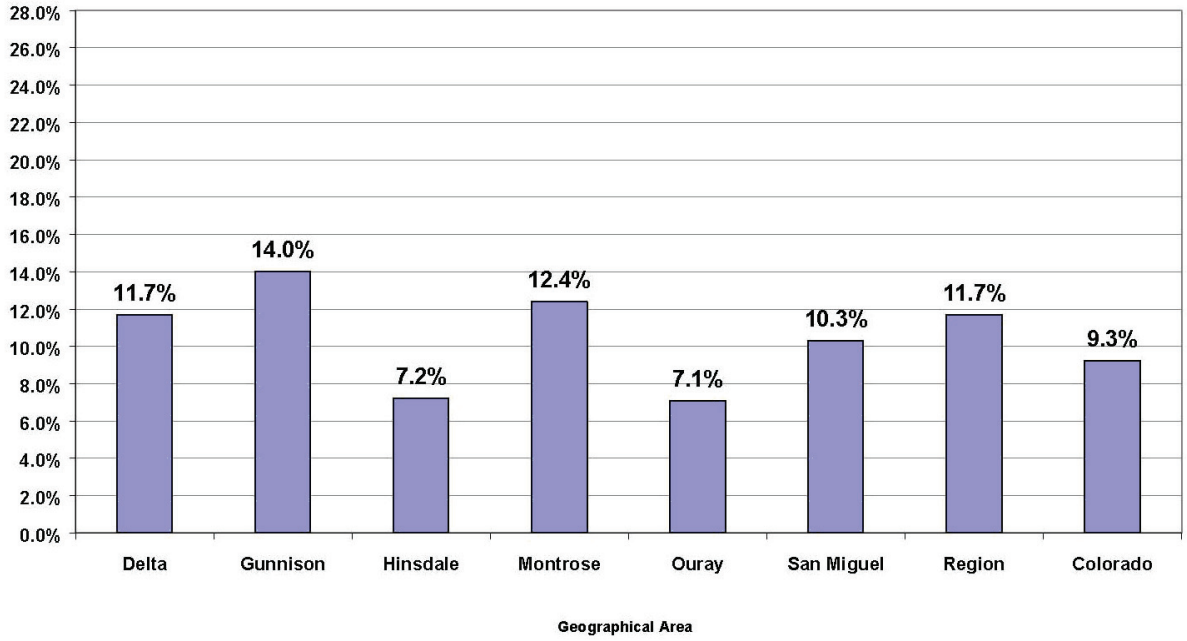
Low Income Areas

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.

Chart 3 reflects the percentage of population below poverty level by county. Figure 19 illustrates the low-income areas by census tract within the GVTPR.

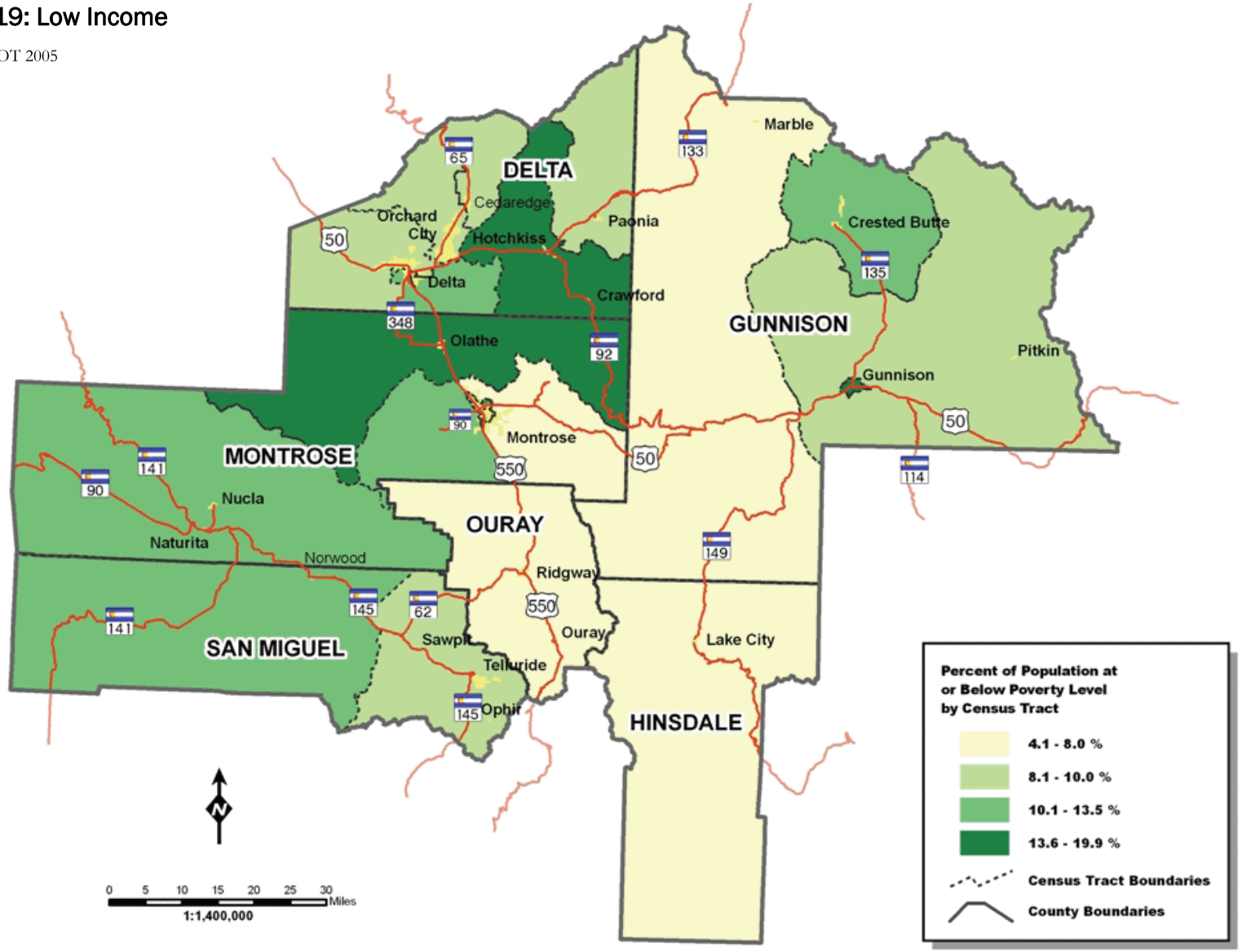
Chart 3: Percent of Population below Poverty Level-1999



Source: US Census 2000

Figure 19: Low Income

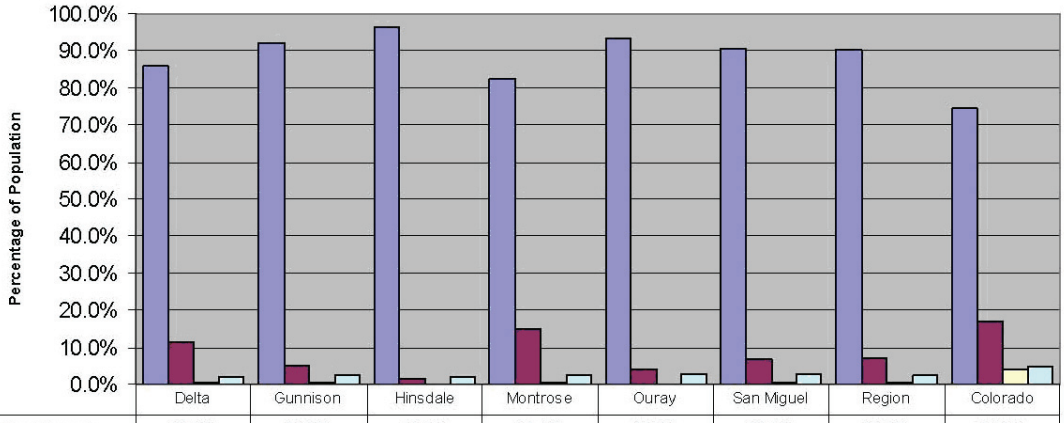
Source: CDOT 2005



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 are very small. Other groups represent an average of 2.3% of the population for the region. Chart 4 reflects minority status by county. Figure 20 depicts the minority status by census tract for the GVTPR.

