GRAND JUNCTION MESA COUNTY

TRANSPORTATION PLANNING REGION

2035 Regional Transportation Plan

January 2008

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Grand Valley Metropolitan Planning Organization

URS Corporation
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Acknowledgements

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URS Project Number 21711630

Executive Summary

The 2035 Grand 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 Metropolitan Planning Organization (MPO) to develop this update.

The Grand Valley Transportation Planning Region (TPR) is located in the west portion of Colorado. It is composed of one county, Mesa County. 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 input from the MPO, 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.
- **Transit and Human Services Coordination Plan** – as part of SAFETEA-LU requirements, a parallel planning process was undertaken to develop a local Transit Implementation Plan and Human Services Coordination Plan. The priorities of this process determine the transit Vision and Constrained Plan.

Key Issues and Emerging 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 Metropolitan Planning Organization. While there are many details, the primary issues for the region can be summarized as follows:

- System impacts from energy extraction
- The cost and need to provide transit services continues to increase steadily.
- Increasingly high volumes of cars and trucks have contributed to the need to accelerate maintenance and repair of the existing system.
- Improved roadway maintenance is needed to address poor roadway surface conditions in the TPR.
- The need for intersection improvements was expressed in order to provide safe crossings.

- Individual corridors of high importance: five corridors are seen as critical links in the system requiring improvements:
  - I-70 Corridor
  - U.S50/ I-70 (B) Corridor
  - US 6 Corridor
  - SH 330-SH65 Corridor
  - SH 340 Corridor

The plan addresses these and other needs through the Vision Plan (total needs), the Constrained Plan (improvements for which resources are projected to be available through 2035), and the Mid Term Implementation Strategy (those highest priorities which require attention during the first 10 years of the plan).

Vision Plan

The MPO 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. Separately, a local Transit Vision Plan was developed which included elements such as the extension of service hours, additional fixed-routes, fleet expansion, and facility projects.

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	$301M
Transit	$175 M
Aviation	$96 M
Total	$572 M

Constrained Plan

The allocation to CDOT Region 3 was $93.9 million for the period 2008-2035 for distribution among the regions four TPRs. Including the funds already committed in the 2007-2009 State Transportation Improvement Program (STIP) the TPR will be allocated about $23.4 million in RPP funds for the period 2007-2035. The TPR's vision plan for the region identifies over $23 million worth of desired highway projects, which exceeds the level of available funding. Being aware of the substantial funding shortfall, if additional funds are to be made available in the future, it may be possible to draw from the high priority corridor list from the vision plan without completing a full, and time consuming, plan update. The Constrained Transit Plan is based upon both Federal Transit Administration and State funding expectations.

Table ES 2: 2035 Constrained Totals

Corridor	Description	($000)
TPR	Region 3 Intersection Improvements	---
TPR	Region 3 Shoulder Improvements	$2,347
TPR	Region 3 Engineering Studies and Environmental Compliance	$1,174
TPR	Community Based Transit (RPP %)	$199
I-70B	I-70B-24 Road to 15th Street-MP-2.42-6.80	$15,964
I-70	Upgrade Existing I-70 Interchanges (MP 19.45-49.015)	$1,795
I-70	Undefined Capacity/Safety Improvements (Fruita to SH 65) MP-0-65	$199
US 6	Clifton to Palisade-MP 37.496-45.82	$999
SH 330	SH 330 to State Highway 65 to Collbran-MP- 0-11.4	$399
SH 340	MP 0.00-2.8 West Entrance, Colorado National Monument	$399
Sub-Total		**$23,475**
TPR	Aviation	$48,000
TPR	Transit	$97,030
Sub-Total		**$143,030**
Grand Total		**166,505**

Mid-Term 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 five 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
U.S. 50/ I-70B	-Energy extraction -Population growth -Degradation of roads -Decreased Safety	-Reconstruct Roadways -Consolidate and limit access and develop access management plans -Synchronize/interconnect traffic signals -Add signage
I-70	-Energy extraction -Heavy truck traffic -Tourism	-Increase travel reliability and improve mobility -Construct interchange improvements -Rehabilitate/replace bridges -Add signage
US 6	-Population growth -Increased traffic congestion -Decreased mobility -Decreased safety	-Construct intersection/interchange improvements -Add/Improve Shoulders -Geometric improvements/widen travel lanes -Expand public transportation
SH 330	- Energy extraction -Decreased safety -Decreased mobility	-Add auxiliary lanes -Construct shoulders -Provide and expand transit bus and rail services.
SH 340	-Decreased safety	-Construct shoulders -Add auxiliary lanes -Construct intersection improvements

Grand Valley Transportation Planning Region

Introduction

This plan contains an analysis of the transportation, socioeconomic, and environmental systems of the Grand Valley Transportation Planning Region (TPR). This data helps form the technical background for long range transportation system improvements. The 2035 Plan is an update to the Regional Transportation Plan (RTP) 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.

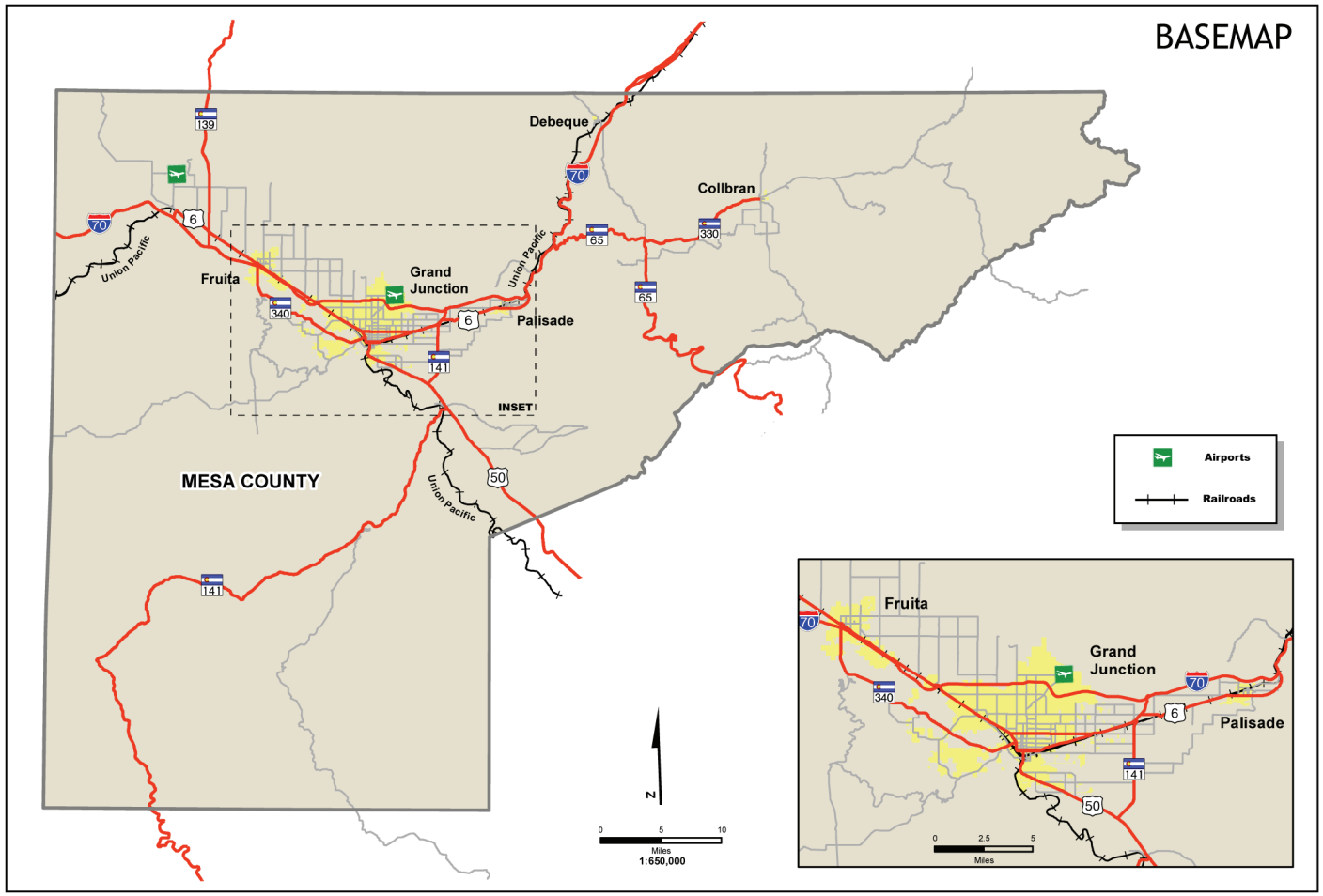
The Metropolitan Planning Organization

The Grand Valley Metropolitan Planning Organization (MPO) has been established by memorandum of agreement to include a representative from Mesa County, the City of Grand Junction, the City of Fruita and the Town of Palisade. The Mesa County representative provides representation for the non-urban portions of the County for the purposes of the Mesa County TPR. The MPO has the responsibility to carry out the regional planning process and adopt the plan.

Project Area

The Grand Valley TPR consists of Mesa County. Grand Junction- Mesa County Regional Project area is depicted in Figure 1.

Figure 1: Grand Valley Planning Area



Source: CDOT 2005

Public Participation

The public participation process for the 2035 plan update was geared to gather information on emerging issues that have risen since the completion of the 2030 plan that might influence a reprioritization of goals. Two major opportunities for this input were held early in the process. The Technical Advisory Committee meeting was held to provide an opportunity for the MPO, 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 prioritization meeting, was then held to discuss those issues in more detail and begin providing input on prioritization of corridors within the TPR. Finally, a public meeting is scheduled for Fall 2007 to present this draft plan and receive comments.

Technical Advisory Committee

The Grand Valley Technical Advisory Committee was held on March 14, 2007. The TAC provided key trends and emerging issues that helped to make the decisions for the direction of this plan.

Prioritization Meeting

The Prioritization Meeting was held in Grand Junction on March 14, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan priorities as a result of analysis of key issues and emerging trends throughout the region. The MPO examined the recommendations and directed the consultant to make appropriate changes. The Corridor Visions and 2035 Vision Plan, as amended, appear later in this document.

Draft Plan Review

The Draft 2035 Plan was released in June 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 Grand Valley TPR was held in Grand Junction on October 29, 2007 from 4:30-7:30 pm at the Two Rivers Convention Center. Approximately 16 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 useful so that attendees could 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.

Regional Vision, Goals & Strategies

Background

Completion of the update to regional visions, goals and strategies provided the opportunity for the TPR to identify issues that will help in the development of Regional Vision, Goals, and Strategies. The Vision provides the basis to compare projects for consistency with the final adopted 2035 plan.

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.

Goal development, and achievement of the goals, is seen as an on-going process of regional improvement. The Regional Goals and Strategies from the previous 2030 plan, completed in 2004, were reviewed as a starting point for this task. The previous goals were found to be generally consistent with the current needs of the region. The MPO reviewed the goals and strategies, and provided comments and revisions. The updated Regional Goals and Strategies are provided in the subsequent paragraphs.

2035 Vision for Transportation

The Grand Valley vision for transportation is to support and preserve a community of ideal size that has excellent access to the unspoiled western Colorado countryside and its semi-wilderness lands and water. Work with all economic sectors including the natural resource protection and extraction companies to provide for the efficient movement of people, goods and services throughout the urban area of Mesa County that serves as a regional center. Provide for the urban areas of Mesa County that serve as regional centers. Develop a multi-modal, non-polluting transportation system for the next generation. Maintain and improve community sustaining institutions such as the education system. Allow provisions for responsible growth and strive for an image of a high quality community.

2035 Goals and Strategies

The following are the regional goals and strategies identified for the Grand Valley County TPR.

GOALS

- Enhance Mobility
- Promote Economic Vitality
- Increase Safety
- Provide Transportation System Enhancements

STRATEGIES

Transportation - Land Use - Development

- Implement transportation plans that have recently been adopted e.g. Clifton Transportation Study (2003), Grand Valley Circulation Plan (2005), The Clifton Pedestrian Study (2006), SH 340 Corridor Study & Access Control Plan (2004), SH 340 Feasibility Study (2006).
- Implement the Multi-modal Study (1993) recommendations by requiring pedestrian-bicycle improvements in new developments in accordance with Urban Trails Master Plan.
- Incorporate bus stops at appropriate locations in new developments.
- Encourage in-fill development and discourage sprawl growth patterns.
- Adopt economic development policies which recruit diverse industry and support local businesses.
- Require new development to contribute its fair share to travel system improvements and enhancements.
- Link transportation and land use planning and implementation.
- Provide the transportation system needed for business and industry expansion.
- Finance future transportation improvements through the continued sales tax dedication to capital improvements and roads and other transportation improvements.
- Land use proposals should be reviewed in conjunction with the County-wide transportation plan and require adequate right-of-way for multi-modal transportation.
- Continue to require improvement to roads by developers, and others who create the need for additional transportation improvements.
- Construct an additional 1-2 overpasses of the River and RR tracks.

- Support, refine and expand the public transit system to meet public demand and expectations.
- Encourage open cooperation between the various aspects of transportation.

Private Sector Initiatives

- Provide convenient services throughout the valley - near work places.
- Encourage incentives for car pooling and, mass transit usage (Travel Demand Management).
- Redevelop low-functioning areas of the City/County e.g. south downtown; south side of Patterson, east of Mall.
- Continue the Riverfront Park and trail development by expanding the Riverfront trails system from the east to west end of the valley.
- Provide employer incentives to car pools, ride bikes, use public transit, park and ride.
- Encourage private enterprise to develop in harmony and in accordance with the overall comprehensive plan.
- Expand the Riverfront trails system from the east to west end of the valley.

Intermodal Potential

- Build easily used connections between all modes of transportation

Accomplishments

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

The Riverside Parkway in Grand Junction is a 100 percent locally funded project with a shared community vision to improve pedestrian and bicycle access and provide an attractive entryway into the City, eliminate dangerous railroad crossings, and provide future flood protection to the Riverside neighborhood.

Transportation System Inventory

Introduction

This section provides an overview of the existing transportation system including the 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 Grand Valley TPR, it also provides the base of information necessary to determine future transportation investments by allowing for the identification of deficiencies within each system.

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

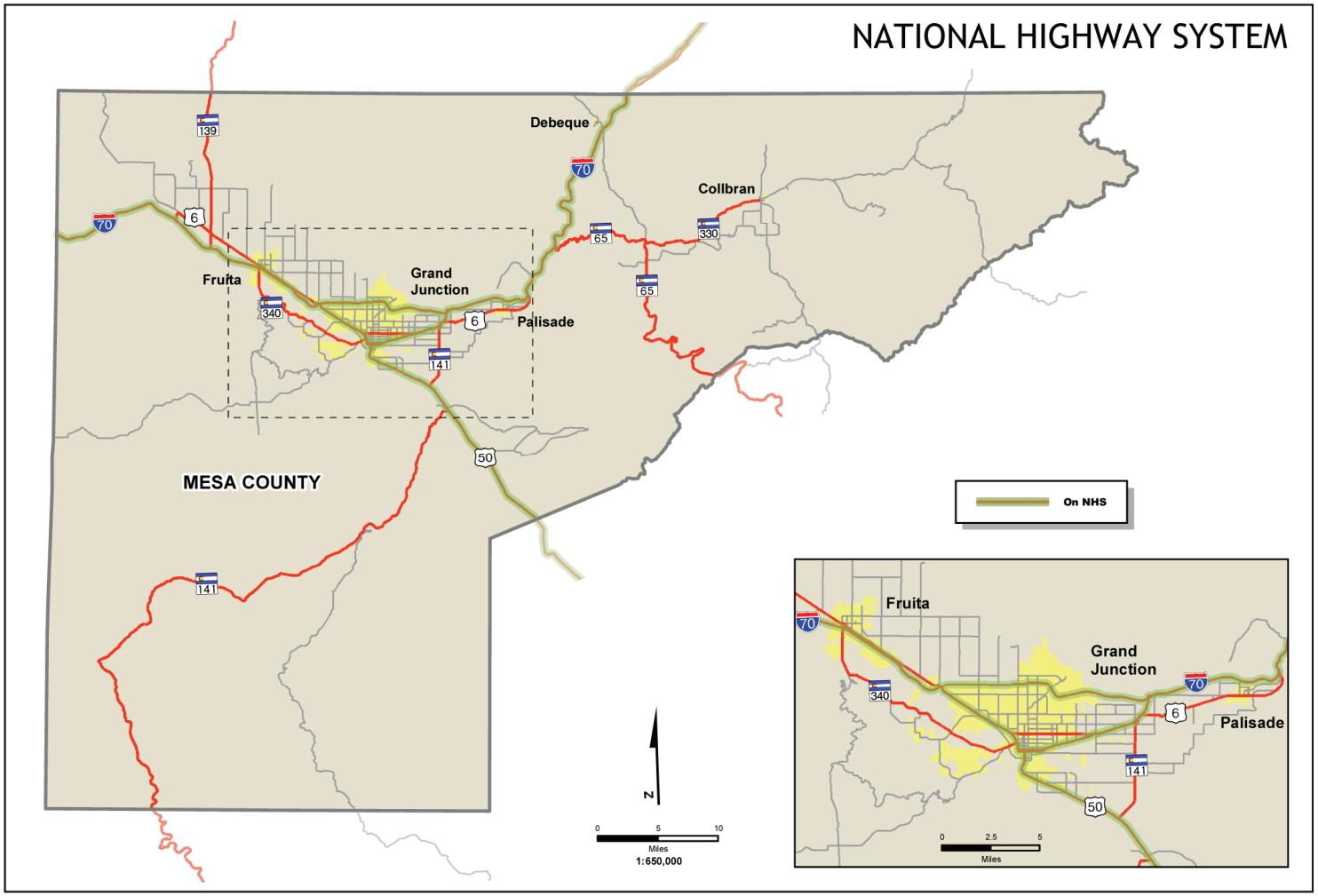
- National Highway System
- Scenic Byways
- Functional Classification and Mileage
- Average Annual Daily Traffic
- Volume to Capacity Ratio
- Surface Condition
- Bridges
- Accident Rates by Corridor
- Commercial Truck Traffic
- Freight Rail Service

- Rail Transportation
- Hazardous Material Routes
- Airport Operations
- Transit Providers

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. Grand Valley TPR has about 102 center line miles on the National Highway System. Figure 2 depicts the National Highway System facilities within the Grand Valley-Mesa County TPR.

Figure 2: National Highway System



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).

Three Scenic Byways are located in the region:

Grand Mesa

The Grand Mesa Scenic Byway climbs through the picturesque canyon of Plateau Creek to the top of Grand Mesa at Land's End Overlook. This 63-mile route connects I-70 via SH 65 to Cedaredge.

Unaweep/ Tabeguache

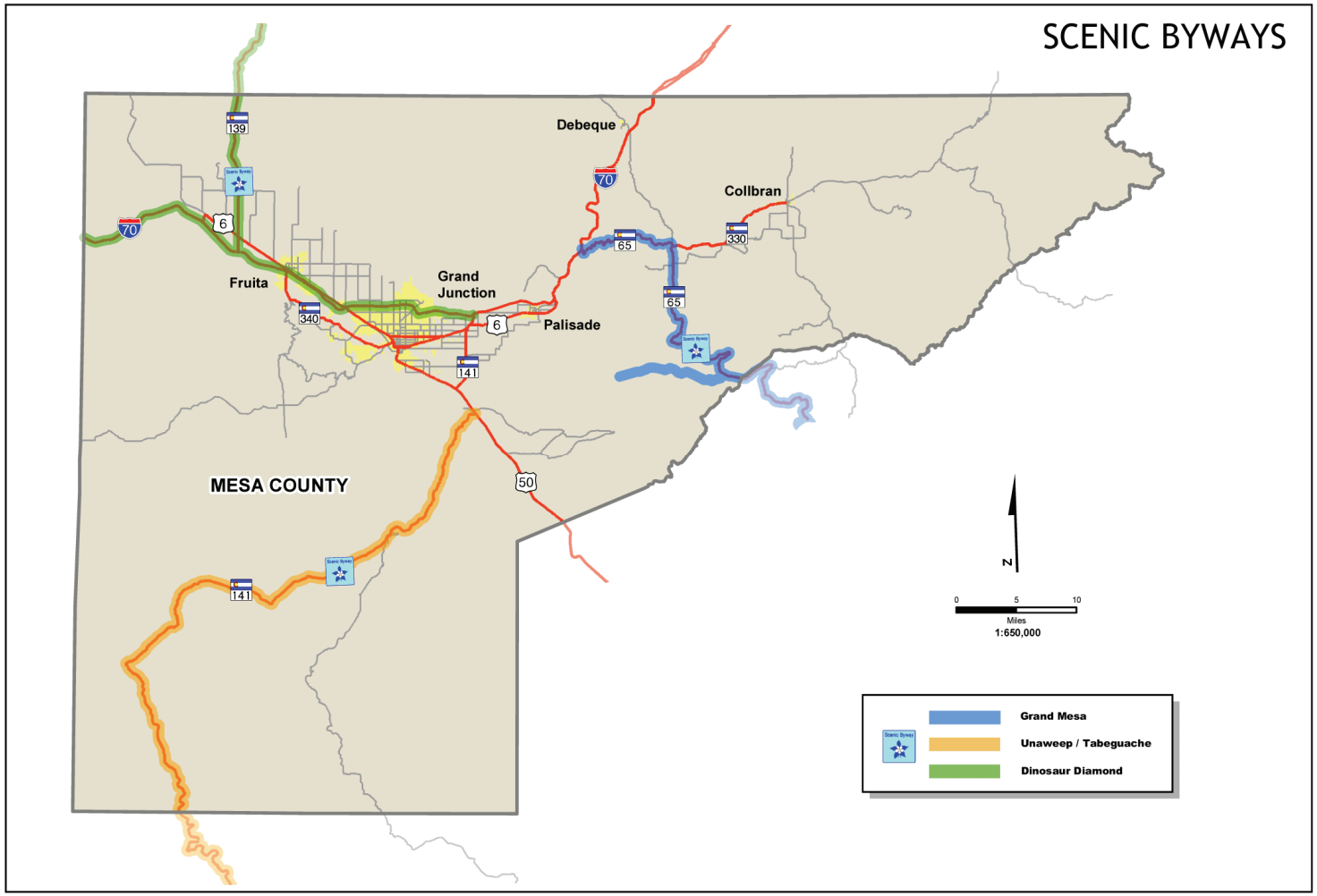
The Unaweep/Tabeguache Scenic Byway connects between US 50 at Whitewater via SH 141 and SH 145 through Naturita to Placerville. The route is spectacular for the red sandstone of the Uncompahgre Plateau dating from Precambrian times.

Dinosaur Diamond

The Dinosaur Diamond Scenic Byway heads north from Fruita and Grand Junction on SH 139 to Dinosaur National Monument and circles through some of the most spectacular canyon country of western Colorado and Utah. Some of the world's most significant dinosaur fossil quarries and museums are clustered along this route.

Figure 3 illustrates the designated scenic byways found within the Grand Valley TPR.

Figure 3: Scenic Byways



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:

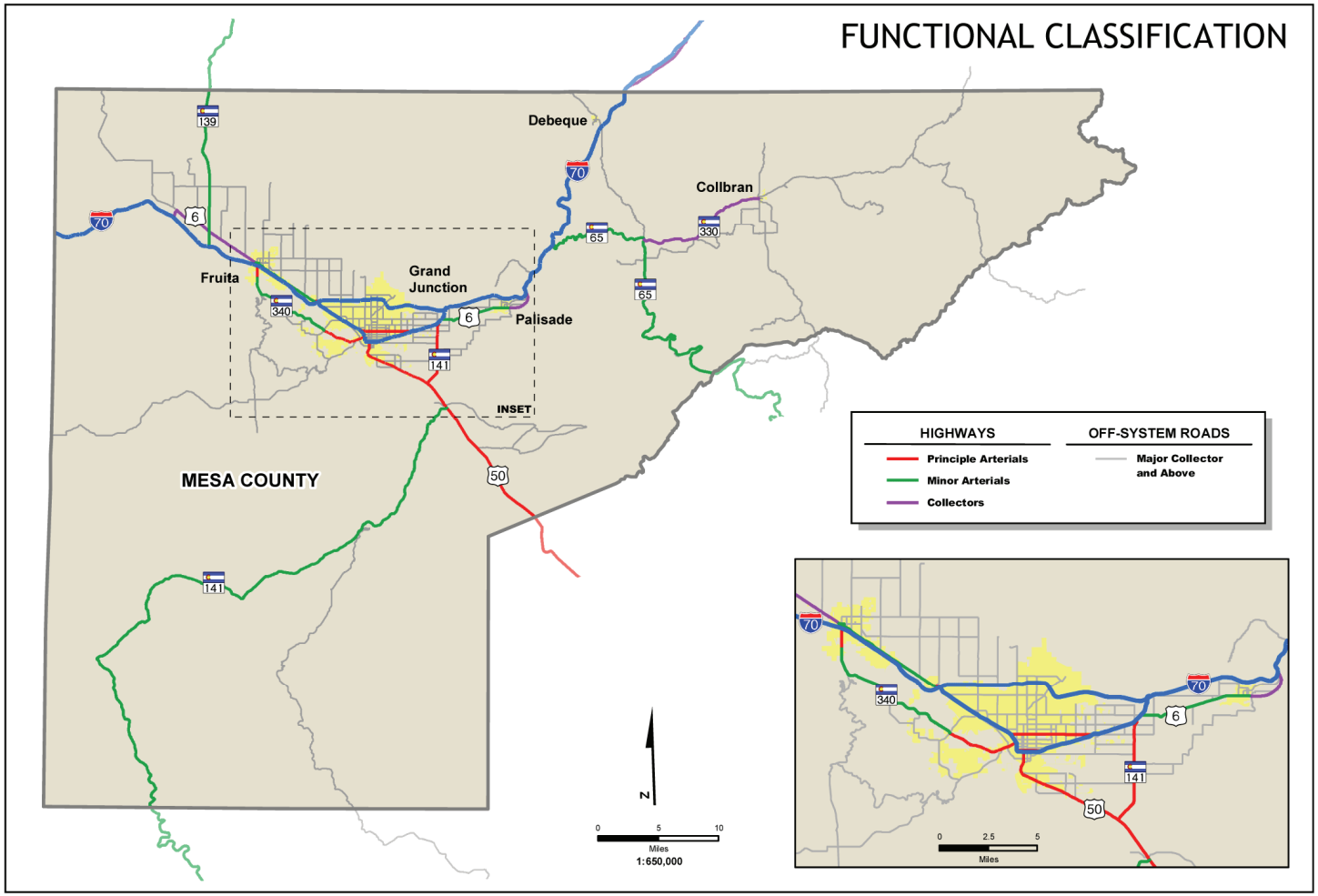
Arterial - a major highway primarily for through traffic usually on a continuous route. The classification is divided into Interstate, Freeways and Expressways, Principal Arterials, and Minor Arterials.

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 4 identifies the functional classification for all state highways and off system roads and streets, major collectors and above in the Grand Valley TPR.

Figure 4: Functional Classification



Source: CDOT 2005

State Highways Functional Classification

Table 1 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 Grand Valley TPR. Of the 263 center lane miles approximately 42% are Minor Arterial and 19% are Interstate Rural.

Table 1: State Highway Functional Classification

Highway Classification	Center Line Miles	% of Total	Lane Miles	% of Lane Miles
Freeway Urban	15.8	6.1%	0	0%
Other Principal Arterial Urban	33.5	12.8%	52	3%
Minor Arterial Urban	13.0	4.9%	8	0%
Collector Urban	0.7	0.2%	0	0%
Local Urban	0.0	0.0%	0	0%
Interstate Rural	50.2	19.1%	548	33%
Other Principal Arterial Rural	16.8	6.4%	841	51%
Minor Arterial Rural	110.0	41.9%	*175*	*11%*
Major Collector Rural	22.7	8.6%	*34*	*2%*
Minor Collector Rural	0.0	0.0%	*1658*	*100%*
Local Rural	0.0	0.0%	0.0	0.0%
Total	262.6	100.0%	*1658*	*100%*

Source: CDOT Data 2005

Local Roads

Table 2 below shows mileages and percent of total local roadways for each functional classification within the Grand Valley- Mesa County TPR. Local roadways are under the jurisdiction of a county or municipality. Of just over 1,960 miles, approximately 51% are Local Rural and 25% are Local Urban. Total lane miles for the local system are not currently available and therefore are not included in the table.

Table 2: Local Road Functional Classification

Road Classification	Center Line Miles	% of Total
Highway Rural	0	0%
Principal Arterial Rural	0	0%
Minor Arterial Rural	0	0%
Major Collector Rural	74.9	4%
Minor Collector Rural	267.5	14%
Local Rural	1005	51%
Highway Urban	0	0%
Principal Arterial Urban	12.2	1%
Minor Arterial Urban	38.4	2%
Collector Urban	77.5	4%
Local Urban	482.0	25%
Total	1964.1	100%

Source: CDOT Data 2005

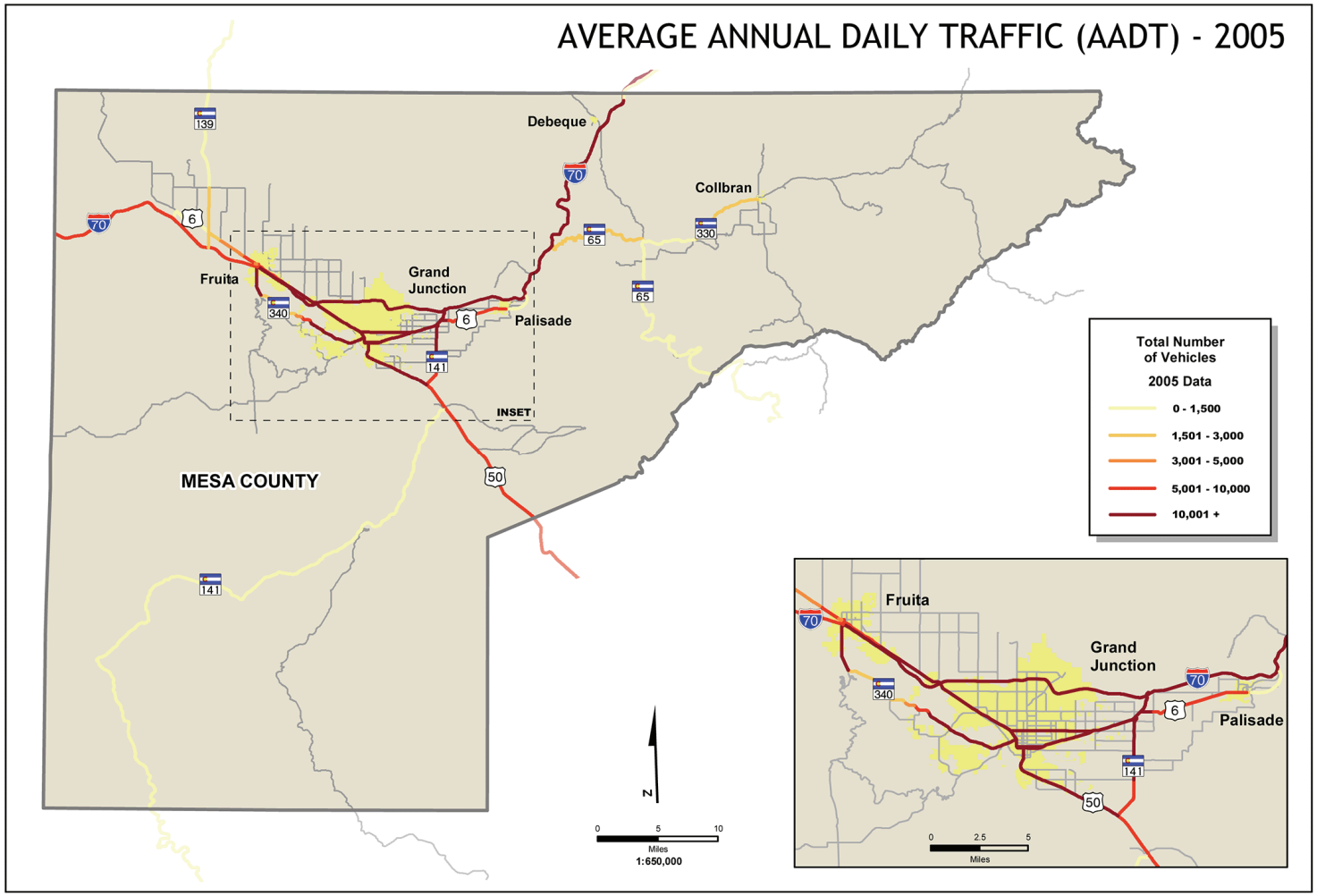
Traffic Volumes

Traffic volumes on state highways 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.

Average Annual Daily Traffic (2005 & 2035)

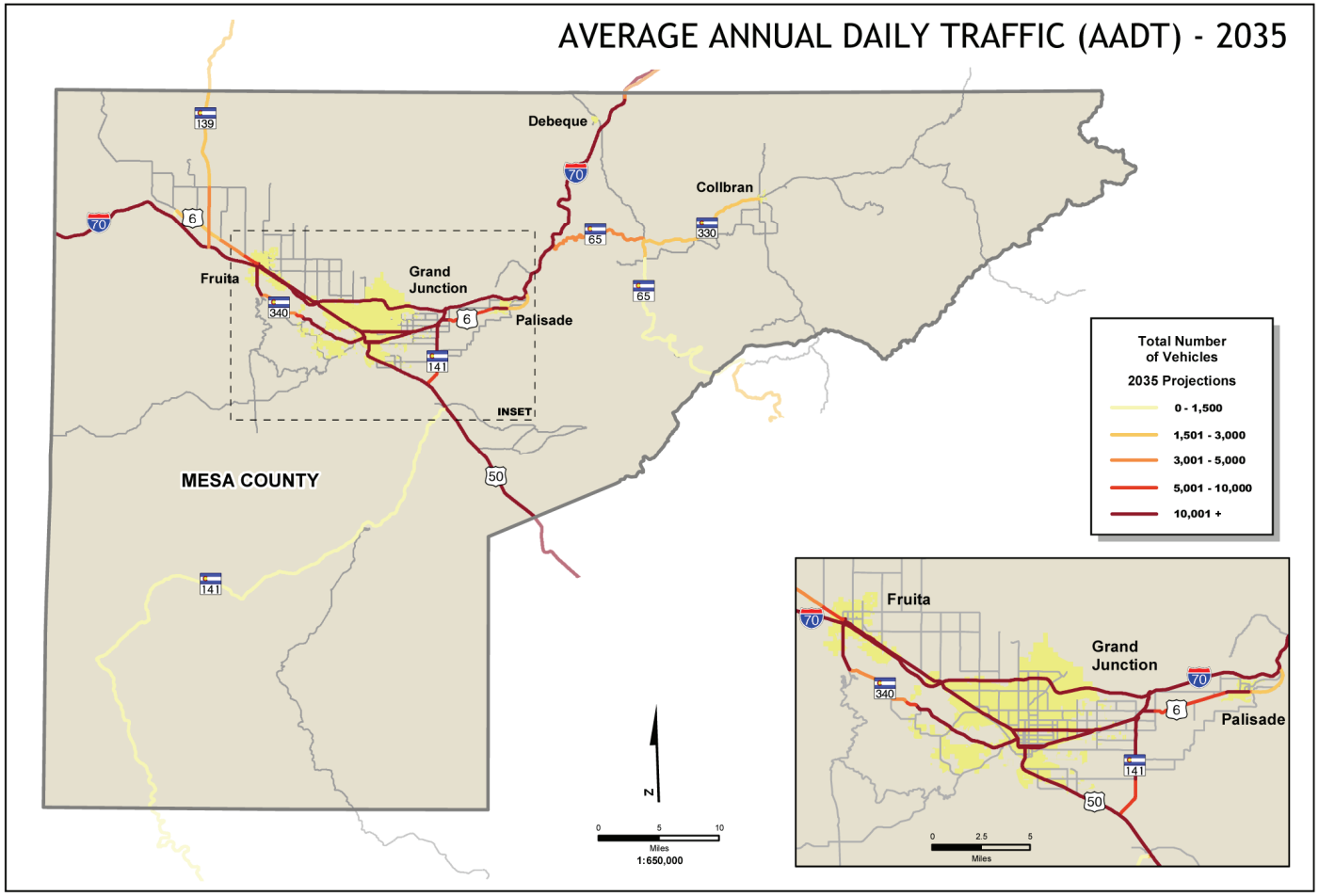
In 2005, the highest traffic volumes were on portions of SH 340, SH 141, US 50 and I-70. The 2035 projected traffic volumes reflect continued growth on SH 340, SH 141, US 6, US 50 and I-70. For the region CDOT data indicates that roadways within the Grand Valley TPR with over 10,000 AADT will increase from 87,327 AADT in 2005 to 132,748 AADT in 2035. Therefore, AADT greater than or equal to 10,000 vehicles per day is projected to increase by 52% by the year 2035. Figure 5 illustrates the 2005 traffic volumes and Figure 6 illustrates the projected 2035 traffic volumes.

Figure 5: AADT 2005



Source: CDOT 2005

Figure 6: Projected AADT 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 are much more congested than 5,000 vehicles per day on a 4-lane interstate facility. In the following maps, the Volume (AADT) is compared with the Capacity of the facility to obtain a ratio between 0 (no congestion) and 100 (gridlock). Congestion starts to become a noticeable problem in rural areas at about 0.60 or 60% of capacity. In urban areas, 0.85 is more commonly acknowledged as the lower limit of severe congestion. 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 depicts segments of state highways in 2005 that had a V/C ratio greater than or equal to 0.85 including segments of SH 340 and US 6.

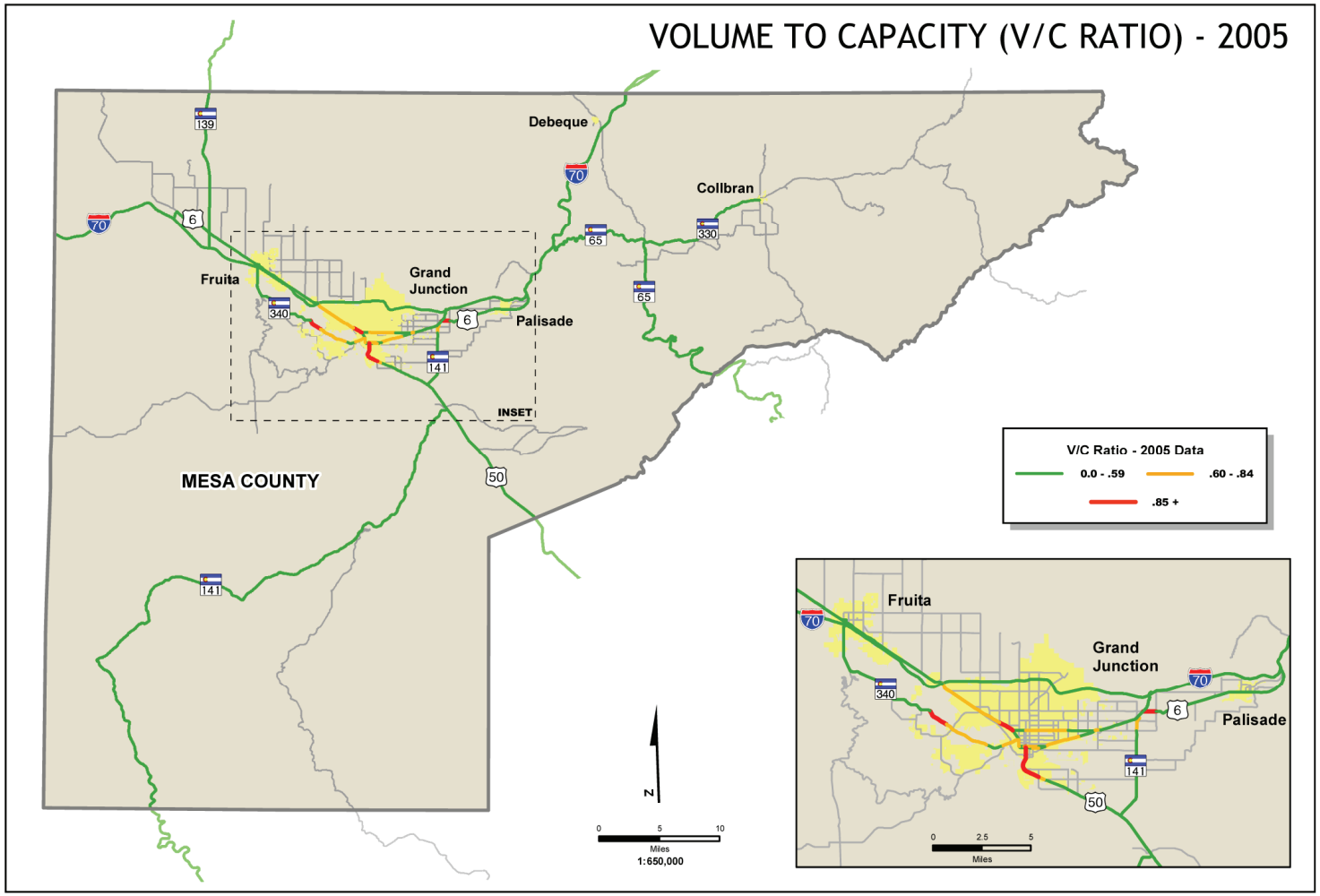
Figure 8 depicts segments of state highways that will have a V/C ratio greater than or equal to 0.85 including segments of SH 141, SH 340 and US 6.