Chart 4: Minority Status

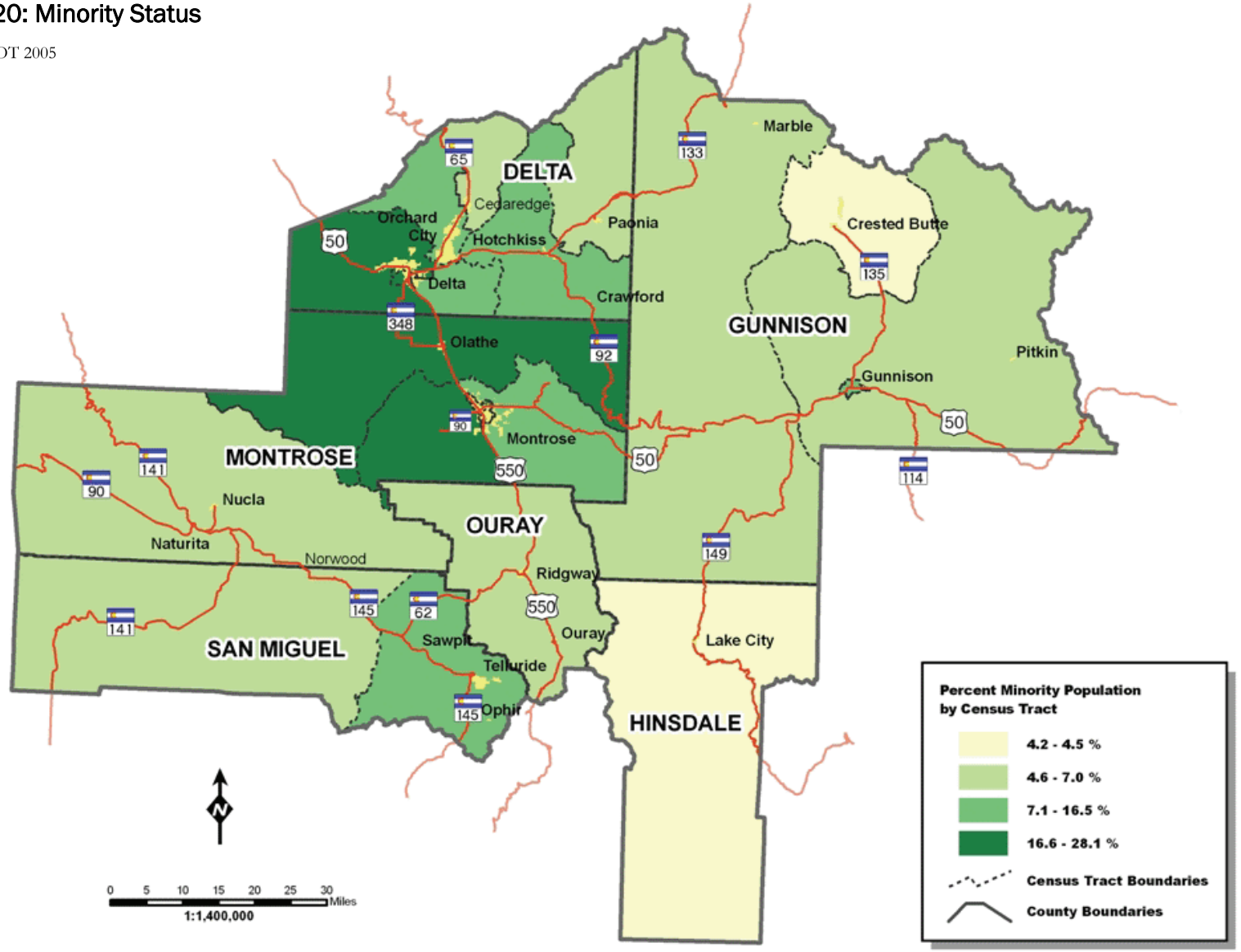


	Delta	Gunnison	Hinsdale	Montrose	Ouray	San Miguel	Region	Colorado
White/Non-Hispanic	86.0%	92.3%	96.6%	82.4%	93.2%	90.4%	90.2%	74.5%
Hispanic/Latino	11.4%	5%	1.5%	14.9%	4.1%	6.7%	7.3%	17.1%
Black/African American	0.5%	0.50%	0.0%	0.3%	0.1%	0.3%	0.3%	3.8%
Other	2.1%	2.2%	1.9%	2.4%	2.6%	2.6%	2.3%	4.6%

Source: US Census 2000

Figure 20: Minority Status

Source: CDOT 2005



ENVIRONMENTAL PROFILE

Environmental factors include not only natural resources such as water quality, air quality, and wildlife, but also wetlands, threatened and endangered species, noise, historic and cultural sites, hazardous materials sites, and recreational areas. The Colorado Department of Transportation's environmental principle 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."*

As an effort to avoid and minimize environmental impacts from transportation system improvements, CDOT is required to comply with the provisions of the National Environmental Policy Act (NEPA). NEPA is typically introduced at the earliest stage practicable and should identify areas where both natural and human environmental resources might be compromised as a result of a project. To further the importance of environmental issues, the GVTPR has created specific values towards preserving the quality of the natural environment.

Although the regional planning process does not require a complete specific inventory of all potential environmental resources within the corridor, establishing general environmental concerns within the region will provide valuable information for project planners and designers. The information contained in this report will serve as the basis for a more in depth analysis, typically NEPA, as part of the project planning process. There are two components to this analysis:

- Identifying general resources within the region that have the potential to be impacted by projects.
- Identifying agencies with responsibilities for resources within the region, examples may include, the US forest Service, the State Historical Preservation Office, or the local Parks Department.

The information that follows identifies general environmental issues within region. The fact that an issue is not identified in this review should not be taken to mean that the issue might not be of concern along a corridor. This section focuses on issues that are easily identifiable and/or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be acted upon proactively so that the environmental concerns can mitigate or incorporated into a project in a manner that supports the values of the citizens and communities the GVTPR serves. The CDOT Environmental Stewardship guide is an excellent resource and source of guidance about ways to accomplish this.

Threatened or Endangered Species

In Colorado, there are 30 species of fish, birds, mammals and plants on the federal list of threatened or endangered species. The U.S. Fish and Wildlife Service identified another 10 as candidate species. In addition to the federally listed species, there are 16 additional species listed by the state as threatened or endangered and another 44 listed as State species of concern (Colorado Division of Wildlife, May 2004). Impacts can result from destruction of habitat, animal mortality (including from vehicle-wildlife collisions), fragmentation of habitat, or changes in species behavior such as altering foraging or denning patterns.

To comply with the federal Endangered Species Act, CDOT evaluates all possible adverse impacts and takes all necessary measures to avoid harming proposed, candidate and listed species before construction and maintenance activities begin. Impacts that are studied and

determined to be unavoidable are minimized through highway design and construction techniques. Appropriate compensation is utilized after all reasonable avoidance and minimization techniques have been exhausted.

Senate Bill 40 (SB40) was created primarily for the protection of fishing waters, but it does acknowledge the need to protect and preserve the fish and wildlife resources associated with streams, banks and riparian areas in Colorado. This is accomplished through erosion control, water contaminate control, discharge conditions, construction procedures, vegetation manipulation and noxious weed control. These measures, when properly used, can ensure that Colorado waters remain conducive to healthy and stable fish and wildlife populations which depend on the streams of Colorado.

See Appendix B – Environmental for lists of species potentially affected by each corridor.

Air Quality

The Colorado Air Quality Control Commission, a division of the Colorado Department of Health and Environment, is responsible for developing and adopting a regulatory program to protect and improve air quality in Colorado. Typically, the commission is involved in the maintenance of the regulations through modification and revision. Much of the air quality management program currently is in place and has been adopted over time. Establishing new programs is occasionally considered by the commission. The commission oversees the implementation of the air quality programs. The commission is responsible for hearing appeals of the Air Pollution Control Division's implementation of the programs through permit terms and conditions and enforcement actions. Colorado's air quality management program regulates air pollutant emissions from stationary industrial sources, cars and light duty trucks, burning practices, street sanding and sweeping activities, and the use of prescribed fire. The air quality program also is focused on visibility, odor and transportation planning impacts to future air quality.