As determined by the CDOT dataset, miles of congested roadway, with a V/C ratio greater than or equal to 0.85, will grow from almost 5 miles in 2005 to 21 miles by 2035, which reflects an increase of 16 miles by 2035. The most significant increase of V/C greater than or equal to 0.85 occurs on US 50. The 2035 V/C ratio does not reflect future improvements on the corridor, but is based on current roadway capacity.

In addition a recent analysis on level of service, which is an indication of congestion was completed by the Grand Valley TPR. The level of service for both Grand Junction and Fruita areas are provided below. Figure 9 identifies the level of service for Grand Junction in 2005. Figure 10 identifies the projected level of service in Grand Junction for the year 2035.

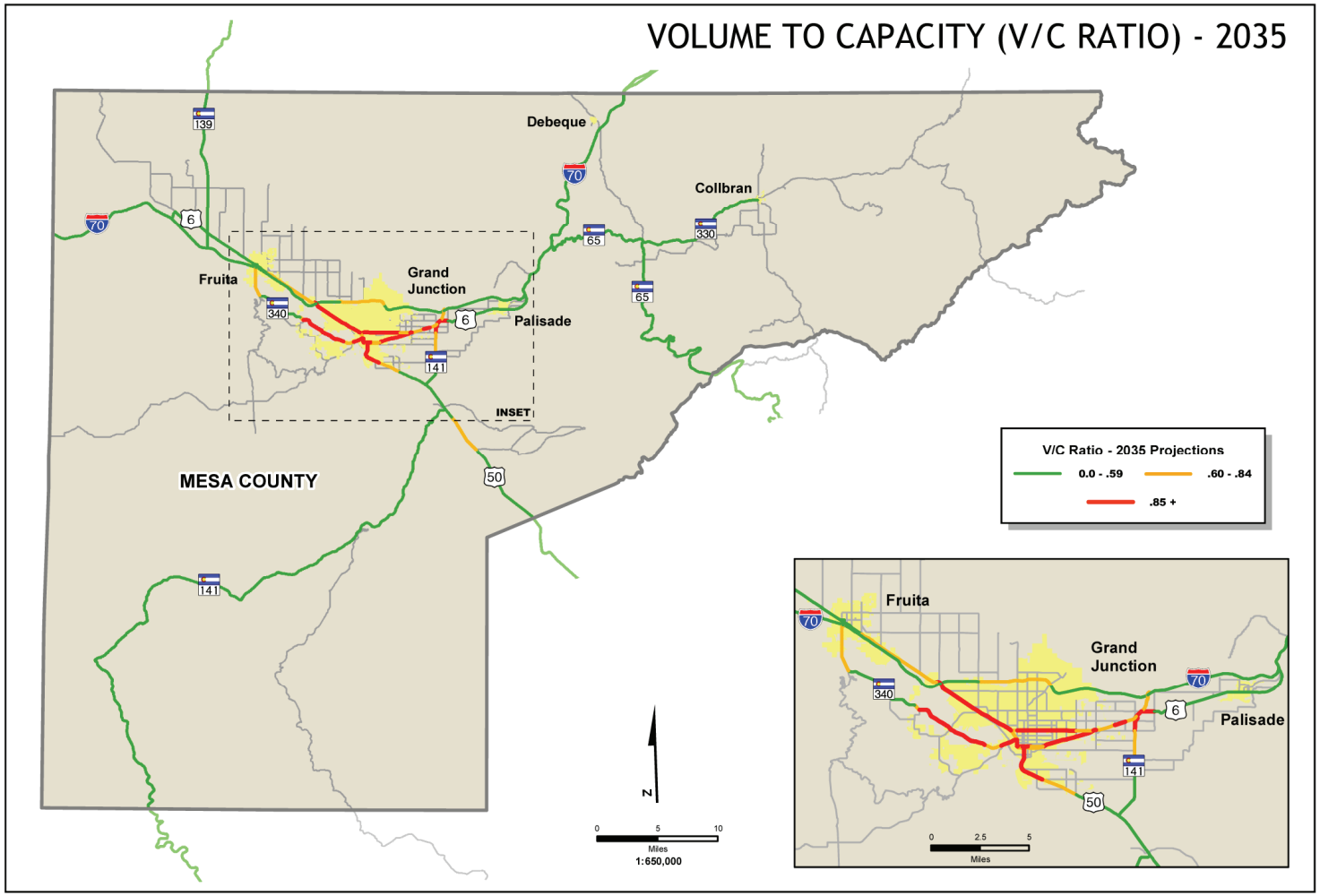
Figure 11 identifies the level of service in Fruita for the year 2005 and Figure 12 illustrates the projected level of service for the year 2035.

Figure 7: V/C Ratio 2005



Source: CDOT 2005

Figure 8: Projected V/C Ratio 2035



Source: CDOT 2005

Figure 9: Level of Service-Grand Junction 2005

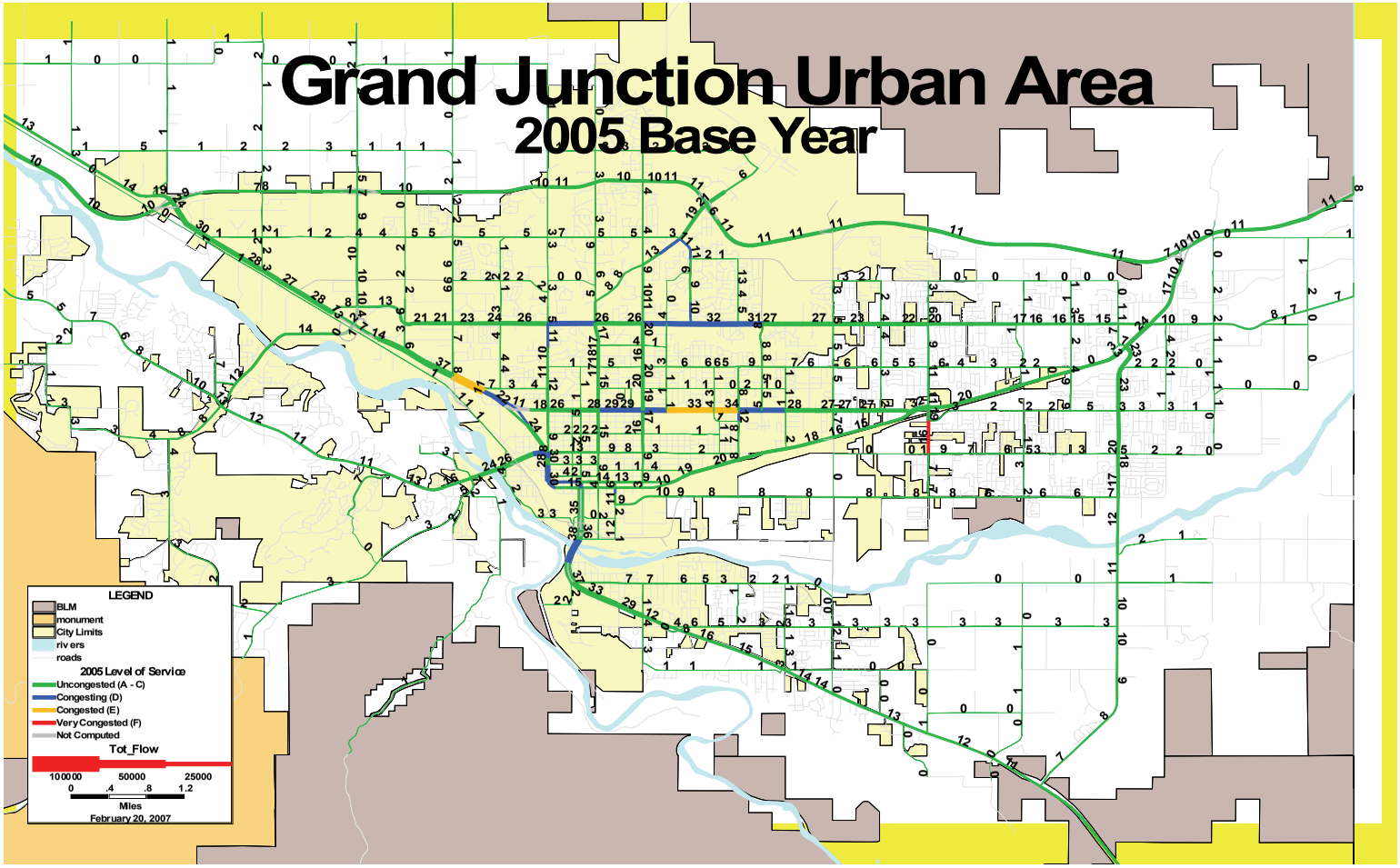


Figure 10: Level of Service-Grand Junction 2035

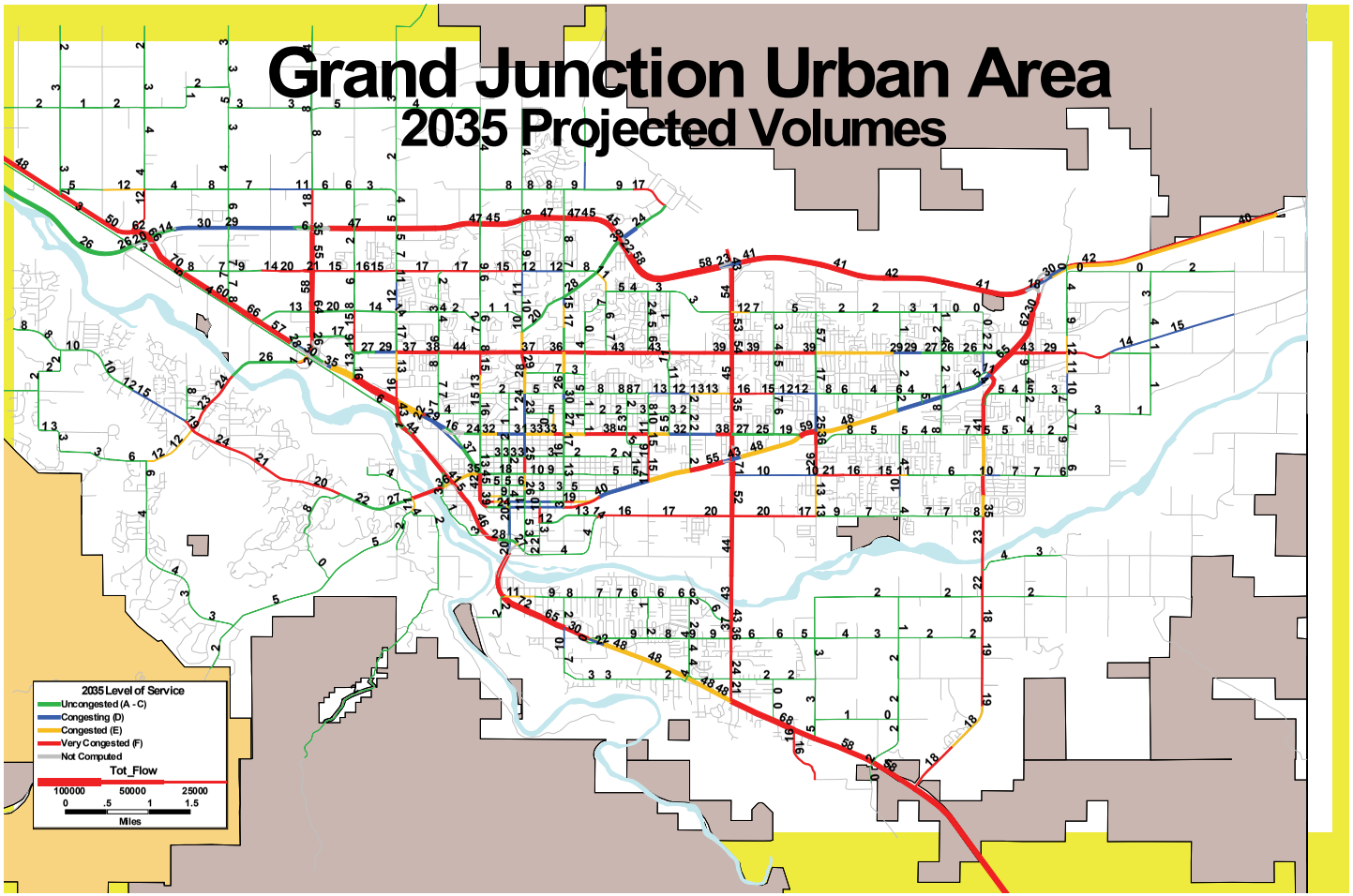


Figure 11: Level of Service-Fruita 2005

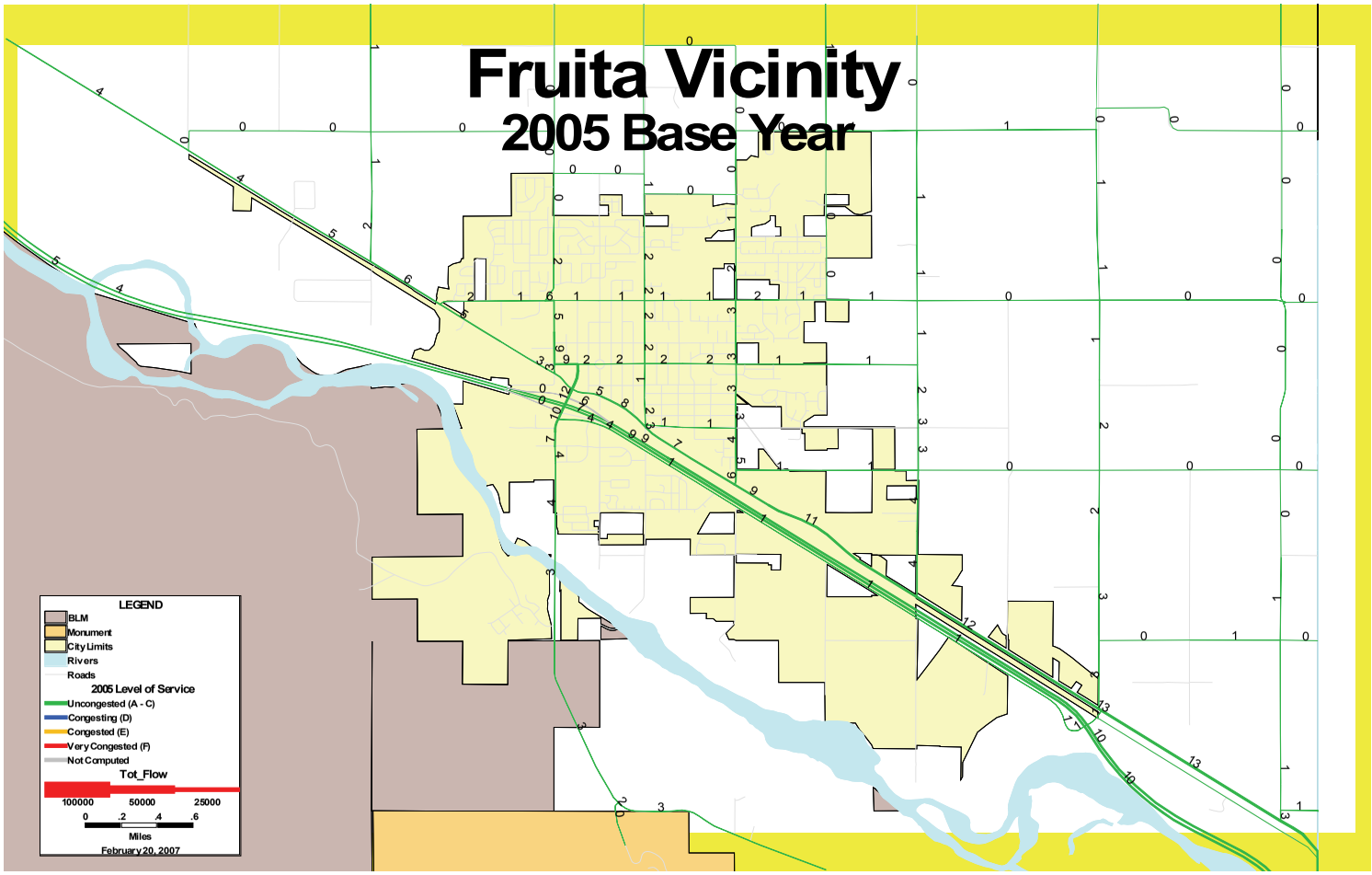
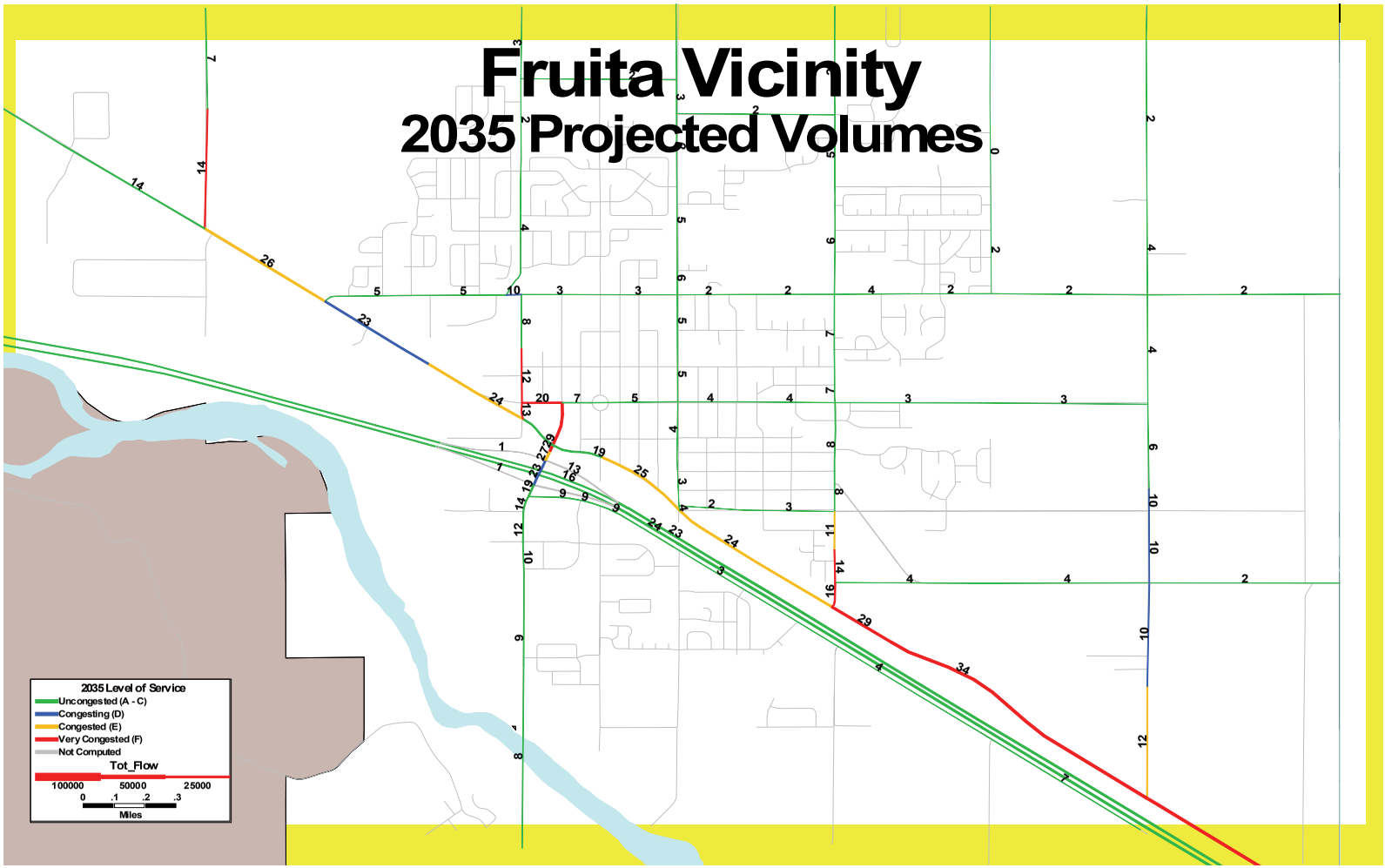


Figure 12: Level of Service -Fruita 2035



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 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 152 in Grand Valley TPR. Therefore, the region is below CDOT's goal with approximately 58% rated Good and Fair.