The Colorado Air Quality Control Commission distributed a "Report to the Public 2005-2006" 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. The Gunnison Valley TPR falls within the Western Slope air quality region.

During the 1970s and 1980s, the U.S. Environmental Protection Agency (EPA) designated many Colorado cities and towns as non-attainment areas because the areas violated nationwide air quality standards. By the mid-1990s, all these areas came into compliance with the various standards. All areas have been redesignated.

The redesignations are made possible by cleaner air, and through development and implementation of air quality management plans known as State Implementation Plans or "SIPs." These plans describe the nature of the air quality problems and the probable causes. The plans show projections of future pollutant levels and identify strategies to reduce these pollutants to acceptable levels. Telluride was redesignated as an attainment area for the federal PM10 standards in 2001. The Congestion, Mitigation, and Air Quality (CMAQ) program, jointly administered by the FHWA and the Federal Transit Administration (FTA), was reauthorized in 2005 under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy

for Users (SAFETEA-LU). The CMAQ Improvement Program is one source of funds for transportation control measures employed for the purposes of reducing congestion and improving air quality.

In order to comply with the Clean Air Act (CAA), the State of Colorado adopted the following standards/regulations that relate to transportation projects, which in turn apply to the Gunnison Valley TPR:

- Ambient Air Quality Standards Regulation - This regulation established ambient air quality standards for the state and dictates monitoring procedures and data handling protocols. It also identified non-attainment areas in the state, which have historically violated federal and state air quality standards.
- State Implementation Plan Specific Regulations – This regulation defines specific requirements concerning air quality control strategies and contingency measures for non-attainment areas in the state.
- Transportation Conformity, Reg. No. 10 – This regulation defines the criteria the Colorado Air Quality Control Commission uses to evaluate the consistency between state air quality standards/objectives, and transportation planning and major construction activities across the state, as defined in the state implementation plans.
- Street Sanding & Sweeping, Reg. No. 16 – This regulation sets specific standards for street sanding and sweeping practices.

San Miguel County

The San Miguel County Planning and Environmental Health Department administer regulations aimed at protecting county air quality. The County has banned installation of solid-fuel burning devices in a 27-square mile area around Telluride to limit particle emissions. Paving is required for all new streets in this area to prevent pollution from vehicle re-entrained dust. The county has approved plans to pave existing roads as necessary to protect air quality and has installed permanent traffic counters at is most active highway segments to aid in correlating traffic volumes with pollution levels.

A computer model ("Wyndvalley 3") is being developed to help the county understand pollutant dispersions in the Telluride airshed and improve prediction of future pollution levels. A recently installed Graseby Beta Gauge, which provides real-time air quality monitoring, already has proven beneficial in charting daily patterns of accumulation and dispersion of particles.

Telluride became a demonstration site for the state's $PM_{2.5}$ monitoring network in 2000. Improved street sweeping, sanding and chemical de-icing practices by the town of Telluride, and a free gondola system linking Telluride and Mountain Village that opened in late 1996 have helped reduce particle emissions to the lowest levels measured in the region since monitoring began in 1973.

Telluride/Mountain Village has also been redesignated from a PM_{10} non-attainment area to maintenance mode, largely resulting from the use of CMAQ funds to pave dirt streets and implement a street sweeping program to help reduce emissions.

Water Quality

The GVTPR is primarily in the Colorado River Basin except for portions of Hinsdale County, which is in the Rio Grande Water Basin. Blue Mesa Reservoir is a major reservoir in the Colorado River Basin within the GVTPR. In addition the Gunnison River is the major river within the Colorado River Basin in the GVTPR. The Rio Grande River Basin the Rio Grande Reservoir is located in Hinsdale County. For more information see http://waterknowledge.colostate.edu/rivers.htm.

Water quality in Colorado River Basin generally is satisfactory, although runoff from agricultural areas, abandoned mines, and naturally occurring saline ground water discharges cause localized problems and in the GVTPR previous mining activities have also impacted tributaries to the Gunnison River. The Colorado River main stem is subject to elevated salinity levels due to naturally occurring springs and agricultural drainage through saline deposits. No notable water quality issues were specifically identified for the Rio Grande Reservoir.

The Water Pollution Control Act of 1972 later amended to include the Clean Water Act (CWA) protects the waters of the GVTPR. This Act promulgated the National Pollution Discharge Elimination System (NPDES) and created water discharge standards which include maintaining the chemical, physical and biological integrity of the nation's waters. Protection of these waters is done through regulatory review and permits. A list of potential environmental permits is listed in the subsequent paragraph.

A detailed discussion on impacts to water quality and wetlands is located in Appendix B.

Noise

The Federal Highways Administration (FHWA) Noise Abatement Criteria (NAC) defines noise levels, which, if approached or exceeded, require noise abatement consideration. FHWA requires all states to define at what value a predicted noise level approaches the NAC, thus, resulting in a noise impact. CDOT has defined "approach" as 1dBA less than the FHWA NAC for use in identifying traffic noise impacts in traffic noise analyses.

Noise abatement guidelines also state that noise abatement should be considered when the noise levels "substantially exceed the existing noise levels". This criterion is defined as increases in the L(eq) of 10.0 dBA or more above existing noise levels.

As existing higher-speed transportation facilities are widened or new facilities are constructed noise becomes a greater issue. Noise can also be an issue for lower-speed facilities where steep grades or a high percentage of trucks exist. As a result of potential impacts, all projects involving federal funding will require a noise analysis be completed.

Historical/Archaeological Sites

Both the Colorado State Register of Historic Places and the National Register of Historic Properties (NRHP) list sites and/or communities of historic/archaeological significance. Any transportation project identified for this region would require field surveys to determine which resources have cultural/archaeological significance and/or potential eligibility for listing on the NRHP. The Colorado Office of Archaeology and Historic Preservation tracks sites that are considered significant and are on the NRHP. Within the GVTPR there are a substantial number of sites. For more information on these properties see http:www.coloradohistory-oahp.org/programareas/register/1503/cty.htm.

Hazardous Materials

The potential to find hazardous materials during the construction of a transportation facility always exists. Hazardous materials are regulated under several programs, including: the Resource Conservation and Recovery Act (RCRA), Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The CERCLIS Database is the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), the CERCLA database, which contains information on hazardous waste sites, potentially hazardous waste sites and remedial activities across the nation. The database includes sites that are on the National Priorities List (NPL) or being considered for the NPL. There are Two NPL sites within the GVTPR– (1) Standard Mine in Gunnison County and (2) Union Carbide's Uravan Uranium Project in Montrose County. However this does not include other potential hazardous material contamination. 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.

Environmental Permits

The following list of permits is meant to provide information needed to comply with basic environmental permitting requirements for construction activities. It is impossible to be all-inclusive and addressing every situation. These are just some of the more common permits associated with construction activities.

- County/State Air Permit (for construction activities, grading, clearing, grubbing)
- County/State Demolition Permit (these permits may also require a utility disconnect permit from your local utility department)
- Source Air Permit (APEN) (concrete batch plant, haul road, fuel storage tank)
- Sandblasting Permit
- Construction Dewatering Permit
- Sand & Gravel Permits (Certificate of Designation)
- Construction Stormwater Permit
- Compliance with a Municipality Separate Storm Sewer System (MS4) Permit
- US Army Corps of Engineers 404 Permit (wetlands and waters of the state impacts)
- Floodplain Permit
- Wildlife Surveys (Preble's Meadow Jumping Mouse Survey, Migratory Bird Survey)

CDOT Environmental Forum

The CDOT Environmental Forum was held March 9, 2007. This was a first time event intended to improve relations and develop understanding at the planning level of resource/regulatory agency responsibilities and concerns. It provided an opportunity for one-on-one conversations between resource and regulatory agencies and local transportation planning officials. It was intended to foster an atmosphere of cooperation and provide an opportunity for cooperative identification of potential conflicts and opportunities at the regional level and provide the opportunity for resource and regulatory agency needs and concerns to be identified at the earliest planning stages.