Table 3 and Figure 13 reflect the miles of state highway in the Grand Valley TPR that are in Good, Fair, Poor condition based on remaining surface life.

Table 3: State Highway Surface Condition

County	Miles	Miles per Condition			Percentage per Condition		
		Good	Fair	Poor	Good	Fair	Poor
Mesa	263	117	35	112	45%	13%	42%

Source: CDOT 2005

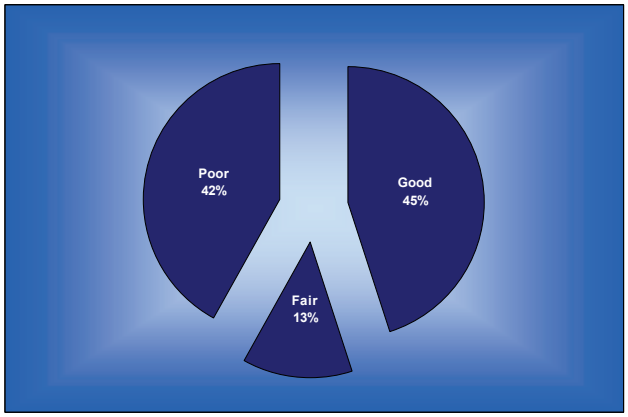
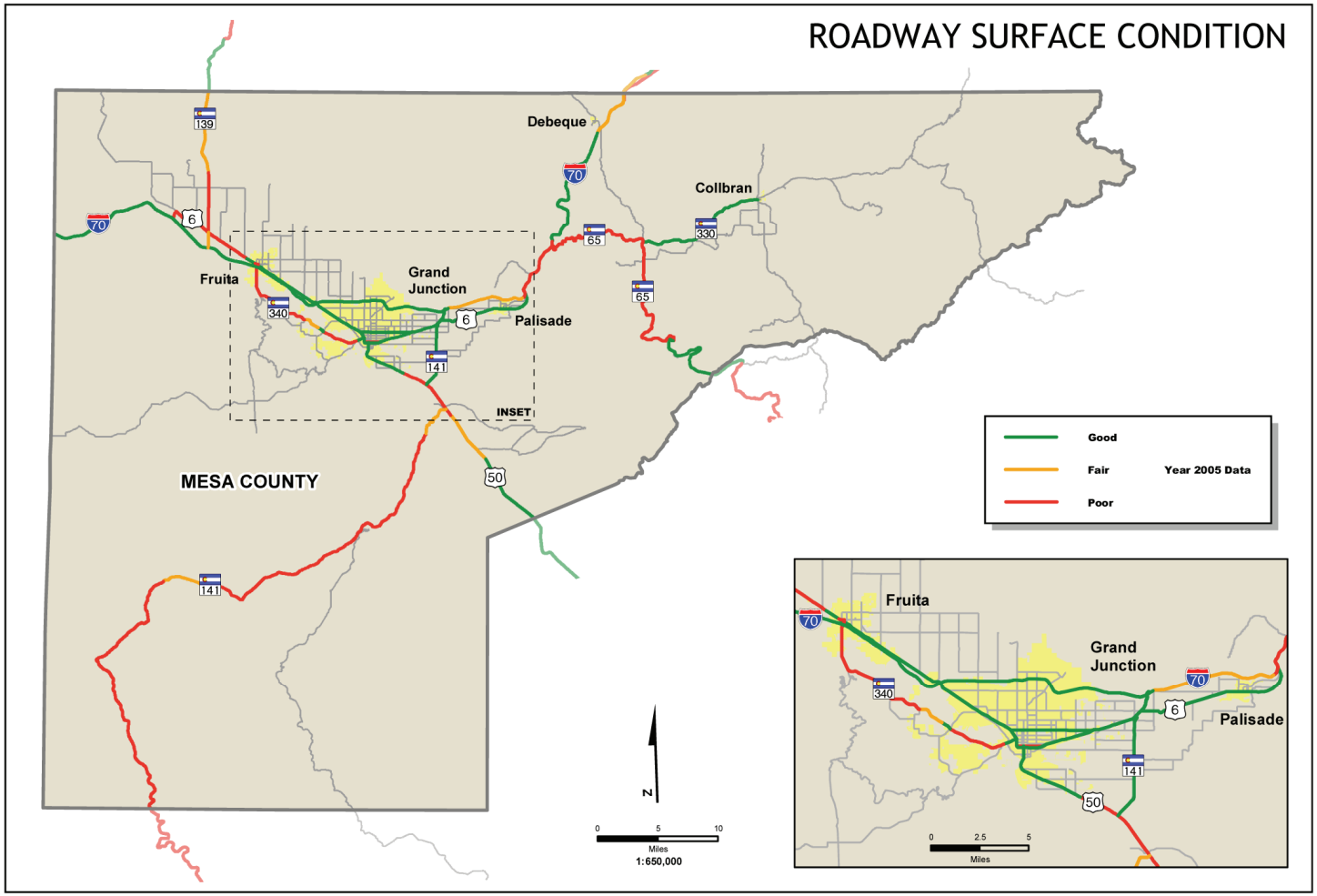


Figure 13: Highway Surface Condition



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. 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.

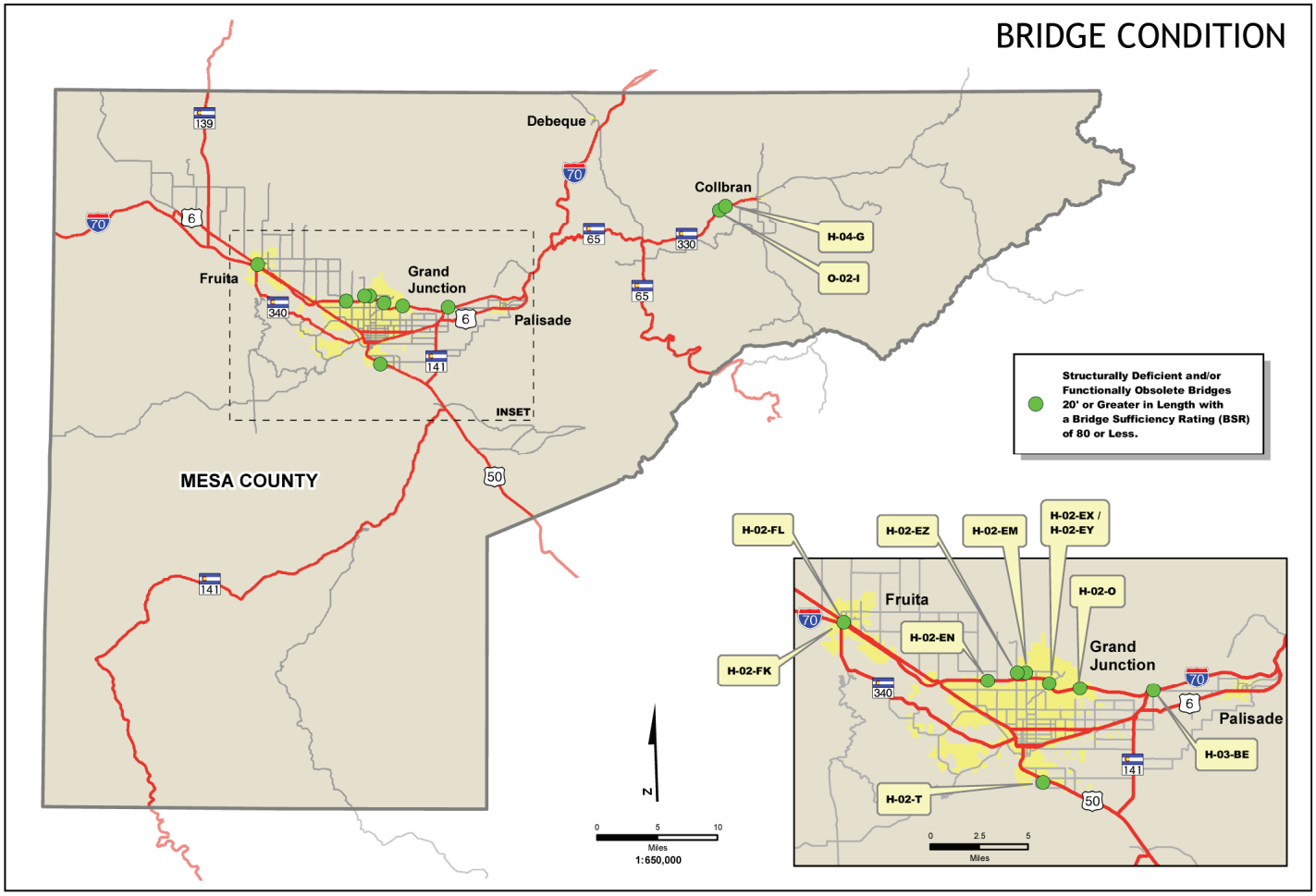
Figure 14 depicts the location of eligible bridges for replacement located within the Grand Valley TPR. Table 4 describes the location, sufficiency rating, and intersecting feature of the bridge.

Table 4: Bridge Conditions

Bridge ID	Route	Intersecting Feature	Mile Post	Sufficiency Rating	Deficiency Type
H-04-E	330A	PLATEAU CREEK	8	62	FO
H-02-EN	70A	I 70 ML	30	65	FO
H-02-O	70A	I 70 ML	33	65	FO
H-03-BE	70A	I 70 ML	37	67	FO
H-02-FK	340A	US 6 ML, UP RR	0	68	FO
H-02-FL	340A	US 6 ML, UP RR	0	68	FO
H-02-T	50A	US 50 ML	34	70	FO
H-02-EY	70A	HORIZON DR	31	71	FO
H-02-EX	70A	HORIZON DR	28	72	FO
H-04-G	330A	BIG CREEK	9	75	FO
H-02-EM	70A	COUNTY RD 26.5	13	79	FO
H-02-EZ	70A	I 70 ML	31	79	FO

Source: CDOT 2005

Figure 14: 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 5 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 5: 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)
I-70 A (1)	0	15.181	110,808	11	5.44
US 6 A (1)	11.212	20.244	23,178	2	4.73
SH 141 A	95.800	153.999	35,672	3	4.61
I-70 B (2)	5.751	13.36	139,203	8	3.15
SH 139 A	0	13.597	18,509	1	2.96
SH 330 A	0.000	11.395	19,693	1	2.78
SH 141 B (1)	156.746	159.436	24,187	1	2.27
US 50 A (1)	32.001	38.744	136,667	5	2.00
I-70 A (3)	43.909	65.428	395,081	11	1.53
US 6 C (4)	37.496	45.824	44,463	1	1.23
I-70 A (2)	15.181	43.909	533,501	9	0.92
US 6 A (2)	20.244	25.998	64,669	1	0.85
SH 340 A (2)	6.916	13.341	81,631	1	0.67
US 6 B (3)	30.269	34.375	100,766	1	0.54
US 50 A (2)	38.744	52.95	127,278	1	0.43
I-70 B (1)	0	5.751	163,537	1	0.34
US 6 M (5)	65.411	66.258	1,081	0	0.00
SH 65 A	29.961	61.387	37,322	0	0.00
I-70 Z	0	1.269	16,499	0	0.00
SH 141 B (2)	159.436	161.999	44,386	0	0.00
SH 340 A (1)	0	6.916	42,701	0	0.00

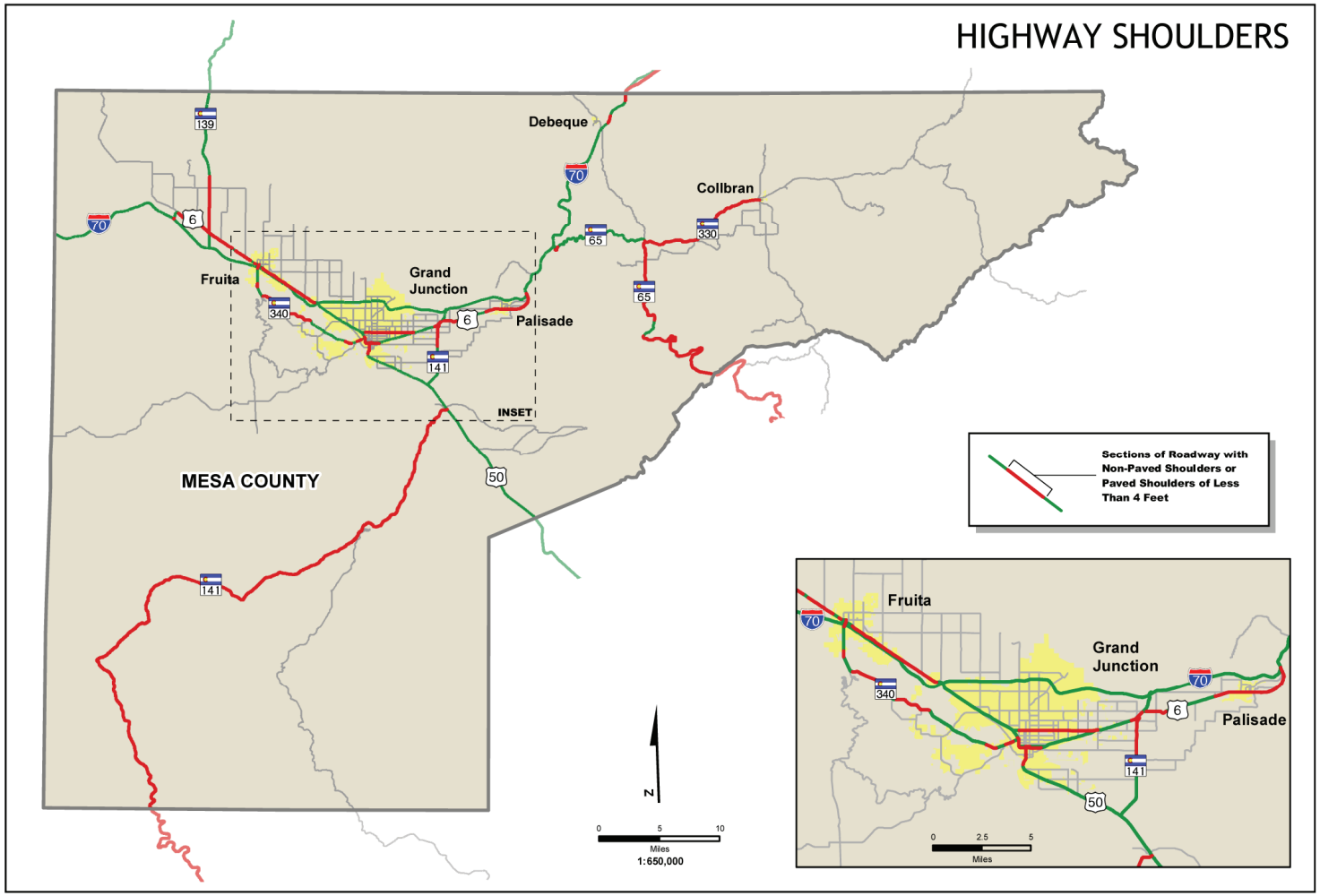
Source: CDOT 2005

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 15 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.