Subject matter experts from 16 Federal and State agencies and organizations identified environmental issues and concerns for each TPR. A summary of the issues, arranged by resource agency follows in Table 19.

Table 19: Statewide Environmental Forum

March 9, 2007 Gunnison Valley TPR	
Resource/Regulatory Agency	**Information/Issues/Concerns**
CDOT Wildlife Program	TPR will be focusing on preventing accidents involving deer and elk. Various mitigating efforts include special reflectors along US 40, reduced speed along SH 13, and wildlife fencing and escape ramps along I-70 and US 550. Other mitigation efforts include adequate shoulders for safety on highways leading into public lands. CDOT has received a grant to do a study on wildlife and vehicle accidents. Paving of Dave Wood Road would connect SH 90 from Montrose to Naturita and could impact the collision rate.
Colorado Department of Public Health and Environment (CDPHE) - Solid Waste	CDPHE is concerned about the insufficient public waste stations to receive waste products from oil and gas development sites.
U.S. Army Corps of Engineers (USACOE)	USACOE requested more training for CDOT maintenance staff in handling wetlands.
Colorado State Parks (CSP)	Colorado State Parks discussed a gap in the Ridgway trail that needs to be filled. A proposed trail from Carbondale to Crested Butte is being planned.
U.S. Forest Service (USFS)	USFS as well as other federal agencies expressed concern regarding the increasing number of oil and gas permit requests.

CORRIDOR VISIONS

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 point to point.

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

Corridor Vision Process

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

The following Corridor Vision Segments were defined as the basis for the plan. Each identified segment operates with similar characteristics along its length, with respect to traffic volumes, terrain, amount of truck traffic, etc. In this way a future vision of long term needs could be developed.

Table 20: Corridor Vision Segments

Corridor Number	Corridor Name	Description (from / to)	Milepost within TPR		Primary Investment Category
			Begin	End	
PGV7001	50A	Grand Junction to Montrose	38.5	92.8	System Quality
PGV7002	50B	Montrose to Canon City	92.8	272.11	Safety
PGV7003	62	Highway from Placerville to Ridgway	0	23.4	Safety
PGV7004	65	Highway from SH 92 over the Grand Mesa to I-70	0	61.38	Safety
PGV7005	90A	From State Line to Highway 141 East of Naturita	0	33.87	Safety
PGV7005	90B	Segment just west of Montrose for 8 miles	82.01	89.858	Safety
PGV7006	92A	Highway between Delta to Hotchkiss	0	21.0	Safety
PGV7007	92B	Highway between Hotchkiss and Blue Mesa	21.0	73.29	Safety
PGV7008	97	Short Highway connecting Naturita and Nucla	0	4.58	Safety
PGV7009	114	From Highway 50 south to Highway 285	0	61.69	Safety
PGV7010	133	Highway between Hotchkiss and Carbondale	0	68.82	Safety
PGV7011	135	Highway between Gunnison and Crested Butte	0	27.48	System Quality
PGV7012	141	From Dove Creek north to Highway 50 through Naturita to south of Grand Junction	0	153.99	Safety
PGV7013	145	Highway from US 160 through Telluride to Jct. SH 141	0	116.87	Safety
PGV7014	149	From Highway 160 north to Highway 50 west of Gunnison	0	117.52	Safety
PGV7015	187	Access from Highway 133 to Paonia	0	0.69	Safety
PGV7016	347	Access from Highway 50 to the Black Canyon	0	4.99	Safety
PGV7017	348	Road from Olathe to Delta	0	16.99	Safety
PGV7018	550	From Durango to Montrose	21.0	129.25	Mobility

Source: CDOT 2007

Corridor Visions

Corridor: US 50A (PGV7001)

Description: Grand Junction to Montrose-MP 38.50 to MP 92.8

2035 Corridor Vision

The Vision for the US 50 Grand Junction to Montrose 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, in large part due to commuter and other energy industry traffic. 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.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Increase travel reliability and improve mobility
- Expand transit usage
- Reduce fatalities, injuries and property damage crash rate
- 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

Strategies

- Add/improve intersections
- Provide and expand transit bus and rail services
- Expand air service
- Provide inter-modal connections
- Improve hot spots
- Improve rail crossings
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife crossing structures and wildlife fencing

Corridor: US 50 B (PGV7002)

Description: Montrose to Sargents-MP 92.8 to MP 272.11

2035 Corridor Vision

The Vision for the US 50 Montrose to Sargents 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.

Primary Investment Category: SAFTEY

Priority: HIGH

Goals

- Reduce fatalities, injuries and property damage crash rate
- 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
- Support economic development while maintaining environmental responsibility

Strategies

- Improve hot spots
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Expand air service
- Provide inter-modal connections
- Add passing lanes/turn lanes
- Add/improve shoulders
- 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: SH 62 (PGV7003)

Description: Highway from Placerville to Ridgway -MP 0.0 to MP 23.4

2035 Corridor Vision

The Vision for the SH 62 corridor is primarily to improve mobility as well as to maintain system quality and to improve safety. 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 connections between Montrose, Ridgway, and Telluride. 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.

Primary Investment Category: MOBILITY

Priority: HIGH

Goals

- Support commuter travel
- Provide and expand transit usage
- Preserve and Enhance the existing transportation system
- Increase travel reliability and improve mobility through safety improvements
- Increase travel reliability and improve mobility
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Strategy Provide and expand transit service
- Promote carpooling and vanpooling
- Add passing lanes
- Add/improve shoulders
- 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.
- Bridge repairs and replacement
- Add general purpose lanes
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: SH 65 (PGV7004)

Description: Highway from SH 92 over the Grand Mesa to I-70 MP 0.00 to-MP 61.38

2035 Corridor Vision

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 significantly in large part due to commuter and other energy industry traffic.

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.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Rehabilitate and repair deficient bridges

Strategies

- Provide inter-modal connections
- Bridge repairs/replacement
- Improve Geometrics
- Add guardrails
- Add/improve shoulders
- Add turn lanes
- Add pullouts for wildlife viewing and slow vehicles
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Add Surface treatment/overlays
- Construct, improve and maintain the system of local roads

Corridor: SH 90 A, SH 90 B (PGV7005)

Description: From State Line to Highway 141 by Naturita -MP 0.0 to MP 33.87

2035 Corridor Vision

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 Uncompahgre 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. Significant growth in truck traffic is anticipated as a result of energy development on and near the corridor. 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.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Provide improved freight linkages
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Reduce fatalities, injuries, and property damage crash rate

Strategies

- Geometric improvements
- Use improved striping paint / beads
- Add/improve shoulders
- Add surface treatment/overlays
- Add guard rails

Corridor: SH 92 A (PGV7006)

Description: Between Delta and Hotchkiss-MP 0.00 to MP 21.0

2035 Corridor Vision

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, rail freight (coal) 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. Significant growth in truck traffic is anticipated as a result of energy development on and near the corridor. 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.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Preserve and enhance the existing transportation system
- Reduce fatalities, injuries and vehicle crash rate

Strategies

- Improve Geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Intersection improvements
- Provide bicycle/pedestrian facilities
- Improve visibility/sight lines
- Improve railroad crossing devices

Corridor: SH 92 B (PGV7007)

Description: Highway between Hotchkiss and Blue Mesa -MP 21.0 to MP73.29

2035 Corridor Vision

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.

Primary Investment Category: SAFETY

Priority: LOW

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Support recreation travel and maintain the scenic and historic byway character
- Provide for safe movement of bicycles and pedestrians
- 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
- Add Accel/decel lanes
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor: SH 97 (PGV7008)

Description: Short Highway Connecting Naturita and Nucla-MP0.00 to MP 4.58

2035 Corridor Vision

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.