Figure 15: Paved Highway Shoulders

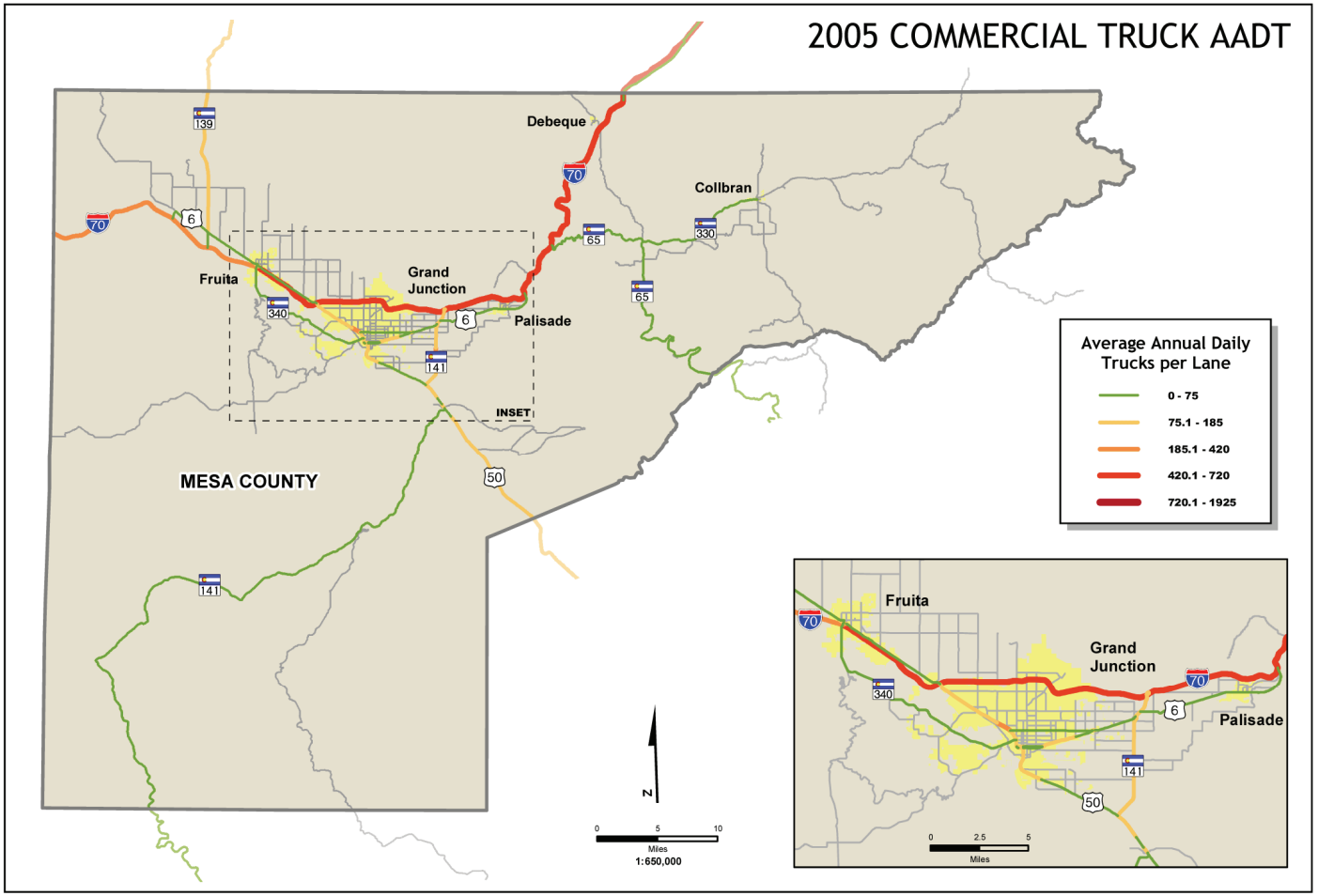


Source: CDOT 2005

Commercial Truck AADT

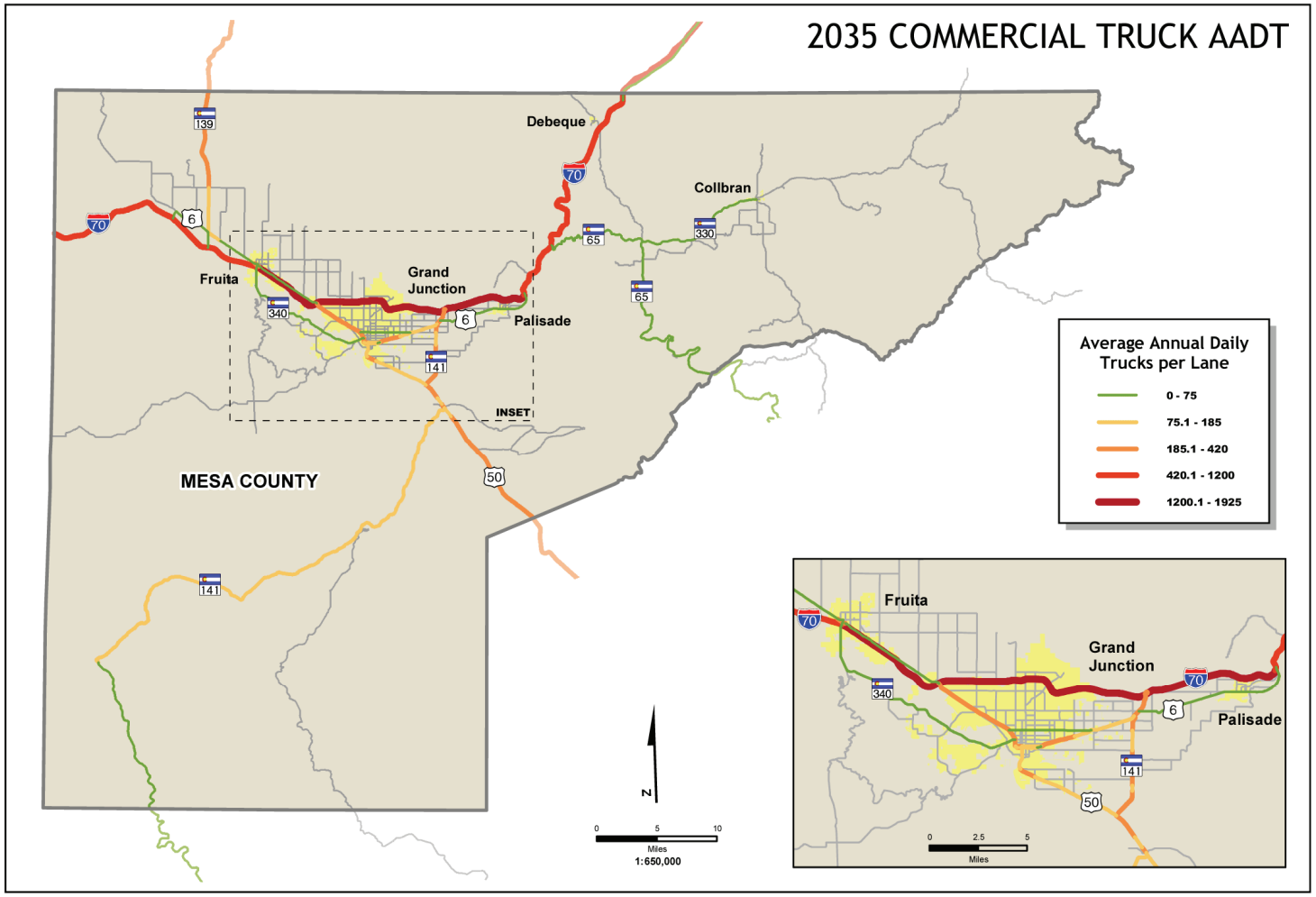
Figure 16 and Figure 17 provide a comparison of growth in Commercial Truck Average Annual Daily Traffic (AADT) from 2005 to 2035. In other words, higher or lower total vehicle traffic affects the percentage of trucks. I-70 is indicated as a significant truck route, especially west of Grand Junction when paired with the relatively lower all traffic volume. SH 139 shows a relatively high percentage of trucks due to the very low traffic volume. The truck volumes have been normalized by the number of lanes to compensate for greater capacity on four or six lane facilities.

Figure 16: Truck Volumes-2005



Source: CDOT 2005

Figure 17: Truck Volumes 2035

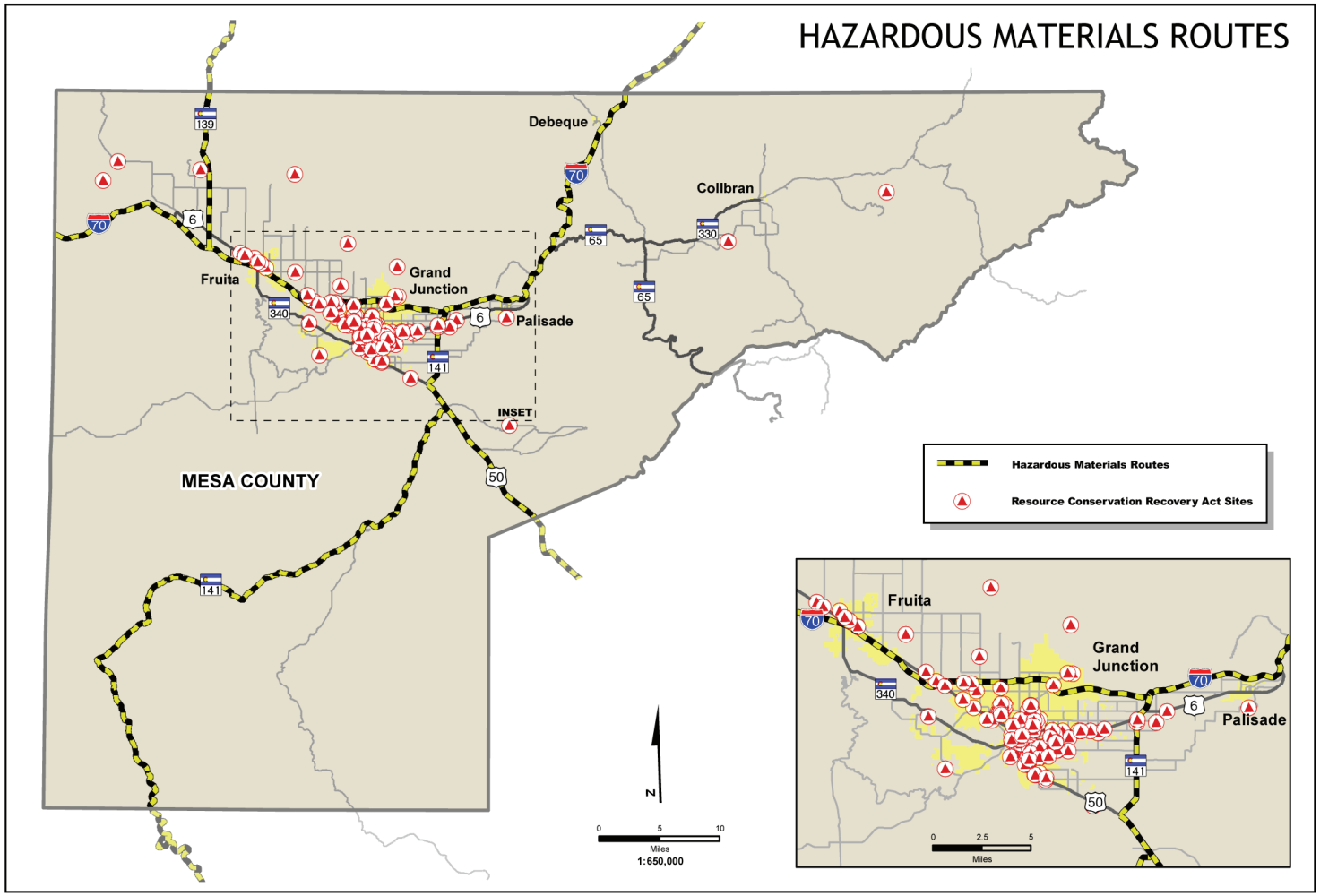


Source: CDOT 2005

Hazardous Material Routes

Large portions of the major routes in the region are designated as hazardous materials routes. Included in this designation are I-70, SH 139, SH 141, and US 50. Transporters of all hazardous materials in Table 1 in the Colorado Code of Regulations, Part 172 must adhere to these routes. Transporters of hazardous materials must adhere to the designated routes if the quantities being transported are over certain regulated amounts or in certain types of containers. Exceptions may be granted under some conditions. Information, permits, and complete regulations are available from the Colorado State Patrol at http://csp.state.co.us/HazMat.htm. Figure 18 depicts hazardous routes and locations of Resource Conservation and Recovery Act (RCRA) sites within the Grand Valley TPR. RCRA sites are sites with potential hazardous contamination.

Figure 18: Hazardous Material Routes



Source: CDOT 2005

Airport Operations

Aviation facilities within the region include one General Aviation service facility and one commercial service facility. 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 region's economy.

Commercial passenger service is available at the Grand Junction Regional Airport in Grand Junction. The airport enplaned over 157,000 passengers in 2005. It provides valuable access from the region to Denver, Salt Lake City and other southwestern destinations.

The General Aviation airport, Mack International contributes to the region's mobility and access to services as well as helping to support economic activity. Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flight departments, airport maintenance and administration, etc.

General Aviation airports also accommodate many visitors to the region. Like commercial service visitors, those who arrive via private aircraft partake in various recreational activities as well as business activities.

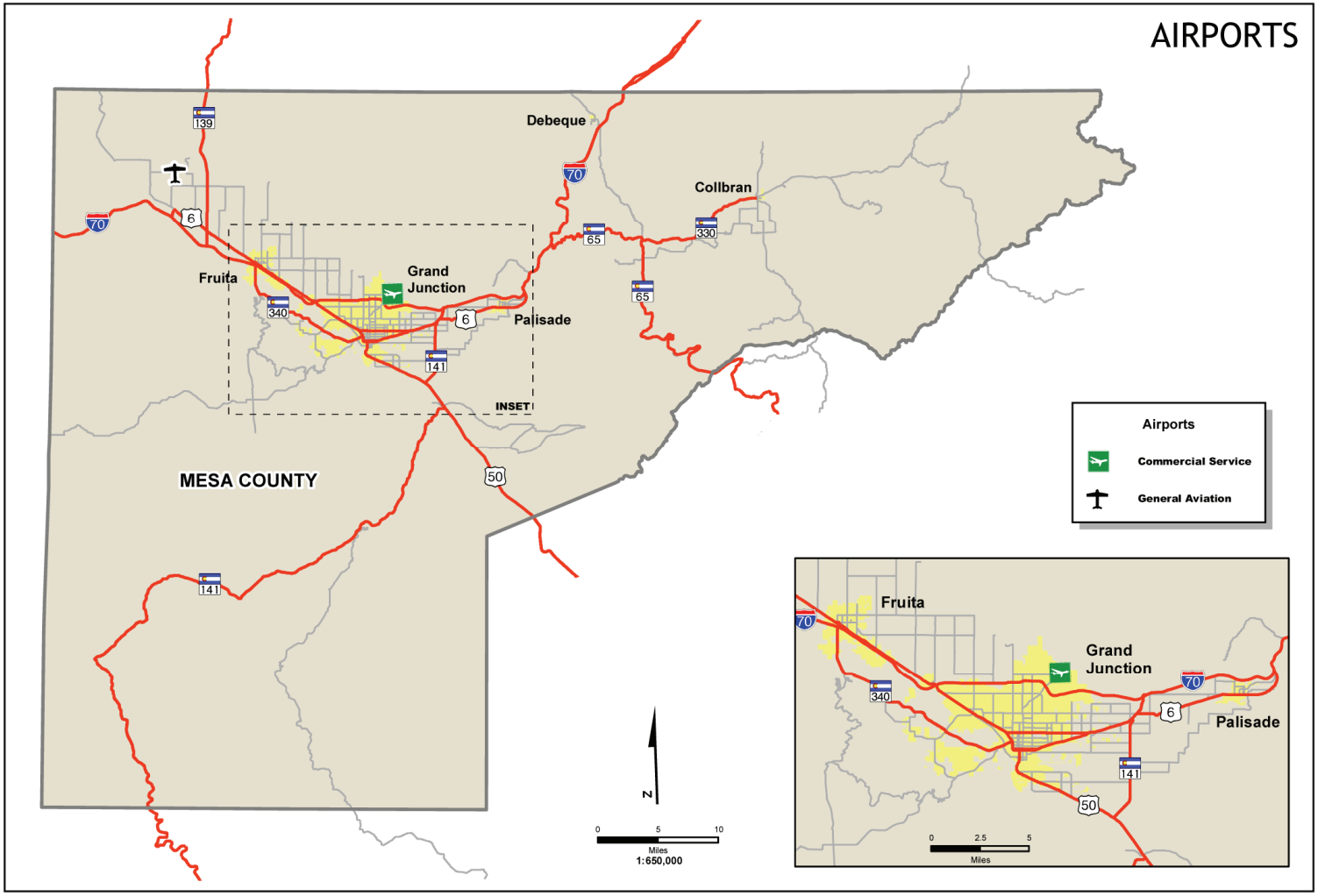
Table 6 describes the regions airports' and facilities and Figure 19 locates the two airports in the Grand Valley TPR.

Table 6: Regional Airport Operations

Characteristic	Municipality in Mesa County		
	Grand Junction		Fruita
Airport	Grand Junction Regional		Mack Mesa
FAA Classification	Commercial		N/A
Functional Level	Major		Minor
Annual Enplanements	157,100		N/A
Based Aircraft	146		37
Total Annual Operations *	79,010		6,020
Runway ID	11/29	4/22	7/25
Length in Feet	10,501	5,502	2,600
Width in Feet	150	75	60
Surface Type	Asphalt	Asphalt	Asphalt
# of Runways	1	1	1
Lights	HIRL	MIRL	None
Approach Lights	Yes	Yes	None

Source: Colorado Aviation System Plan 2005
MIRL=Medium Intensity Runway Lights
HIRL= High Intensity Runway Lights
Annual Operation = 1 take off, approach, or landing

Figure 19: Airports



Source: CDOT 2005

Rail Transportation

The Union Pacific Railroad has lines in the TPR generally situated along I-70, and also between SH 141 and US 50.

The historic Grand Junction Railroad Station, listed on the National Register of Historic Places, was rehabilitated. Alternative uses were evaluated for the station and emphasis was given to the concept of relocating AMTRAK back into this station.

Increased use of rail passenger transportation nationwide, especially on the California Zephyr, may lead to demand for improved facilities close to the station such as taxi service, bike rentals, hotels, and shuttle vans.

Passenger Rail

AMTRAK provides passenger rail service with one eastbound and one westbound train daily with boarding facilities in Grand Junction. AMTRAK's passenger volume has remained steady at approximately 20,000 passengers annually, providing a much needed alternative to highway or air travel to Colorado's Front Range, the Salt Lake City area, and points beyond (Chicago and California). The route also provides a unique tourism component for the area due to its scenic route through Glenwood Canyon and over the Rockies, as well as traversing the intermountain plateau and desert country of the southwest.

Freight Rail

Grand Junction is a major rail freight center for the Union Pacific Railroad. The commodities shipped through Grand Junction include mixed freight, automobiles, produce and coal. Approximately 12-15 trains per day come through Grand Junction on the UP line between Utah and Denver. Approximately nine trains per week use the UP branch from Delta, primarily hauling coal.

The UP operates a major rail freight yard in Grand Junction, which sorts freight trains from the west (Salt Lake City, the Pacific Northwest, and California), from the east (Denver, Pueblo) and from the south (Paonia, Montrose, Delta).

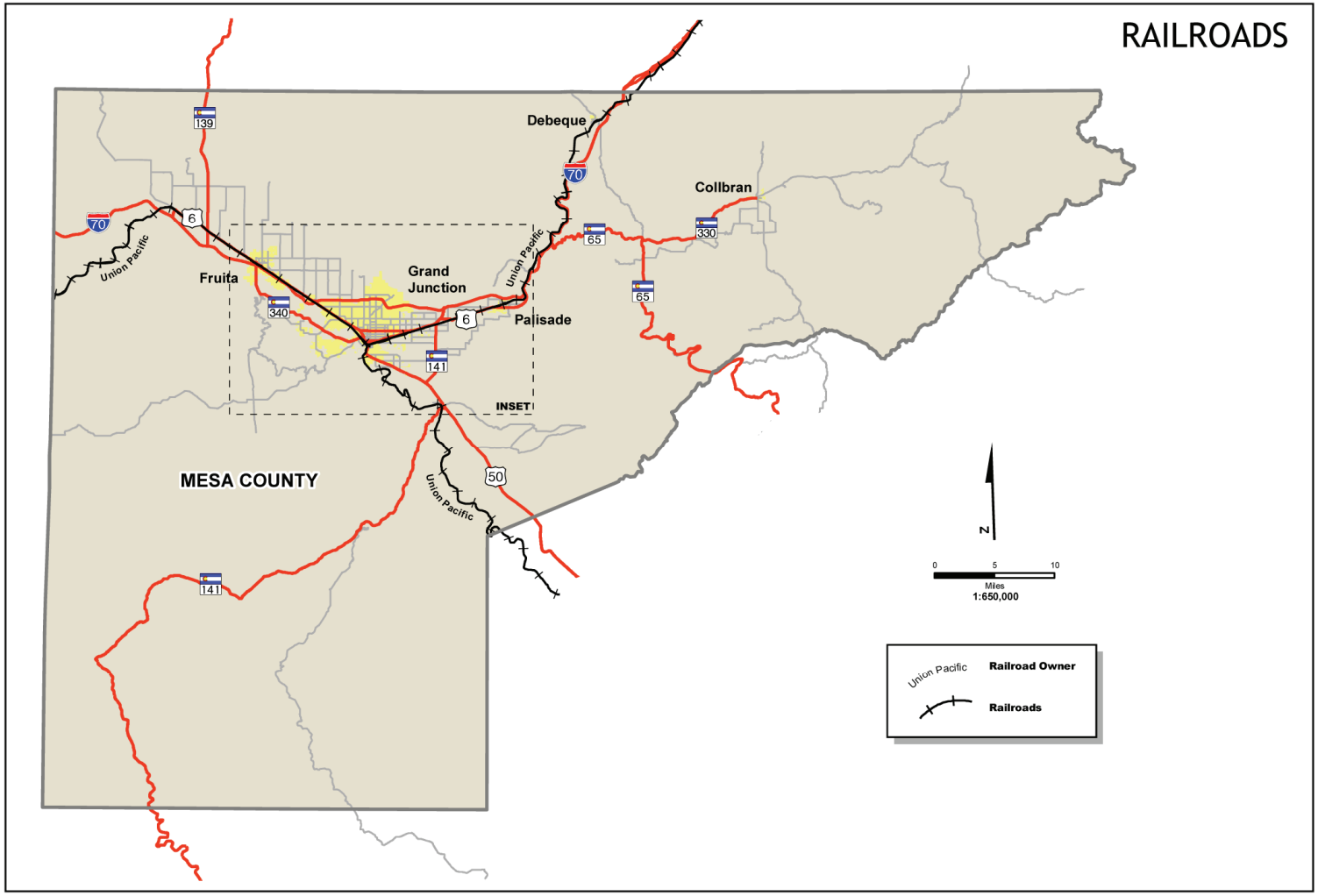
Rail freight loading sidings only exist in small numbers in Mesa County. The largest is the Powderhorn and Cameo Power Plant locations in DeBeque Canyon. The railroad also operates a public siding off of US 6 and US 50 near Fruita.

Rail Abandonments

No known rail abandonments are in process.

Refer to **Figure 20** for an illustration of railroads within the Grand Valley TPR.

Figure 20: Railroads



Source: CDOT 2005

Bicycle/Pedestrian

Major activity centers for cycling in the TPR include Grand Junction, Fruita, Mid Valley, Palisade, and Lower Valley

High profile trail needs in the region include:

- Colorado River Greenway from 24 Road west to the Loma Boat Docks along the Colorado River
- Horizon Drive Trail
- S. Camp Road/Monument Road Trail
- Redlands Parkway trail
- Bicycle Lanes on new street construction projects in the Grand Junction area

Trail Eligibility Policy

It shall be the policy of the GVRTC that bicycle and pedestrian facilities that are included in local plans and are consistent with the Regional Vision Values, and Goals and the Corridor Visions and will be eligible to compete for Transportation Enhancement Program funds through the CDOT Region 3 selection process. Projects put forward for the Transportation Enhancement Program must be consistent with, but necessarily contained in the regional long-range plan.

Enhancement Projects

This plan does not list individual potential Transportation Enhancement projects. Enhancement projects that are consistent with this plan or have been identified in other locally adopted plans are eligible for consideration for CDOT's Transportation Enhancement Program. Examples of plans that are incorporated by reference in the 2035 plan include the Mesa County Multi-modal Plan (1994), the Fruita Community Plan, the Mesa County 2020 Regional Transportation Plan, Preferred Alternative, Section V (1999), and the 2001 Urban Trails Master Plan.

Figure 21 shows existing and planned bike lanes, bike routes, and detached paths in the Grand Junction urban area as described in the 2001 Urban Trails Master Plan (UTMP).

The 2001 UTMP is effective within the areas that are annexable by the City of Grand Junction per the "Persigo Agreement." Outside of the areas governed by the "Persigo Agreement," but within the Urban Growth Boundary, the 1997 Urban Trails Master Plan (not shown) governs.

Figure 22 shows existing and planned parks, open space, trails and greenways in Fruita from the Fruita Community Plan 2020, adopted in 2001.

Figure 21: Grand Junction Urban Trails

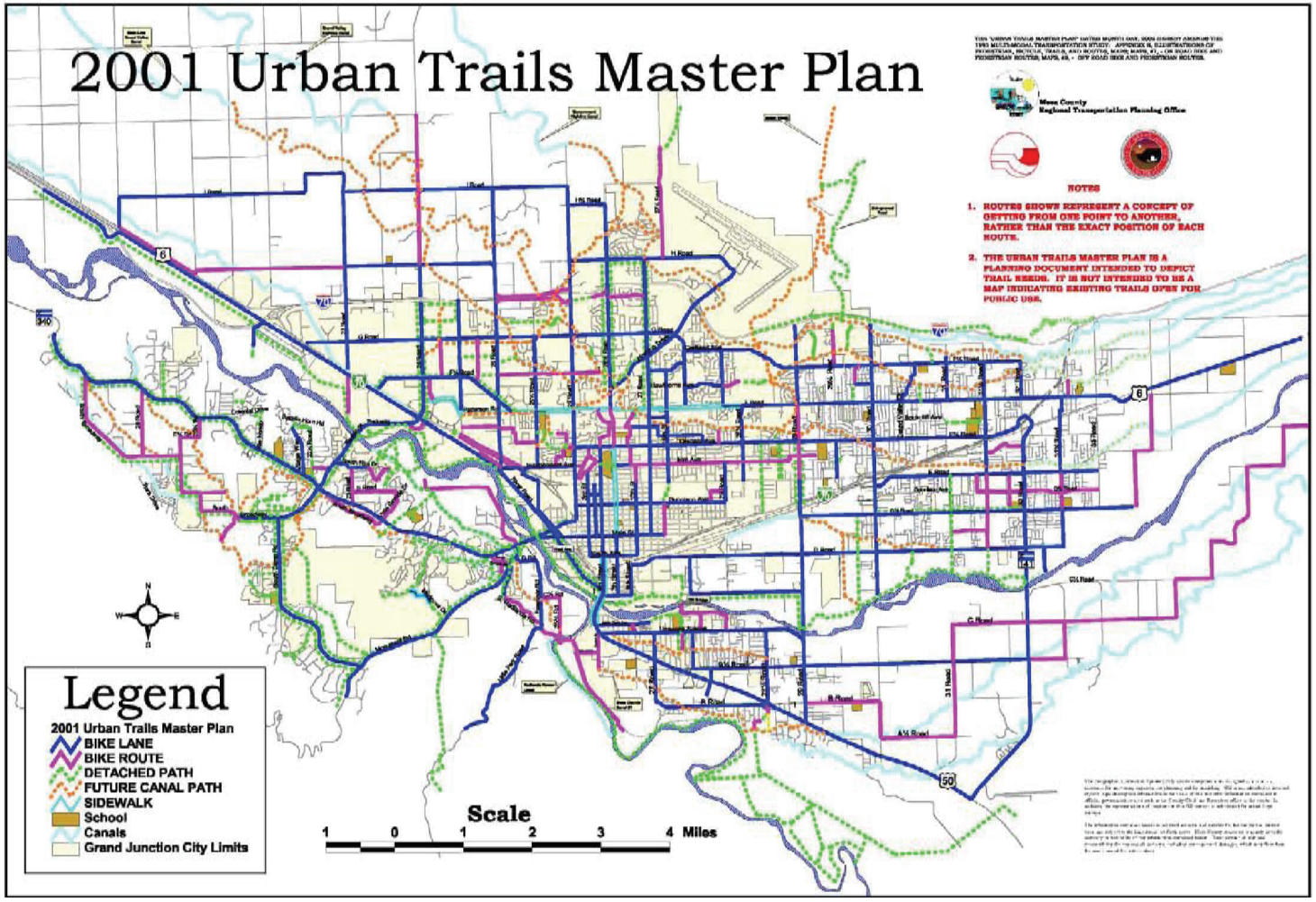
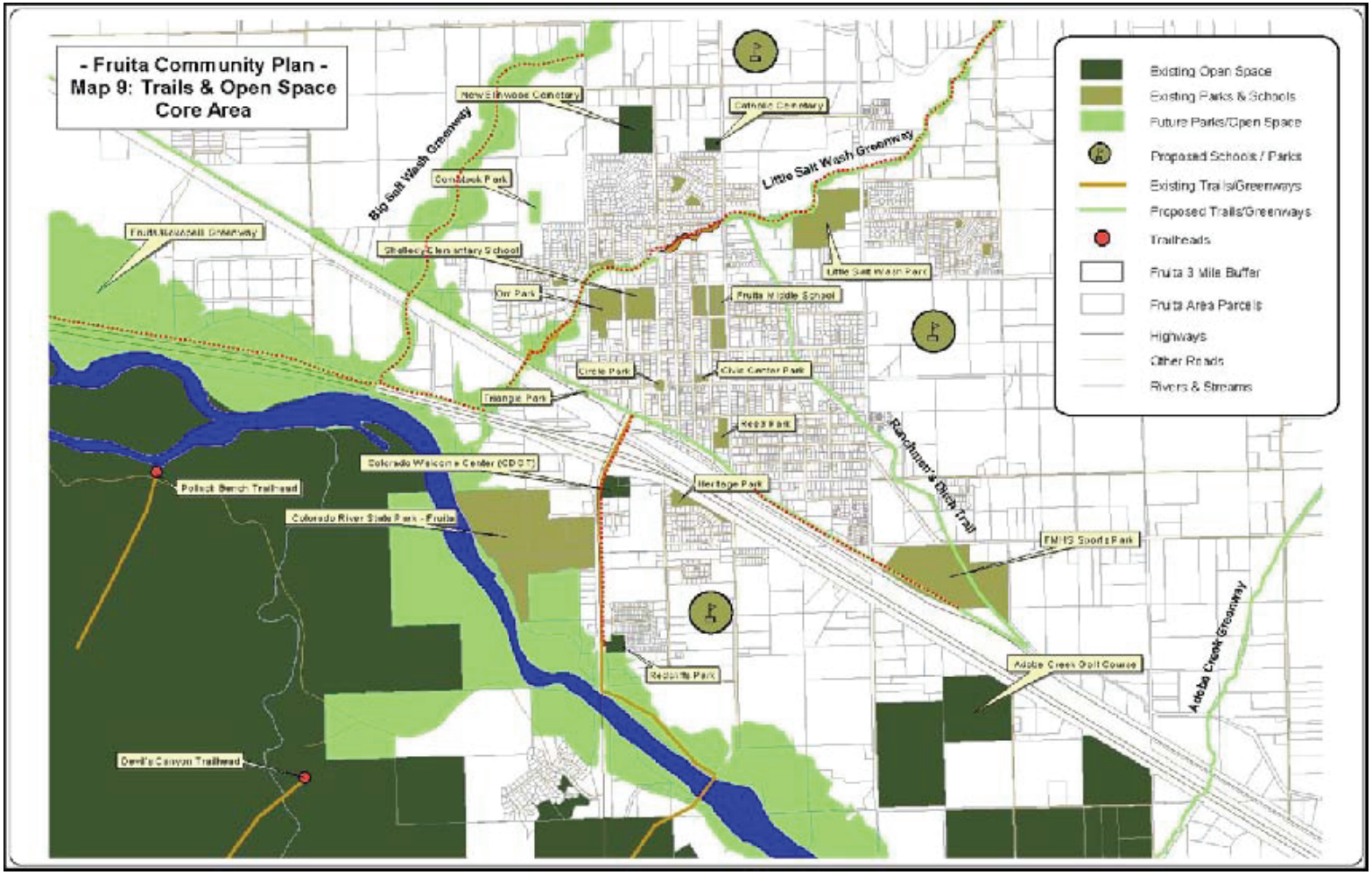


Figure 22: Fruita Trails and Open Space



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 Grand Valley Region. 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. As part of this Regional Planning Process, a local Human Services Transportation Coordination Plan has been developed through the Regional Transportation Planning Office. This local effort is documented with additional transit-related information specific to Mesa County. Please refer to this Transit and Human Services Transportation Coordination Plan prepared by LSC Transportation Consultants, Inc, at www.lsccs.com.

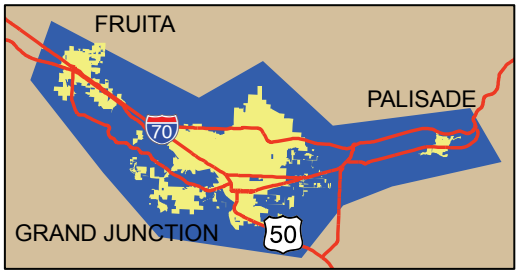
Transit Providers Overview

With increasing pressures for growth experienced throughout the urbanized area, increases in travel demand have led to both current and future congested traffic conditions in the Grand Junction area. Much of this information is based upon the RTPO 2035 Regional Traffic Model, which indicates significant congested corridors throughout the County. 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 Grand Valley TPR is currently served by Grand Valley Transit which operates 11 fixed routes throughout the urbanized area. Additionally, there are agencies that provide some type of transportation service to meet client needs, such as local human service providers and private providers. The following section provides information on each of the agencies that both participated in transit meetings and returned updated information on the services they provide. Information regarding operating and capital costs, revenues, and ridership was provided by most of the primary agencies that were involved in the 2030 Transit Element.

Transit Provider Profiles

This section provides brief profiles of each major transit service provider that operates within both the urbanized area as well as rural portions of Mesa County. The profile includes service and operating characteristics, agency information, funding types, ridership trends, and performance measures.

Grand Valley Transit-GVT



Laidlaw operates Grand Valley Transit under a contract with Mesa County. Grand Valley Transit began operations under MesAbility, Inc. in 2000. Grand Valley Transit operates Monday through Saturday from 5:15 a.m. until 7:15 p.m. GVT operates a mix of fixed-route and paratransit service. There are currently 11 fixed routes serving Grand Junction, Fruita, and Palisade. Grand Valley Transit provided nearly 760,000 one-way trips in 2006. This includes 750,000 trips for the fixed-route system and 8,400 paratransit trips.

Agency Information

Type of Agency: Public

Type of Service: Fixed-Route/Paratransit

Funding Type: FTA 5304, 5307, 5310, and 5311, fares and local general funds.

Eligibility: General public and ADA-qualified patrons for paratransit service.

Operating Characteristics

Size of Fleet: 26

Annual Operating Budget: $2,385,161

Annual Passenger-Trips: 768,000

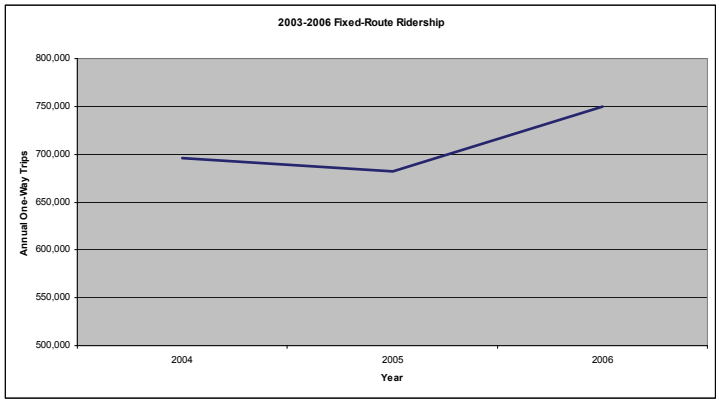
Operating Days and Hours: Monday through Friday, 5:15 a.m. to 7:15 p.m., Saturday, 8:15 a.m. to 6:15 p.m.

Performance Measures

Cost per Service Hour: $47.70

Cost per Passenger-Trip: $3.14

Passenger-Trips per Service Hour: 15.2



Contact for Schedules and Information

Todd Hollenbeck/Kathy Young

750 Main Street, P.O. Box 20,000-5093

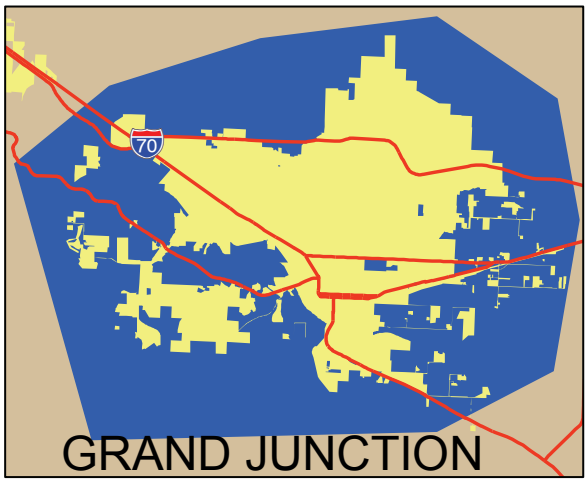
Grand Junction, CO 81502

Phone: (970) 255-7168

E-mail:Todd.Hollenbeck@mesacounty.us

Mesa Developmental Services

Mesa Developmental Services provides a variety of services to persons with developmental disabilities. Transportation services are provided to clients for both program and personal needs. In 2007, the agency reported operating 40 vehicles serving the areas of Grand Junction and Clifton. The agency does not charge a fare for clients and has no trip purpose restrictions. The operating budget reported in 2005 was approximately $351,000 annually. Revenue sources include FTA Section 5310 and Medicaid.



Agency Information

Type of Agency: Nonprofit

Type of Service: Demand-Response

Funding Type: FTA 5310 and Medicaid

Eligibility: Elderly and Disabled

Operating Characteristics

Size of Fleet: 40

Annual Operating Budget: $351,000

Annual Passenger-Trips: N/A

Operating Days and Hours: Monday through Friday, 7:00 a.m. to 4:30 p.m.

Performance Measures

Cost per Service Hour: N/A

Cost per Passenger-Trip: N/A

Passenger-Trips per Service Hour: N/A

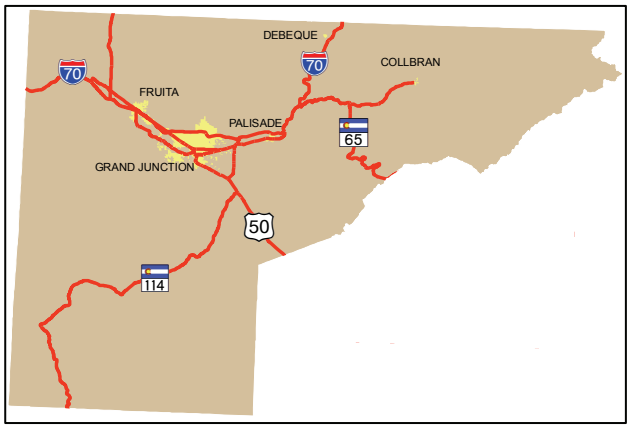
Contact for Schedules and Information

Dan Kelleher

Phone: (970) 243-3702

E-mail: danielk@mds.acsol.net

St. Mary's Senior Campaign Program



Foster Grandparent Program is a program sponsored by St. Mary's Hospital. The program only transports senior volunteers to and from the volunteer's home to placement locations. Volunteers are seniors working with children with special needs in Mesa County. The volunteers previously did not use their own vehicles, however that has since changed. Services are provided five days per week, year-round. Typical hours of transportation are from 8:00 a.m. to 3:30 p.m. daily, through the use of volunteer personal vehicles. Operating expenses are covered through various donations and grants. Approximately 100,000 vehicle-miles of service are provided annually.

Agency Information

Type of Agency: Nonprofit

Type of Service: Demand-Response

Funding Type: Fares, donations, numerous grant funds

Eligibility: Elderly and Elderly/Disabled

Operating Characteristics

Size of Fleet: N/A

Annual Operating Budget: $252,000

Annual Passenger-Trips: N/A

Operating Days and Hours: Monday through Friday, 8:00 a.m. to 3:30 p.m.

Performance Measures

Cost per Service Hour: N/A

Cost per Passenger-Trip: N/A

Passenger-Trips per Service Hour: N/A

Contact for Schedules and Information

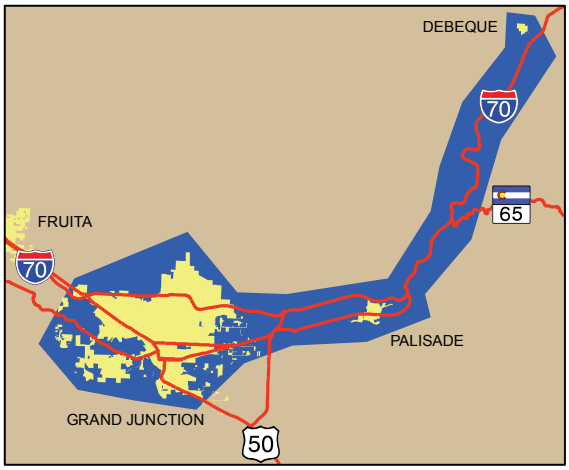
Jacque Pipe

Phone: (970) 263-9091

E-mail: Jacque.pipe@stmarygj.org

Town of DeBeque

The Town of DeBeque provides demand-responsive transportation through the Community Van program into Grand Junction. Services are offered on Mondays, departing the DeBeque Town Hall at approximately 8:00 a.m. and making connections with Grand Valley Transit at the South and 7th Transfer Station at 9:20 a.m. Return trips leave Grand Junction at 3:20 p.m. and are back at approximately 4:15 p.m. Additionally, any organization or club may reserve the Community Van for trips. The Town of DeBeque will provide the driver and charges on a per-passenger basis.



Agency Information

Type of Agency: Government

Type of Service: Demand-Response/Fixed-Route

Funding Type: Fares/Feasibility Grant

Eligibility: General Public

Operating Characteristics

Size of Fleet: Two (two Ford vans/12- and 16-passenger, one with lift)

Annual Operating Budget: $15,300

Annual Passenger-Trips: 185

Operating Days and Hours: Monday, departing DeBeque at 8:00 a.m. returning at 4:15 p.m.