Primary Investment Category: SAFETY

Priority: LOW

Goals and Strategies

Goals

- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

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

Corridor: SH 114 (PGV7009)

Description: From Highway 50 south to Highway 285 -MP 0.00 to MP 61.69

2035 Corridor Vision

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.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

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/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: **SH 133 (PGV7010)**

Description: **Highway between Hotchkiss and Carbondale-MP 0.00 to MP 68.82**

2035 Corridor Vision

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 highway also serves as an important West Slope access to the I-70 corridor, heavily used by commuter traffic in all seasons. 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 maximizes 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. Significant growth in truck and rail traffic is anticipated as a result of energy development on and near the corridor. 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.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Support commuter travel
- Accommodate growth in freight transport
- Preserve the existing transportation system
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Promote carpooling and vanpooling
- Add auxiliary lanes – accel/decel, passing, turn
- Add/improve shoulders
- Intersection improvements
- Improve hot spots
- Improve rock fall mitigations
- Improve rail crossings
- Add Surface treatment/overlays
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: SH 135 (PGV7011)

Description: Highway between Gunnison and Crested Butte MP 0.00 to MP 27.48

2035 Corridor Vision

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.

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH

Goals

- 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
- Expand transit usage

Strategies

- Provide and expand transit service
- Expand air 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/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Bridge repairs/replacement

Corridor: SH 141 (PGV7012)

Description: From Dove Creek north to US 50 thru Naturita to South Grand Junction-MP 0.00 To MP 153.99

2035 Corridor Vision

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.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel (7)
- Accommodate growth in freight transport
- Preserve the existing transportation system
- Maintain statewide transportation connections
- Reduce fatalities, injuries, and property damage crash rate

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

Corridor: SH 145 (PGV7013)

Description: US 160 to Jct. SH 141-MP 0.00 to MP 116.87

2035 Corridor Vision

The Vision for the SH 145 corridor is primarily to improve mobility as well as to increase safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, particularly within the Montrose, Ridgway and Telluride Corridor. 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.

Primary Investment Category: MOBILITY

Priority: HIGH

Goals

- Support commuter travel
- Expand transit usage
- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Provide and expand intercity bus services
- Add/improve shoulders
- Construct separated bike
- Add accel/decel lanes
- Improve geometrics
- Add turn lanes
- Add passing/climbing lanes
- Add Surface treatment/overlays
- 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/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: SH 149 (PGV7014)

Description: From US 160 north to US 50 west of Gunnison MP 0.00 to MP 117.52

2035 Corridor Vision

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, and natural resource recovery. It is anticipated that there will be an increase of truck traffic associated with mining operations and commercial 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.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel
- Preserve the existing transportation system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Reduce fatalities, injuries and property damage crash rate
- Bridge repairs/replacement

Strategies

- Use improved striping paint / beads
- Improve Geometrics
- Add passing lanes
- Add/improve shoulders
- Improve Rock fall mitigations
- Bridge repairs and replacement
- Add Accel/decel and turn lanes
- Add Surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Add pullouts and rest areas to allow slow-moving vehicles to pull over

Corridor: SH 187 (PGV7015)

Description: Access from SH 133 to Paonia -MP 0.00 to MP 0.69

2035 Corridor Vision

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.

Primary Investment Category: SAFETY

Priority: LOW

Goals

- 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: SH 347 (PGV7016)

Description: Access from US 50 to the Black Canyon -MP 0.00 to MP 4.99

2035 Corridor Vision

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.

Primary Investment Category: SAFETY

Priority: LOW

Goals

- 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: SH 348 (PGV7017)

Description: Road from Olathe to Delta -MP 0.00 to MP 16.99

2035 Corridor Vision

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.

Primary Investment Category: SAFETY

Priority: LOW

Goals

- Support commuter travel
- Provide for bicycle/pedestrian travel
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Use improved striping paint / beads
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Construct separated bike facilities
- Study and change speed limits
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: US 550 (PGV7018)

Description: From Durango to Montrose -MP 21.0 to MP 129.25

2035 Corridor Vision

The Vision for the US 550 corridor is primarily to improve mobility as well as to maintain system quality and to increase safety. 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, particularly the Montrose, Ridgway and Telluride 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. Important wildlife linkages exist for elk, deer, and mountain lion along the corridor from Montrose to Ridgway.

Primary Investment Category: MOBILITY

Priority: HIGH

Goals

- Increase travel reliability and improve mobility through safety improvements
- Improve transit options
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Provide and expand intercity bus
- Consolidate & limit access & develop access mgt plans
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve geometrics providing improved visibility between Ridgway and Ouray
- Add/improve shoulders
- Develop a Regional Transportation Authority for San Miguel, Ouray, and Montrose Counties
- Improve hot spots and rock fall mitigations
- Construct auxiliary lanes (passing, turn, accel/decel)
- Add Bus, vehicle pullouts rest areas with signage directing slow-moving vehicles to pull over especially on Red Mountain Pass
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

VISION PLAN

For the purposes of this plan, the RPC examined all the available background data, matched unmet needs with the regional vision, goals and strategies, and determined the ultimate needs 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 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. The goal has been to identify the primary set of needs given the corridor's place in the regional system prioritization.

Multimodal Plan

This multimodal transportation plan addresses roadway, transit, aviation, rail, non-motorized transportation and travel demand management strategies. Table 19 lists all corridors in the region, the total cost of needed improvements, the Primary Investment Category, the priority as assigned by the regional planning commission, and the percentage of funding from two different programs. The Regional Priority Program (RPP) percentage is divided into Region 3 and Region 5 columns. A percentage of RPP funds from each region has been assigned to the corridor.

Where transit costs can be attributed to an individual corridor, for instance intercity bus, those cost estimates have been included with the corridor. A separate category has been added, Community Based Transit, for those transit programs that are area based and cannot be assigned to a single corridor. Likewise, aviation costs have been assigned to a specific corridor based on the proximity of each airport to the highway corridor.

Total Cost

Total costs are based on updated costs from the 2030 plan. The original (2030) cost was updated by subtracting expenditures for completed projects since the completion of the last plan in 2004, including FY 2006-2008, then factoring in the significant inflation in construction costs over the last three years. An enormous jump in costs has been identified, approximately 33%, due to increasing pavement, steel and transportation costs. This has caused a significant scale back of expectations for transportation improvements in the near term.

The total Vision Plan cost from 2008 to 2035 is estimated to be about $1.4 billion, including some $373 million in transit costs, $705 million in highway costs, and $304 million in aviation costs.

Table 21: Gunnison Valley TPR 2035 Vision Plan Priorities

Corridor	Description	Total Cost 2008 Dollars ($000)			Primary Investment Category	Priority
		Highway	Transit	Aviation		
TPR	Community Based Transit		16,602			
US 50A	Grand Junction to Montrose	1,995	2,748	47,549	System Quality	Medium
US 50B	Montrose to Sargents	225,470	2,748	50,920	Safety	High
SH 62	Highway from Placerville to Ridgway	23,940			Mobility	High
SH 65	Highway from SH 92 over the Grand Mesa to I-70	29,260			Safety	High
SH 90A / B	From State Line to SH 141 East of Naturita & 8 mile w/o Montrose	53,267			Safety	Medium
SH 92A	Highway between Delta to Hotchkiss	44,231		365	Safety	High
SH 92B	Highway between Hotchkiss and Blue Mesa	22,078			Safety	Low
SH 97	Short Highway connecting Naturita and Nucla	na			Safety	Low
SH 114	From US 50 south to Highway 285	na			Safety	Medium
SH 133	Highway between Hotchkiss and Carbondale	30,297		6,075	Safety	High
SH 135	Highway between Gunnison and Crested Butte	1,397	123,550		System Quality	High
SH 141	From Dove Creek north to US 50 through Naturita to s/o Grand Jct	na			Safety	Medium
SH 145	Highway from US 160 through Telluride to Jct. SH 141	133,769	7,373	199,559	Mobility	High
SH 149	From US 160 north to Highway 50 west of Gunnison	2,660			Safety	Medium
SH 187	Access from SH 133 to Paonia	na			Safety	Low
SH 347	Access from US 50 to the Black Canyon	na			Safety	Low
SH 348	Highway from Olathe to Delta	na			Safety	Low
US 550	From Durango to Montrose	136,658	1,172		Mobility	High
Region	Intersection Improvements	-			M/S/SQ	High
Region	Shoulder Improvements	-			SQ	High
Region	Engineering Studies & Environmental Compliance	-			SQ	High
TPR	Community Based Transit Pool		218,781		Mobility	High
Subtotal		$705,022	$372,974	$304,468		
Total				**$1,382,464**		

Source: GVRPC 2007

Transit Vision Plan

This section presents the Long-Range 2035 Transit Plan for the Regional Transportation Plan. The Long-Range Transit Plan includes an analysis of unmet needs, gaps in the service areas, regional transit needs, and a funding plan.

The Gunnison Valley Region is a challenging environment for public transportation due to the distinct rural nature of the area and scattered development. Funding and land-use development patterns are constraints to transit growth in the region. One constraint is due to transit operations being dependent on federal transit funds and the lack of dedicated local funding in the study area. A second constraint is the low residential density within the Region, combined with scattered work destinations, which limit the ability of traditional transit service to efficiently serve an increasing number of people. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles. Many of the regional trips are centered on connections to the larger urban areas of Pueblo and Colorado Springs, and other smaller communities.

The existing transportation providers were presented in earlier in this document, along with the transit demand for the Region. Unmet need has several definitions. This plan introduces two different definitions of unmet need. The first unmet needs analysis is quantitative while the second unmet needs analysis is from public feedback from the public forums, human services transportation coordination meetings, and other local meetings. The LSC Team received several comments and suggestions regarding the adequacy of transit services in the local area.

The unmet needs are identified as gaps in service. These gaps include areas which are under served, lack of connections between local service areas, corridors without service, under served population groups, and times of day or days of the week which are not served. This plan includes strategies to eliminate many of the gaps in transit service in the Region, but funding is not available to implement most of those strategies. Many of the strategies are incorporated into the Vision Plan for the region, but are not included in the Financially-Constrained Plan because of the lack of additional funding. Potential sources of additional funding include higher fares, public/private partnerships, additional local government funding, additional applications for federal funds, and formation of Rural Transportation Authorities.

This Plan looked at how people currently use the existing transit services, who uses the services, and what keeps others from doing so. There are many reasons why people choose their automobiles over the transit service. Many of the future transit services would operate longer hours, run more frequently, and extend service areas. That is expensive, particularly in the early years as ridership builds. However, a fast, frequent, and reliable transit system would attract all market segments to the service. The fact is that transit services cannot come close to paying for themselves. Almost all services across the nation are subsidized from the Federal Transit Administration, state funding sources, and grants. The ability to leverage these federal funds becomes a difficult challenge as this match, in most cases, must be a locally derived cash match. While there have been increasing sources of federal operating and capital funding in recent years, the ability to raise the local match in many of Colorado's rural areas is difficult at best.

Future Funding

Funding for transit services within the region will come from federal and local (public and private) sources. SAFETEA-LU is the current legislation guiding the federal transit program. Under SAFETEA-LU the Federal Transit Administration administers formula and discretionary

funding programs that are applicable to the Gunnison Valley Region. Senate Bill 1 resulted in state funding for transit. The following text provides a short description of other existing funding sources which are the primary source of operating and capital funds for Colorado's rural regions.

5309 Discretionary Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978, the Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU, this program provides capital funding assistance to any size community. The program is administered by the FTA. The funds are available to public transportation providers in the state on a competitive discretionary basis, providing up to 80 percent of capital costs. Competition for these funds is fierce, and generally requires lobbying in Washington, DC and receiving a congressional earmark.

Approximately 10 percent of the funds are set aside for rehabilitation or replacement of buses and equipment, and the construction of bus transit facilities. It should be noted that in recent years the transit agencies in Colorado have submitted requests for projects through a statewide coalition—CASTA. The LSC Team encourages the transit agencies in the Gunnison Valley Region to join the CASTA coalition.

5310 Elderly and Persons with Disabilities Capital Funds

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies that transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. Preliminary estimates by FTA regional staff indicate that CDOT's apportionment for Fiscal Year 2008 is approximately $1.6 million. For the Gunnison Valley Region, the amount of 5310 is $45,000 in 2008 and over the planning horizon, a total of $1.4 million.

5311 Capital and Operating Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978, the Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU, this program provides funding assistance to communities with a population of less than 50,000. The Federal Transportation Administration (FTA) is charged with distributing federal funding for "purposes of mass transportation."

The program is administered by the Colorado Department of Transportation. The funds are available to public and private transportation providers in the state on a competitive, discretionary basis to support up to 80 percent of the net administrative costs and up to 50 percent of the net operating deficit. Use of this funding requires the agency to maintain certain records in compliance with federal and state requirements. A portion of the funds are apportioned directly to rural counties based upon population levels. The remaining funds are distributed by the Department of Transportation on a discretionary basis based on system performance and merit of the grant application, and are typically used for capital purposes. The estimated funding for the Gunnison Valley Region in 5311 funding for Fiscal Year 2008 is $225,000. The amount of 5311 funding over the planning horizon (2008-2035) is estimated at $7.8 million.

Additional Federal Transit Administration Funding Programs

There are additional federal funding programs for a variety of programs. The following represent myriad funding programs and a short description of each:

- 5313 State Planning and Research Programs with 50 percent being available to states to conduct their own research. The dollars for state research are allocated based on each state's respective funding allotment in other parts of the Mass Transportation chapter of the US Code.
- 5319 Bicycle Facilities are to provide access for bicycles to mass transportation facilities or to provide shelters and parking facilities for bicycles in or around mass transportation facilities. Installation of equipment for transporting bicycles on mass transportation vehicles is a capital project under Sections 5307, 5309, and 5311. A grant under 5319 is for 90 percent of the cost of the project, with some exceptions.
- Transit Benefit Program is a provision in the Internal Revenue Code (IRC) that permits an employer to pay for an employee's cost to travel to work in other than a single-occupancy vehicle. The program is designed to improve air quality, reduce traffic congestion, and conserve energy by encouraging employees to commute by means other than single-occupancy motor vehicles.

State Funding Sources

The Colorado Legislature passed legislation that provides state funding for public transportation under House Bill 1310. House Bill 1310 requires that 10 percent of funds raised under Senate Bill 1 be set aside for transit-related purposes. Funds under this legislation are available in 2007.

Transit Vision Plan

Each provider in the Gunnison Valley study area was asked to submit operational and capital projects for the next 28 years to address long-range transit needs. The plan incorporates goals and strategies to address the gaps in service and support the corridor visions throughout the region. The Vision Plan is based on unrestricted funding for the transit providers. The submitted projects include costs to maintain the existing system and also projects that would enhance the current transit services. All of the projects are eligible for transit funding. For more information on the projects, the Local Transit Plan and Human Services Transportation Plan provide the details on this long-range plan.

The transit projects for the region for the next 28 years have an estimated cost of approximately $372 million dollars as presented in Table 22. This total includes operational and capital costs.

Table 22: Transit Vision Plan

Transit Vision Plan ($000)	
Operating	**Amount**
Existing Operational Costs	$213,979
New Service/Expand Service	$109,679
Subtotal	**$323,659**
Capital	
New Replace Vehicles	$28,304
Facilities/Equipment	$16,451
Gondola Cabin New/Replacement	$4,560
Subtotal	**$49,315**
Grand Total	**$372,974**

Source: LSC & CDOT, 2007

Aviation Vision 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 (see attached sample). 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 will 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.

The State of Colorado is served by a system of 77 public-use airports. These 77 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 2035 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 2035 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 2035. 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 were not able to 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 23: Aviation Vision Plan

Airport	Corridor Number	Amount ($000)
Gunnison/Crested Butte (Gunnison)	US 50A	$50,920
Montrose Regional Airport (Montrose)	US 50A	$36,270
Blake Field (Delta)	US 50B	$10,857
Westwinds Airpark (Delta)	US 50B	$422
Crawford Airport (Crawford)	SH 92A	$365
North Fork Valley (Paonia)	SH 133	$6,075
Hopkins Field (Nucla)	SH 145	$29,731
Telluride Regional (Telluride)	SH 145	$169,828
Total		**$304,468**

CDOT Division of Aeronautics 2007

FISCALLY CONSTRAINED PLAN

Current estimates of funding availability (2035 Resource Allocation) anticipate that CDOT will not achieve a single performance goal after 2010. Colorado's transportation investments are at risk of serious deterioration as a combination of issues has come together requiring that the state identify new ways to fund transportation needs. Revenues are sluggish at both federal and state levels and not able to keep up with dramatic construction cost increases. The future of federal transportation funding is even uncertain. In addition, growth in the use of the system has outpaced growth in system capacity. A combination of strategies will be required to address the shortfall, including optimizing system expenditures and seeking additional revenue options.