Performance Measures

Cost per Service Hour: $13.40

Cost per Passenger-Trip: $83.00

Passenger-Trips per Service Hour: 0.2

Contact for Schedules and Information

Cathy Rhodes

Phone: (970) 283-5475

E-mail: rec@debeque.org

Family Health West

Family Health West is a private nonprofit agency that owns and operates several retirement housing complexes. The agency provides demand-response service five days per week to both residents and nonresidents who are seniors or disabled persons. Service is also provided to residents as part of prescheduled program activities. Family Health West provides transportation using five vehicles. An estimated 6,500 one-way passenger-trips are provided annually.

Agency Information

Type of Agency: Nonprofit

Type of Service: Demand-Response

Funding Type: Fares/general agency funds

Eligibility: Nursing home clients

Operating Characteristics

Size of Fleet: Five (two12-passenger body-on-chassis w/lifts, one van, two sedans)

Annual Operating Budget: $137,000

Annual Passenger-Trips: 6,500

Operating Days and Hours: Monday through Friday, 8:00 a.m. to 5:00 p.m.

Performance Measures

Cost per Service Hour: $69.30

Cost per Passenger-Trip: $21.00

Passenger-Trips per Service Hour: 3.3

Contact for Schedules and Information

Bob Burdett

Phone: (970) 858-9871

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.

Care Cars

Care Cars is a private company providing health care transportation for persons of all ages as well as unrestricted service to persons who use wheelchairs. The service area includes a five-mile radius from the intersection of I-70 and Horizon Drive. Service hours vary but are generally 8:00 a.m. to 6:00 p.m. Monday through Friday with weekend service as requested. Fares for transportation services vary. Medical trips are charged $3.25 for the first mile and $2.05 for each additional mile. Service is provided using two body-on-chassis buses and two passenger vehicles. Care Cars also provides package delivery and prescription pick-up.

Center for Independence

The Center for Independence is a private non-profit agency serving 13 counties. The agency provides numerous services to assist persons with disabilities, including transportation for clients. Transportation services are funded through federal grant programs for vocational rehabilitation and for the vision-impaired.

Colorado West Mental Health

Colorado West Mental Health is a private non-profit agency serving persons with chronic mental illnesses across western Colorado. Transportation services are provided to clients in Mesa County during both daytime and evening hours, Monday through Friday. In the 2030 Transit Element, the agency reported providing approximately 10,000 annual one-way passenger-trips.

Disabled American Veterans (DAV)

Disabled American Veterans (DAV) is a private non-profit agency, which offers a nationwide network of services free of charge to all veterans and members of their families. The DAV in Grand Junction offers free, demand-response transportation services to veterans for medical appointments. All clients must be ambulatory patients and reservations are preferred three days in advance. Transportation services are offered from 8:00 a.m. to 4:00 p.m., Monday through Friday, year-round. DAV has nine year-round volunteer drivers and eight seasonal volunteer drivers.

DAV operates two vehicles—a seven passenger 2001 Ford Windstar and a seven passenger 1995 Chevy Astro Van—neither of which is equipped with a wheelchair lift. DAV is funded by the Department of Veteran Affairs General Fund. In 2001, DAV operated 48,857 vehicle-miles and 2,936 vehicle-hours and provided approximately 3,300 annual one-way passenger-trips.

Grand Junction Regional Center

The Grand Valley Regional Center is a state agency that operates a state home with 11 dormitories and 11 group homes. The Regional Center provides transportation to elderly

and disabled residents. The Regional Center does not limit the type of trips they provide. The Center provides both fixed-route and demand-responsive transportation services 24 hours per day, seven days per week, year-round. The Regional Center operates 28 vehicles and does not charge any fare for trips. Most residents are not capable of using public transportation and therefore rely on the Center's vehicles for travel. In 2001, the Grand Junction Regional Center budgeted approximately $85,000 for transportation expenses.

Hilltop Community Resources, Inc.

Hilltop Community Resources, Inc. is a private non-profit agency that provides numerous programs including residential services for persons who have suffered head injuries, juvenile shelter and detention, and senior retirement and assisted living. Hilltop Community Resources provides program-related transportation to all clients. According to the 2030 Transit Element, Hilltop Community Resources operates 20 demand-response vehicles to serve clients. Reservations are preferred 24 hours in advance, and the agency does not charge a fare for service. Annual operating costs for 2002 were approximately $160,272, which is funded through resident fees. In 2002, the agency did an estimated 35,000 trips with 86,000 miles annually. Transportation is also provided at The Atrium retirement residence. In 2000, two vehicles were used to provide service to residents for medical, shopping, and other trips as needed.

Laidlaw Education Services

Laidlaw Education Services is a private transportation provider for the Mesa County Valley School District and also provides charter services. The agency contracts with the school district to provide transportation for students to and from school and activities. Laidlaw operates both fixed-route school bus service and charter demand-response service seven days per week, year-round. The contractor employs 160 year-round full-time drivers and 60 seasonal full-time drivers to operate the 146-vehicle fleet owned by Laidlaw. Laidlaw typically operates from 6:00 a.m. to 6:00 p.m. daily. Laidlaw Education also operates contract service for Mesa Developmental Services to transport disabled adults for educational opportunities.

Millennium Services

Millennium Services is a relatively new transportation provider in the Grand Valley area. They have been in business only a short time. The company offers elderly/disabled and wheelchair transportation only. They operate seven days per week, 24 hours per day. The company uses four vehicles for passenger transport. Services are provided in a 250-mile radius of Grand Junction.

Peachtree Assisted Living

Peachtree Assisted Living provides various services such as geriatric services, nursing home services, assisted living services and social services, including providing transportation for the elderly, persons with disabilities and low-income individuals for medical purposes only. Transportation services are provided five days a week between the hours of 8:00 a.m. and 4:00 p.m. The agency has approximately 30 participants on Medicaid. The operating budget for transportation is approximately $20,860 annually.

The agency utilizes a 1996 Pontiac Winstar which is a 7-passenger van not equipped with a wheelchair lift and is reported to be in fair condition. The agency employs one full-time driver.

Rocky Mountain HMO Time Bank

The Rocky Mountain HMO Time Bank is a private non-profit agency that operates the Time Bank program designed to enable clients to live independently. Transportation services are provided seven days per week, generally for medical, shopping, and other various needs. In 2001, the agency reported approximately 3,100 trips were served annually with an estimated 2,900 vehicle-hours. The operating budget for transportation services in 2000 was approximately $1,800 annually. Funding for transportation is from the HMO and donations.

Sunshine Taxi-

Sunshine Taxi is a private for-profit company, which provides general taxicab services as well as package delivery and tours. Service is provided in Mesa County 24 hours per day, seven days per week. Sunshine Taxi is often contracted by local agencies to provide needed transportation to clients. In the past, the Department of Human Services provided taxi vouchers for clients who should use GVT for one reason or another. This service has since been discontinued due to funding limitations. Service is provided to clients of Collbran Job Corps, the VA Hospital, and Mesa Developmental Services, which are billed directly for the service

Intercity Services

In addition to the transit service providers discussed previously, Texas, New Mexico, and Oklahoma (TNM&O/Greyhound Bus Lines) provides for intercity transit needs. Intercity transit providers typically provide a fixed-route service to serve different cities or over much longer distances. Greyhound Bus Lines provides regularly scheduled service to and from the Grand Valley Region. Four daily departures are available from Grand Junction to Denver providing service along the I-70 corridor.

Intermodal Facilities

Intermodal facilities include air freight/passenger terminals, rail/truck transfer facilities, and intercity/local transit links. New facilities are being constructed in the Clifton area in the eastern portion of the TPR as well as in downtown Grand Junction. The facility in the downtown area at South Avenue and 6th Street is being funded through the securement of Senate Bill-1 funds, a 10 percent congressional earmark for bus and facilities for transit agencies across the State of Colorado.

Quantitative Needs Analysis

Methodology

This section presents an analysis of the need for transit services in the Grand Valley Region based upon standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this chapter will be

utilized throughout the study process. Various methods are used to estimate the maximum transit trip need in the Grand Valley TPR:

- Mobility Gap
- Rural Transit Demand Methodology (TCRP Model)
- Transit Use Modal Split Demand Estimates
- Employee Modal Split Transit Use Demand Estimates

Mobility Gap Methodology

The 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 in urban or rural settings.

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 1.31 for age 15-64 in urban households to 1.93 for age 65 or older in rural households. By using these data, the percent of mobility gap filled is calculated and presented in Table 7. The annual transit need for the Grand Valley TPR using the Mobility Gap Methodology is approximately 1,260,954 annual trips.

Table 7: Transit Need for General Public in the Mesa County Area

County	Total Households						Total	Total
	HH 15-64	Mobility	Transit	HH 65+	Mobility	Transit	Daily	Annual
	No veh	Gap	Need	No Veh	Gap	Need	Need	Need
Mesa County (urban)	1193	1.31	1,566	1022	1.66	1,692	3,258	1,189,195
Mesa County (rural areas)	92	1.42	131	34	1.93	66	197	71,758
TOTAL Mesa County Study Area							***3,455***	***1,260,954***

Note: Urban areas include Grand Junction, Fruita, and Palisade.

Census 2000, NPTS 2001, LSC, 2007.

Rural Transit Demand Methodology

The Rural Transit Demand Methodology is based on the permanent population in the rural Mesa County area. This method uses a two-factor approach to estimate the need.

The method includes the following two factors:

- "Program demand" which is generated by transit ridership to and from specific social service programs, and
- "Non-program demand" generated by other mobility needs of elderly persons, persons with disabilities, and the general public, including youth.

Examples of non-program trips may include shopping, employment, and medical trips.

Non-Program Needs

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

- Elderly transit demand is 7,750 annual trips;
- Disabled demand is 1,710 annual trips; and
- General public demand is 380 annual trips.

Total non-program transit demand for 2006 in the rural areas of the Grand Valley TPR is ***9,840*** annual trips. This amount would be desired by the elderly, mobility-limited, and general public if a very high level of transit service could be provided.

Total non-program demand for 2035 is estimated to be ***53,710*** one-way annual passenger-trips for the rural areas of the Grand Valley TPR.

Program Needs

The program demand data includes the following programs: Developmentally Disabled, Head Start, job training, mental health services, sheltered work, nursing homes, and Senior Nutrition.

Using the participant numbers for each program, the existing program trip need is approximately 376,700 and 38,500 annual one-way trips for urban and rural areas, respectively. The total program need in the Grand Valley TPR for 2006 is approximately ***415,000*** annual trips.

Transit Use Modal Split Demand Estimation

The modal split demand estimation technique is based upon 2000 Census employee modal split percentages. The modal split method of demand estimation shows a 2006 transit need of approximately ***2,045,560*** annual one-way passenger-trips if a very high level of service could be provided. Of this need, approximately 99 percent is needed within the urban core of Mesa County.

Employee Modal Split Transit Use Demand Estimation

The estimated employee transit demand is based upon the total number of employed persons in the urban core area. Demand estimates assume that the percentage of employees using transit as derived from mode split data from the Census and information from the most current transit survey. Total demand based upon employment for the urban core is approximately 305,000 annual transit trips in 2006. Estimated total county demand in 2006 is approximately ***555,290*** annual one-way passenger-trips for employees.

Regional Transit Demand Summary

Various transit demand estimation techniques were used to determine Mesa County's current overall transit demand and future transit demand. The various methods for estimating current demand are summarized below. It should be noted that Mesa County's total demand is not the sum of all these estimates; rather these techniques give a picture of the various demands and estimations in the region. **Table 8** provides a summary of Mesa County transit demand using the Employee Transit Need Method, Modal Split Method, College demand method, and TCRP Model. This summary is based upon annualized ridership estimates for 2006. Transit demand using these methods estimates an approximate need of 1,642,260 annual one-way passenger-trips for Mesa County.

As indicated in **Table 8**, the Mobility Gap Methodology is not calculated as part of the total demand. The reason for this is that the "Other General Public" trips category is essentially a different way of calculating the Mobility Gap. In this case, "Other General Public" trips are calculated by subtracting total Modal Split demand from Employee Demand. This yields an "Other General Public" demand for the urban area of approximately 721,300 trips. Comparably, the Mobility Gap Methodology yields an annual urban trip demand of approximately 1,189,195. Substituting the Mobility Gap Methodology for "Other General Public" the annual demand estimates is 2,182,000 annual trips.

Based upon the information presented in this chapter, a reasonable level of transit demand can be estimated for the area. Transit demand using these methods estimates the approximate demand in the Grand Valley MPO area as:

- Between approximately ***1,642,000 to 2,182,000*** annual one-way passenger-trips for the Grand Valley Region.

- ***Between 38 and 49 percent*** of the existing transit demand is being met in the urban areas and ***100 percent*** of the transit need for the rural areas is unmet. Some of the program trips in rural areas of Mesa County are likely being met by human service agencies, however the exact number of trips provided is unknown.

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.

Table 8: Summary of Mesa County Transit Demand

URBAN ESTIMATES	Type of Trip					TOTAL
	Work[1]	College[2]	Other General Public[3]	Total Non-Program	Program	
Existing Urban Demand Estimates						
Urban Core	305,140	201,100	721,300	1,227,540	376,640	1,604,180
Existing Urban Ridership						
Grand Valley Transit – Urban	243,200	83,600	433,200	760,000	14,440	774,440
Existing Urban Unmet Demand						
Urban Core	61,940	117,500	288,100	467,540	362,200	829,740
Percent of Existing Urban Demand Met						
Urban Core	79.7%	41.6%	60.1%	61.9%	3.8%	48.3%
Rural Estimates	Type of Trip					
	Elderly	Mobility Limited	General Public	Total Non-Program	Program	TOTAL
Existing Rural Demand Estimates						
Rural Mesa County	7,750	1,710	380	9,840	38,470	48,310
Existing Rural Ridership						
Rural Transportation Providers	0	0	0	0	0	0
Existing Rural Unmet Demand						
Rural Mesa County	7,750	1,710	380	9,840	38,470	48,310
Percent of Existing Rural Demand Met						
Rural Mesa County	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Current Mesa County Total Demand						1,652,490
2035 TOTAL STUDY AREA ESTIMATES						
				Total Non-Program	Program	TOTAL
2035 Demand Estimates						
Urban Core				2,114,600	468,830	2,583,430
Rural Mesa County				18,140	47,890	66,030
			Subtotal	2,132,740	516,720	2,649,460
2035 Unmet Demand If Transit Services Are Unchanged From 2006						
Urban Core				1,354,600	454,390	1,808,990
Rural Mesa County				18,140	47,890	66,030
			Subtotal	1,372,740	502,280	1,875,020

[1] Based upon employee trip estimation methodology.
[2] Based upon survey of college student transit trip rates. Future college demand based on 2 percent annual growth in number of FTEs.
[3] Mode split methodology minus employee trip methodology for urban core, TCRP methodology in rural areas.

Transit Trends

Chart 1 presents the transit trends in Grand Valley Transit's fixed-route ridership. As shown, from the available data, ridership has fluctuated since 2001. Ridership increased from 2001 to 2003. In 2003, ridership reported was 693,000 annual one-way trips followed by a drop in 2004 ridership to 664,700 annual one-way trips. Currently, ridership is at its peak with the 2006 ridership at 760,000 annual one-way trips.

Chart 1: Grand Valley Transit Ridership Trends

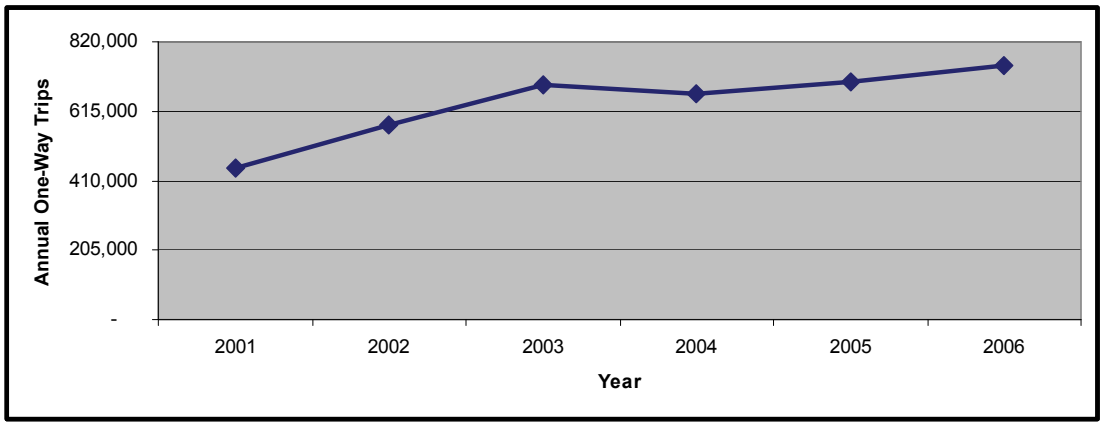


Table 9: Grand Valley- Mesa County Region Ridership

GVT Transit	Care Cars	Town of Debeque	Family Health West	Laidlaw Education	MDS	Millennium	Senior Companion	Sunshine	TOTAL
447,494	32,673	132	0	217,865	0	0	0	0	698,164
573,902	26,784	183	6,083	224,920	0	0	158	0	832,030
693,298	16,709	88	0	235,795	0	0	165	0	946,055
664,749	10,163	118	0	267,019	0	0	218	0	942,267
702,127	13,554	331	6,579	296,269	0	0	216	0	1,019,076
750,827	0	185	0	275,530	0	0	200	0	1,026,742

Source: LSC 2007

Issues and Gaps

This section will address the qualitative issues, gaps, and needs of this area based on information received through the various transportation providers, planners, and residents in the area. Additional needs are presented from the local coordination meeting and various other planning studies.

Issues

The following provides a summary of issues for the provision of transit services in Mesa County:

- Currently there are overcapacity issues for several of the providers.
- Same-day requests are not able to be met by many of the human service providers.
- There is a lack of communication between the existing providers.

- There are existing barriers to coordination, including specific client, funding, or agency policy issues that must be examined.
- Lack of sidewalks in some areas affecting the accessibility to services.
- Difficulty in getting placed on the Grand Valley Transit ADA-certified list of eligible riders for paratransit services. Many passengers have difficulty traveling, but do not meet the ADA minimum standards for certification.
- Lack of accessible vehicles for providers.
- Affordability for clients and patrons must be addressed. Some type of subsidy program should be examined.
- Children who are on Medicaid, who also cannot ride general public services because of health limitations, have a difficult time traveling.
- Providing service for low-income individuals is a growing problem. Many of the services are not affordable to this segment of the population.
- Some agencies are limited in their service area due to Public Utilities Commission (PUC) regulations.
- There is a gap in communication between providers as well as between providers and users.
- There is a real need for an education component for local decision-makers as well as the general public at-large.

Transit Service Gaps

As mentioned, there are areas throughout the rural portions of Mesa County that only receive specialized transportation services. Beyond the services provided by GVT, additional services are provided for client or market specific needs. Some transit connectivity between communities currently exists, as well as some intercity services. Gaps in general public providers, as well as specialized providers, are apparent in the rural areas of the planning area. Many of the rural areas currently have some specialized services, however it is impossible to reach all areas of need with the limited resources. The following corridors and areas in Mesa County currently do not have any *general public transportation* services:

- State Highway 139 north of Loma.
- State Highway 141 south of Whitewater to Montrose County Line.
- U.S. Highway 50 to Delta.
- State Highway 65 east to Cedaredge.
- State Highway 330 from Mesa to Collbran

The largest gap in this area is a lack of any *rural* general public transit providers in the area. Service for the general public in many of the smaller communities is non-existent. Service is limited in terms of the following service types:

- No rural public provider identified.
- Rural seniors in remote areas need more transportation for a variety of needs.