Resource Allocation

CDOT allocates funds to various programs, including Strategic Projects, System Quality (Preservation of the Existing System), Mobility, Safety, and Program Delivery as well as other Earmarks, Statewide Programs, and the Regional Priority Program (RPP). These program funds are allocated to CDOT Engineering Region. The Region may contain multiple TPRs; or two Regions may overlap a TPR, making for a rather complicated scenario of available resources. Each Region then expends these funds based on need. The Fiscally Constrained Plan focuses on the RPP designed specifically to engage local partners in the decision-making process for priorities among major projects. It is important to note that the size of other programs far exceeds the RPP. CDOT continues to develop a wide range of transportation improvements throughout the state, and throughout the TPR, in addition to the RPP.

The GVTPR is within CDOT Regions 3 and 5. Total program funds are responsible for everything from major projects of statewide significance (Strategic Projects) to resurfacing to maintenance to bridge repair and bicycle/pedestrian programs.

Table 24 Fiscal Year 2008 - 2035 CDOT Planning Control Totals

Program	Region 3 ($000)	Region 5 ($000)
Strategic Projects	$825,000	$214,500
System Quality	$1,346,200	$864,000
Mobility	$360,300	$236,700
Safety	$425,800	$360,500
Program Delivery	$194,200	$177,600
Regional Priority Program	$93,900	$59,200
Earmarks FY2008 & FY2009	$6,600	$0
Total	$3,251,900	$1,912,300

Source: CDOT December 14, 2006

Multimodal Constrained Plan

The multimodal fiscally constrained plan allocates funds reasonably expected to be available to the priorities established in the Vision Plan. A total of $32 million, with $23 million from CDOT Region 3 and approximately $9 million from Region 5 is anticipated to be available during the planning period for the RPP program. Other funds for Safety, Traffic Operations, Bridge replacement, Resurfacing and other programs are also expected to be available, but are not allocated by CDOT based on performance, infrastructure life expectancy and other factors. The total 2035 Constrained Plan is $404.5 million, including $232 million in transit funds and $140 million in aviation funds.

Strategic Projects Program

The Strategic Projects Program (SPP) allocates Colorado General Funds to a set of specific projects around the State. The program began in 1997 with 28 high profile major corridor improvements commonly known as the "7th Pot" and is funded through an annual allocation through Senate Bill 97-1. The elements that qualify a project for high priority status are based on the project's regional or statewide significance, cost and return on investment of the project in addressing on-going needs of safety, system quality and mobility. These projects are large in scope and consist of multiple phases to complete.

All projects in the current program are projected to be complete by 2017. Past Projects in the Gunnison Valley TPR included US 50 Grand Junction to Delta. If funding is available in this program after 2017, the TPR recommends application of future SPP funds 50% to the US 550 corridor from Durango to Montrose and 50% to the US 50 corridor from Montrose to Sargents.

Table 25: Fiscally Constrained Plan

Corridor	Description	Primary Investment Category	Region RPP %		2035 Constrained Total ($000)				
					Highway		Transit	Aviation	Total
			R3	R5	R3	R5			
TPR	Intersection Improvements	M/S/SQ		30%		$2,691			$2,691
TPR	Shoulder Improvements	System Quality	10%	10%	$2,348	$897			$3,245
TPR	Engineering Studies and Environmental Compliance	System Quality	5%	5%	$1,174	$448			$1,622
TPR	Community Based Transit	Mobility	1%		$235		$232,092		$232,327
US 50 B	Montrose to Sargents	Safety	30%		$7,042			$73,000	$80,042
SH 62	Highway from Placerville to Ridgway	Mobility		18%		$1,614			$1,614
SH 90 A/B	From State line to SH 141 near Naturita to south of Grand Junction	Safety		1%		$90			$90
SH 92A	Highway between Delta and Hotchkiss	Safety	30%		$7,042				$7,042
SH 114	From US 50 south to Highway 285	Safety	4%		$939				$939
SH 133	Highway between Hotchkiss and Carbondale	Safety	15%		$3,521			$500	$4,021
SH 141*	From Dove Creek north to US 50 through Naturita to south of Grand Junction	Safety		1%		$90			$90
SH 145	Highway from US 160 through telluride to Jct. SH 141	Mobility		15%		$1,345		$66,500	$67,845
US 550	From Durango to Montrose	Mobility	5%	20%	$1,174	$1,794			$2,968
Total			100%	100%	$23,475	$8,969	$232,092	$140,000	$404,536

Source: GVRPC 2007
Note: 1% or $235,000 of RPP funds added to Transit total.

Transit Constrained Plan

The Long-Range Fiscally-Constrained Plan is presented in Table 26. The Fiscally-Constrained Plan presents the long-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 2035 planning horizon. Additionally, the local funding amounts have been held constant. The constrained operating plan has an estimated cost of approximately $232 million, with a capital cost of approximately $18 million. Total constrained FTA funding is approximately $63 million. The remainder of funding must be generated from local funding and is estimated at $163 million.

Table 26: Constrained Transit Plan

Constrained Transit Plan ($000)	
Operating Cost	**Total**
Existing Operational Costs	$213,979
Subtotal	$213,979
Capital Cost	
Replacement Vehicles	$18,113
New Vehicles	$ -
Facilities/Equipment	$ -
Subtotal	**$18,113**
Grand Total - Costs	**$232,092**
Funding Sources	
Local Funding	$163,305
Local Match Funding	$5,241
FTA	$63,545
Total Funding	**$232,092**

Source: LSC & CDOT, 2007

Aviation Constrained Plan

The constrained costs were developed for the airports in Colorado using very general assumptions and forecasts. Airports that receive entitlement money fell under the assumption that they will continue to receive entitlements through 2035 at the current level. In addition to the entitlements, forecasts were used to determine how much discretionary money an airport would receive. The discretionary money is all FAA dollars other than entitlement and any money the state might grant. The forecasts were derived from any projects in their 6 year CIP, any major projects anticipated outside the 6 year CIP, as well as looking at historic funding levels at that airport to help predict the possible level of funding over the next 28 years. Any contributions to the airport from the local communities were not included in these constrained costs. By no means do these constrained costs guarantee that each airport will receive this amount through 2035.

Table 27: Constrained Aviation Plan

Airport	Corridor Number	Amount ($000)
Gunnison/Crested Butte (Gunnison)	US 50A	$35,000
Montrose Regional Airport (Montrose)	US 50A	$30,000
Blake Field (Delta)	US 50B	$8,000
Westwinds Airpark (Delta)	US 50B	$0
Crawford Airport (Crawford)	SH 92A	$0
North Fork Valley (Paonia)	SH 133	$500
Hopkins Field (Nucla)	SH 145	$11,500
Telluride Regional (Telluride)	SH 145	$55,000
Total		**$140,000**

CDOT Division of Aeronautics 2007

MIDTERM IMPLEMENTATION STRATEGY

The final step in the prioritization process was to identify a Midterm Implementation Strategy for the GVTPR. This step is an outcome of the 2030 Plan Debriefing Session at which many participants expressed the need for an intermediate strategy that is something less than the full long range outlook. In short, "Where should we focus our efforts?" The purpose of the Midterm Implementation Strategy is to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next 10 years, knowing there are limited funds and increasing costs.

The Midterm Implementation Strategy has two parts. In general, the GVTPR felt that the funding *status quo* will not be sufficient to adequately address transportation needs in either the sort or long term. The Strategies to Increase Transportation Revenue address the need to either increase existing revenue streams or seek additional funding mechanisms.

The second part of the Midterm Implementation Strategy, Implementation Strategy Corridors, directs currently available, and limited, funds toward a set of improvements determined through this planning process to be most critical. The GVTPR has selected three high priority corridors: US 50 (B), SH 92 (A)/SH 133 and a combination corridor consisting of US 550, SH 62 and SH 145 connecting Montrose to Telluride**.** The TPR's Midterm Implementation Strategy consists of select strategies from the respective corridor visions. These strategies should be the focus of transportation investments over the midterm or the next ten years.

These offer the most benefits to moving people, goods and services throughout the region and should form the basis for project selection and programming. Funds should be utilized from appropriate CDOT programs including Regional Priority, System Quality and Safety Programs as available.

While investments should also continue to be made on other corridors in the TPR, this group of highest priorities will help insure the interregional connectivity that is crucial to maintain regional and statewide economies and access to mobility.

Strategies to Increase Transportation Revenue

The Regional Planning Commission (RPC) recognizes that CDOT investment in capital improvements using existing resources must necessarily be minimal over the midterm due to accelerating costs and declining revenues. To help offset costs, the RPC adopts the following Midterm Implementation Strategy Policies:

The RPC supports statewide initiatives to improve transportation revenues through changes to the state gas tax, possibly including indexing to the Consumer Price Index and/or sales tax modifications for transportation purposes or vehicle miles traveled tax.

- The RPC supports pursuing additional federal or state funds as well as developing options to better prioritize existing dollars for transportation improvements.
- The RPC supports CDOT initiatives regarding the pilot Maintenance Transfer Program in which local governments may assume maintenance responsibilities of certain limited state facilities in exchange for incentives from the Highway Users Tax Fund.
- The RPC encourages local governments to work with CDOT in an advisory role to develop local comprehensive plans and access management plans that minimize the effects of growth and development on state operated transportation facilities.

- The RPC supports the use of Regional Transportation Authorities as a mechanism to provide for transportation improvements within the TPR.

Implementation Strategy Corridors

US 50 (B) Corridor – Montrose to Canon City

What local issues are creating a transportation improvement need?

US 50 is the major east-west corridor through the Gunnison Valley Transportation Planning Region. Population and jobs within the GVTPR is expected to nearly double by the year 2035 with much of this growth occurring in proximity to the corridor. It is a multi-dimensional facility serving local, intraregional, interregional, and interstate traffic. It plays a significant role in moving freight as well as serving tourist and recreation traffic. In short, it is as vital in supporting the local and regional economy as it is in providing mobility throughout the Transportation Planning Region.

What transportation problems are created by these issues?

Average annual daily traffic is expected to reach 10,000 vehicles per day on segments of the facility by 2035. Segments of the facility will experience moderate to significant congestion as a result of the additional traffic in future years. Commercial vehicle traffic is expected to almost double by 2035. The fatal accident rate for the facility is 83% higher than the state average.

What strategies should receive priority in the midterm?

- Add passing lanes where feasible within the TPR to help maintain the current level of service.
- Construct acceleration/deceleration lanes where appropriate to help maintain the current level of service.
- Develop a Regional Transportation Authority for Montrose, Ouray and San Miguel Counties to provide local and interregional public transportation. See Local Transit Plan in appendix C for more information.

SH 92 (A) / SH 133 Corridor - Delta to Hotchkiss

What local issues are creating a transportation improvement need?

SH 92 serves as an interregional facility that connects the Gunnison Valley and the Intermountain TPRs via the North Fork of the Gunnison River Valley and McClure Pass. The road serves multiple purposes:

- Commuting from residential communities (Paonia, Hotchkiss, and Austin) on the North Fork of the Gunnison River to employment centers in Delta, Montrose, Grand Junction and the Aspen area.
- Commuting from the Gunnison Valley to ski area employers in the Aspen area over McClure Pass.
- An important rail freight corridor moving five unit trains loaded with coal from the mines down valley to the mainline.
- Recreational traffic seeking to access public lands.

What transportation problems are created by these issues?

The narrow, winding road is absent shoulders, passing lanes and other safety features in key locations. It is anticipated that average annual daily traffic will nearly double by 2035. A significant percentage of this growth will be commercial vehicles. The fatal accident rate is nearly 3 ½ times higher than the statewide fatal accident rate.

What strategies should receive priority in the midterm?

- Add passing, accel/decel, and turn lanes where feasible to help maintain the current level of service.
- Add and improve shoulders in the corridor to enhance safety and support commuter, freight and recreation travel. .
- Add geometric improvements to straighten curves and improve safety.

US 550/SH 62/SH 145 Corridor – Montrose/Ridgway/Ouray/Telluride

What local issues are creating a transportation improvement need?

This corridor functions in many ways as a single multi-segment corridor that supports commuting from population centers around Montrose in support of the tourism industry in Telluride. High real estate prices in the Telluride area compel many service and other industry workers to live where costs are more affordable and drive long distances for work. Congestion and safety problems are experienced through much of the route, especially in the mountainous areas and in towns along the way.

The population of Montrose and San Miguel counties will double by the year 2035. Ouray County is expected to experience a 65% increase in population. Labor force projections for 2035 indicate that the total number of jobs in Montrose, San Miguel and Ouray Counties will grow by over 120%. Many of the counties do not have sufficient resident populations to fill the available jobs. In particular, San Miguel County will have to import over 10,000 workers by 2035. The projected potential commuter patterns, within and between the three counties, associated with the unequal distribution of labor force and jobs adversely impacts on the region's transportation system and economy.

What transportation problems are created by these issues?

Average annual daily traffic is expected to grow nearly 50% by 2035 within the corridor. The volume to capacity ratio, a measure of congestion, is expected to reach 0.85 or greater for portions of the day on virtually all segments of the roadways within the corridor. The potential for accidents will increase due to the lack of shoulders on significant segments of US 550 and SH 145. Safety problems are also apparent for pedestrians attempting to cross heavy traffic.

What strategies should receive priority in the midterm?

US 550

- Develop effective intercity bus and/or TDM opportunities for commuters throughout the multi-segment corridor. . See Local Transit Plan in appendix C for more information.
- Develop a Regional Transportation Authority for Montrose, Ouray and San Miguel Counties to provide local and interregional public transportation. See Local Transit Plan in appendix C for more information.
- Add passing lanes and/or shoulders where feasible between Ridgway and Ouray to maintain the current level of service.
- Construct acceleration/deceleration lanes where appropriate to help maintain the current level of service.
- Add wildlife crossing structures including underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety and preserve or repair wildlife corridors

SH 62

- Add passing lanes where feasible between Ridgway and Placerville to help maintain the current level of service.
- Construct acceleration/deceleration lanes where appropriate to maintain the current level of service.
- Add wildlife crossing structures including underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety and preserve or repair wildlife corridors

SH 145

- Construct acceleration/deceleration lanes where appropriate to help maintain the current level of service.
- Add passing lanes or shoulders where feasible between Placerville and Telluride to help maintain the current level of service.
- Add wildlife crossing structures including underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety and preserve or repair wildlife corridors

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. The constrained plan will allocate funds to the TPR's most critical needs as identified in the Midterm Implementation Strategy; the Regional Pools will use 45% of the available RPP in combination with other safety, operational, resurfacing and engineering/environmental funds to address specific problems based on engineering, safety and other criteria. Commitment of CDOT Region 3 and Region 5 funds to complete the US 50 B, US 550 and SH 92 construction projects and other previous commitments, while critical to overall needs, draw badly needed funds from the Gunnison Valley TPR. The constrained plan allocates smaller amounts to SH 135, US SH 62, and SH 145. Overall, the Midterm Implementation Strategies will direct funding at the most critical areas so as to provide the best possible system, within funding constraints.

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.

The TPR has clearly placed a priority on developing transportation improvements in an environmentally sensitive way. This can be accomplished through both mitigation of impacts and seeking alternative modal options that may be less damaging to air quality, water quality, scenic assets and other quality of life issues. The TPR is also dedicated to making transportation available to those traditionally underserved by private automobiles.

Outside of these areas, the TPR will expect to see little additional major construction work in the near term due to equally important needs elsewhere, unless additional funds are forthcoming. While CDOT 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.

As a result, problems will continue to occur along US 550, US 50 B, and throughout the TPR. Many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists as well as leaving some safety concerns unaddressed. Surface conditions are expected to deteriorate over time.