- Trips not only needed for seniors, but other segments such as low-income.
- Population continues to age and as the paratransit service areas grow to meet this need, these costs continue to increase.
- Difficulty in attracting transit drivers due to the oil industry and the cost difference between the two.
- Need for qualified drivers in the Grand Junction area.
- Need facilities for providers.
- Same day request are difficult, if not impossible, to meet.
- There is a lack of accessible vehicles.
- Lack of affordable transportation for patrons.

Socioeconomic Profile

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 Grand Valley- Mesa County TPR.

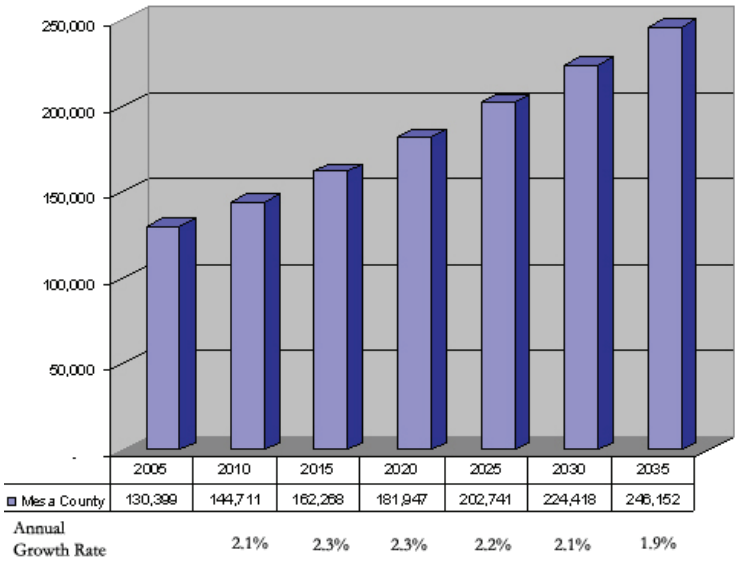
The plan compiles socioeconomic projections for 2035 for the Grand Valley- Mesa County TPR based on U.S. Census projections, Colorado Department of Local Affairs projections and locally generated projections. Since population is integrally related to travel demand, reviewing current demographic information in relation to projected future growth will give a broad indication of future travel demand potential within the Grand Valley- Mesa County TPR.

Population

Grand Junction is the largest city in the county with a current population of 49,422. Other incorporated areas include over 10,000 residents. Unincorporated areas of the county are home to nearly 67,744 people. The fastest growing municipalities between 2000 and 2005, in descending order are Fruita (10.4 %), Grand Junction (2.3%), De Beque (1.4%), Palisade (1.4%), and Collbran (0.8%)

The county as a whole has grown significantly between 2000 and 2005, with a county wide total growth of 12%. Total population of the county is anticipated to grow from 130,000 in 2005 to over 246,000 in 2035, with the annual growth rate ranging from 1.9% to 2.3%.

Chart 2: Population Estimates and Forecast by County



	2005	2010	2015	2020	2025	2030	2035
Mesa County	130,399	144,711	162,268	181,947	202,741	224,418	246,152
Annual Growth Rate		2.1%	2.3%	2.3%	2.2%	2.1%	1.9%

Source: Colorado Department of Local Affairs, 2005

Household Characteristics

The household characteristics of the Grand Valley-Mesa County TPR are as indicated in **Table 10**. The average household size in Mesa County is 2.47. Approximately 34% of households have children under the age of 18; 26% of households have individuals average age of 65.

Table 10: Household Characteristics

County	Total HH	Avg HH Size	% HH Individuals < 18	% HH Individuals > 65
Mesa County	45,823	2.47	33.9 %	26.1 %
Grand Junction City	17,865	2.23	27.6 %	28.8 %
Clifton Area	6,327	2.73	45.6 %	19.2 %
Redlands Area	3,137	2.55	31.0 %	32.6 %
Fruitvale Area	2,656	2.61	35.7 %	30.3 %
Fruita City	2,447	2.55	39.1 %	25.4 %
Orchard Mesa Area	2,421	2.66	39.0 %	22.7 %
Palisade Town	1,051	2.35	32.4 %	29.0 %
De Beque Town	167	2.70	40.1 %	26.3 %
Collbran Town	145	2.50	38.6 %	24.1 %

Source: US Census 2000

Employment

Employment related data reflects a rapidly growing labor force and job to serve their needs. The following table reflects labor force and job growth, which is slightly over 100%, over the thirty year period, 2005-2035. Growth in the labor force and available jobs will have an impact on an already over burdened transportation system.

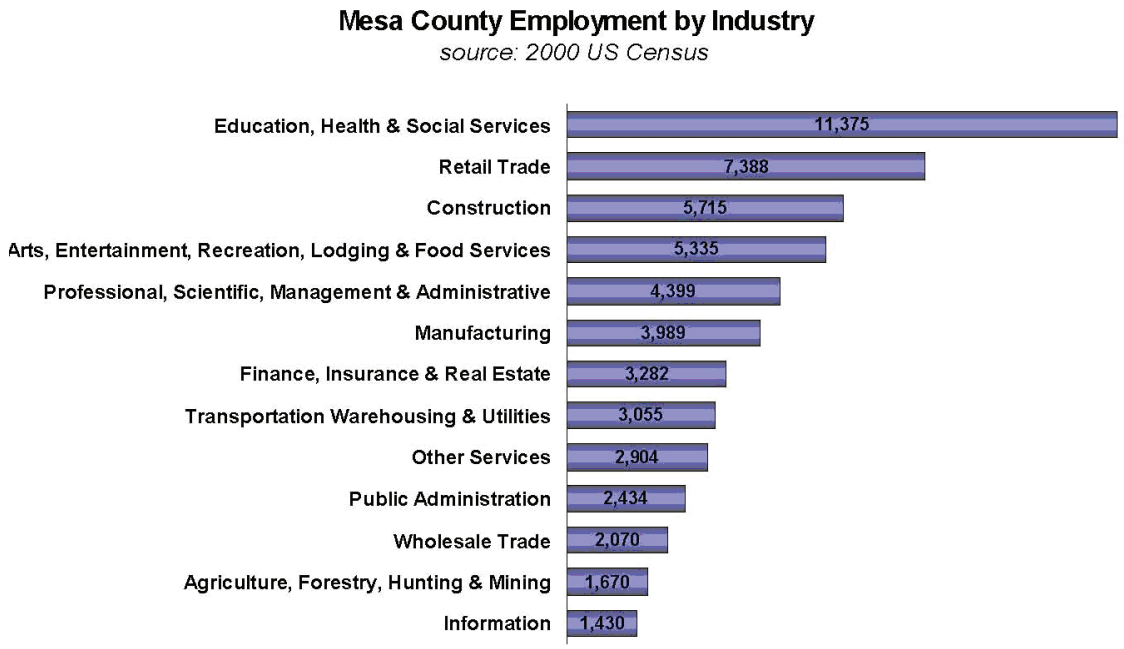
Table 11: Labor Force and Total Jobs

County Area	Labor Force			Total Jobs		
	2005	2035	% Change	2005	2035	% Change
Mesa County	64,820	134,766	108%	72,604	146,975	102%

Source: Colorado Department of Local Affairs

The most recent data that reflects employment by industry is depicted in Chart 3.

Chart 3: Employment by Industry



Place of Work

In 2000, 95.7% of workers lived and worked in the Mesa County, as compared to 67.0% of workers statewide who work in the county of residence. This fact highlights the position of Grand Junction as a major residential, employment and service center. However, over 1,760 workers did travel to a different county in Colorado for their job, presumably commuting on the region's highways. Refer to Table 12 below.

Table 12:Place of Work

Area	Workers 16 and Over	Worked in State of Residence	Percent Worked in State of Residence	Worked in County of Residence	Percent Worked in County of Residence	Worked Outside County of Residence	Worked Outside State of Residence
Mesa	54,101	53,528	98.9%	51,768	95.7%	1,760	573
Colorado	2,191,626	2,170,593	99.0%	1,468,010	67.0%	702,583	21,033

Source: US Census 2000

Means of Transport to Work

The following table provides more information about how people travel to work. Approximately 77% of the county's residents drove alone in their car to work, compared to 75% statewide. Carpooling is the next most common means of transportation to work, with 12% riding in a multiple occupant vehicle. Public transportation provides only minimal work trips.

Table 13: Means of Transport to Work

Means of Transport	Mesa County		Grand Junction		Fruita		Colorado	
	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total
Drove alone in car, truck, or van	41,701	76.8%	14,768	75.1%	2,328	82.3%	1,646,454	75.1%
Carpooled in car, truck, or van	6522	12.0%	2,327	11.8%	230	8.1%	268,168	12.2%
Public transportation	465	0.9%	275	1.4%	0	0.0%	69,515	3.2%
Motorcycle	174	0.3%	94	0.5%	14	0.5%	2,582	0.1%
Bicycle	526	1.0%	383	1.9%	8	0.3%	16,905	0.8%
Walked	1,512	2.8%	804	4.1%	118	4.2%	65,668	3.0%
Other means	543	1.0%	155	0.8%	10	0.4%	14,202	0.6%
Worked at home	2,854	5.3%	868	4.4%	120	4.2%	108,132	4.9%
Total	54,297	100.0%	19,674	100.0%	2,828	100.0%	2,191,626	100.0%

Source: US Census 2000

Low Income Areas

Table 14 shows the percentage of the population with household income below the census-defined poverty level for each census designated place. The 1999 definition of poverty for a family of four was income under about $17,000, depending on relative age of the residents and other factors. About 7% of families and 10% of individuals of the region fall 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.

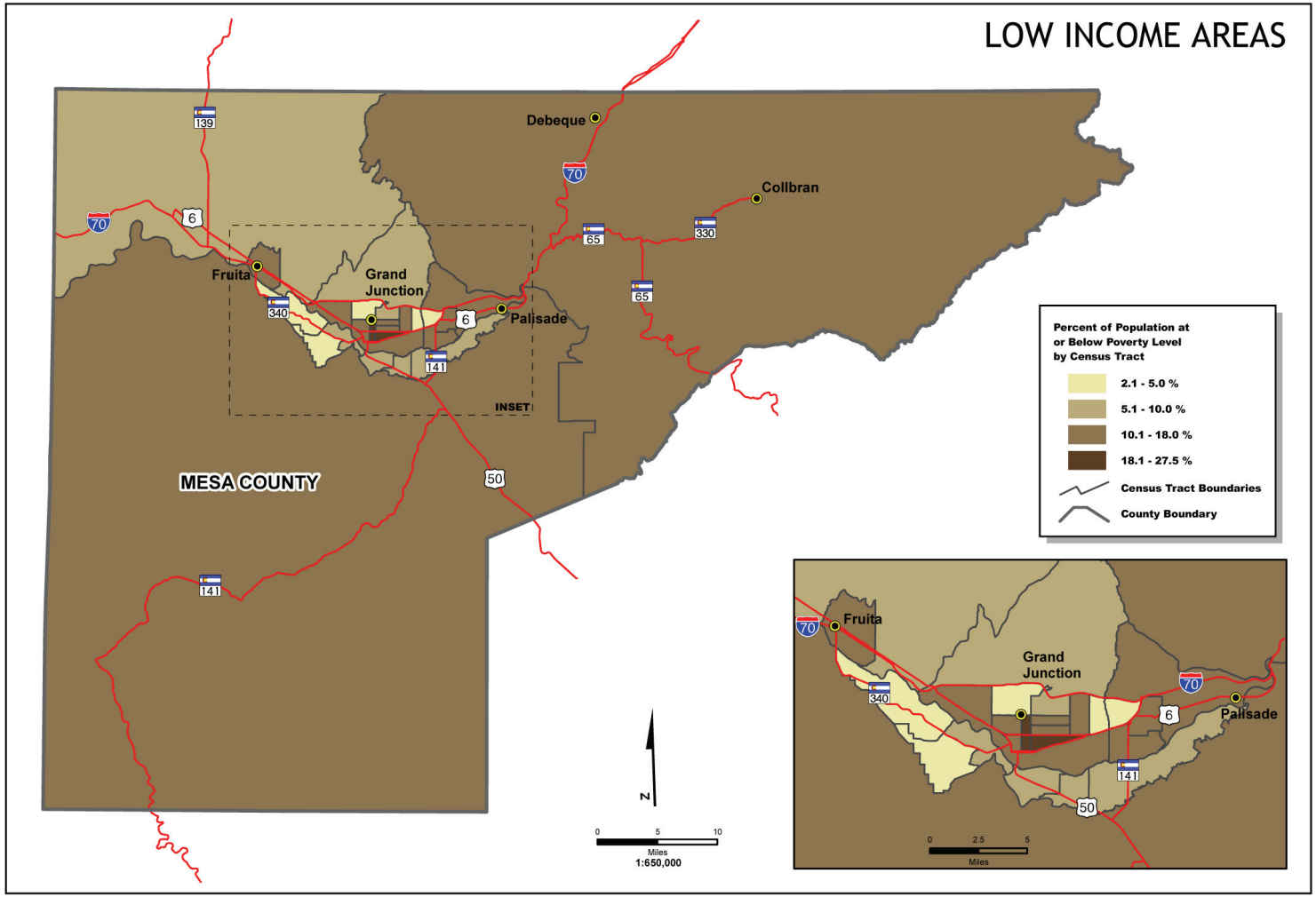
Figure 23 illustrates the low-income areas by census tract within the Grand Valley TPR.

Table 14: Poverty Status of Families & Individuals (1999)

County Area	Number of Families	% Below Poverty Level	Number of Individuals	% Below Poverty Level
Grand Junction City	10,675	7.5%	40,394	11.9%
Clifton Area	4,746	10.4%	17,071	12.6%
Redlands Area	2,446	2.0%	7,951	4.1%
Fruitvale Area	2,165	2.8%	6,814	2.7%
Fruita City	1,796	8.3%	6,612	12.9%
Orchard Mesa Area	1,828	4.6%	6,293	5.8%
Palisade Town	699	11.0%	2,514	14.0%
De Beque Town	145	6.2%	520	7.3%
Collbran Town	101	5.9%	360	14.7%
Mesa County	31,729	7.0%	114,225	10.2%
Colorado	1,092,352	6.2%	4,182,279	9.3%

Source: US Census 2000

Figure 23: Low Income



Source: CDOT 2005

Minority Status

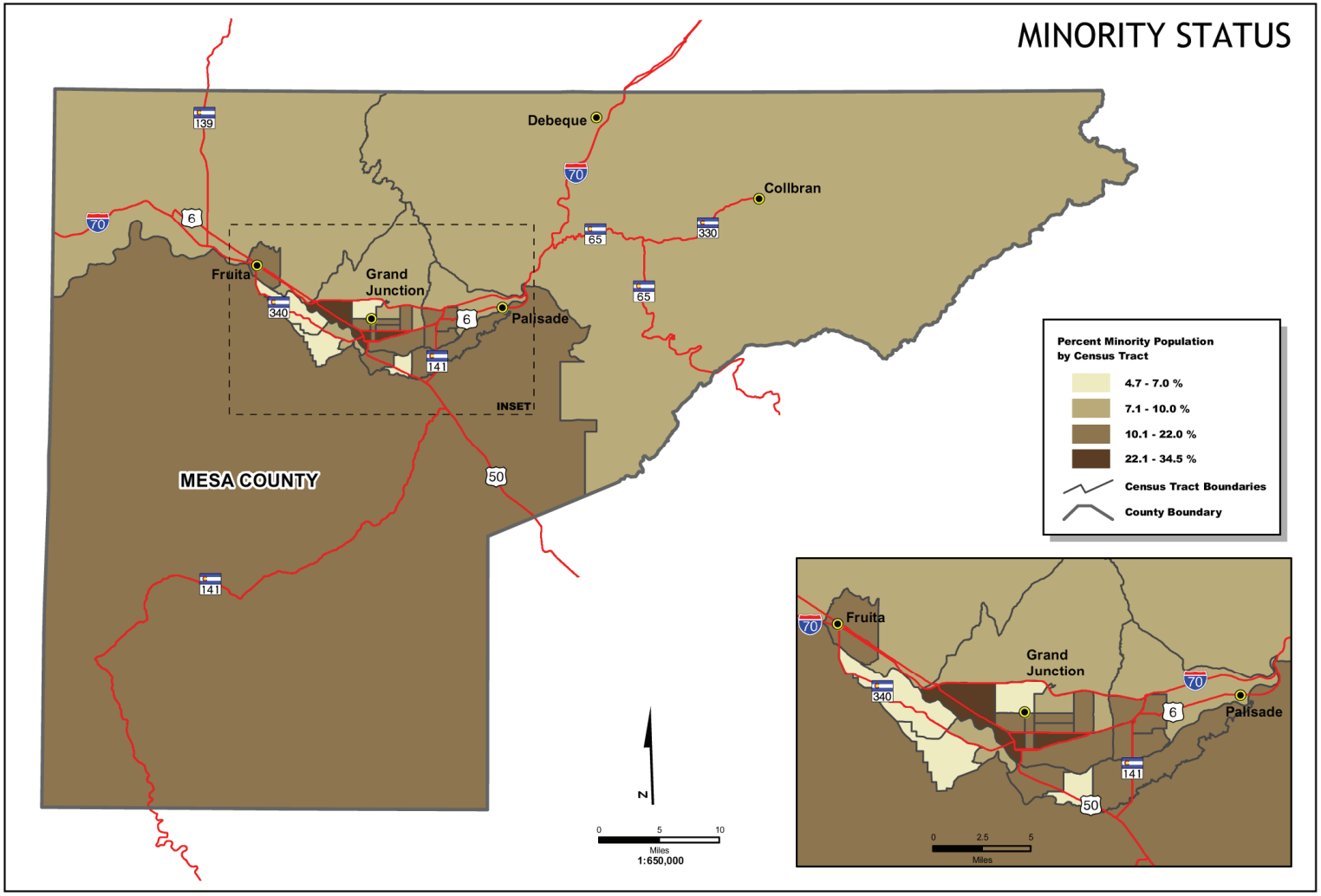
Minority status as defined for the purposes of this report is all residents who are not White/Non-Hispanic. The Hispanic/Latino population of the region is slightly lower than compared to the state, with very small populations of Black, Asian, American Indian and other groups.

Table 15: Race and Ethnic Origin as a Percentage of Population

County Area	Population	% White	% African American	% American Indian	% Asian	% Hispanic	% Other
Grand Junction City	41,986	91.8%	0.6%	0.9%	0.8%	10.0%	5.9%
Clifton Area	17,345	89.1%	0.6%	1.4%	0.4%	14.1%	8.5%
Redlands Area	8,035	95.9%	0.1%	0.4%	0.5%	5.2%	3.1%
Fruitvale Area	6,936	93.4%	0.2%	0.7%	0.6%	6.8%	5.0%
Fruita City	6,478	90.6%	0.4%	1.2%	0.3%	11.9%	7.5%
Orchard Mesa Area	6,456	93.5%	0.4%	0.9%	0.3%	8.7%	4.9%
Palisade Town	2,579	93.9%	0.2%	1.0%	0.1%	6.2%	4.4%
De Beque Town	451	98.4%		0.7%		2.0%	0.9%
Collbran Town	388	98.2%		0.3%		4.1%	1.6%
Mesa County	116.255	92.3%	0.5%	0.9%	0.5%	10.0%	5.8%
Colorado	4301261	82.8%	3.8%	1.0%	2.2%	17.1%	10.5%

Source: US Census 2000

Figure 24: Minority Status



Environmental Overview

Environmental factors include not only natural resources such as water quality, air quality, and wildlife, but human factors which comprise historic and cultural sites, and hazardous sites. 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 help protect the environment from transportation system improvements, CDOT is required to put all federally funded projects through the National Environmental Policy Act (NEPA) review process. 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 TPR has created specific goals towards preserving land and critical environmental values.

Although the regional planning process does not require a complete or specific inventory of all potential environmental resources within the corridor, identifying 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, and

Identifying agencies with responsibilities for resources within the region; examples may include, the US Forest Service, the US Bureau of Land Management, the Colorado Division of Wildlife, the State Historical Preservation Office, or the local Parks Department.

The information that follows identifies general environmental issues within the 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 addressed proactively so that the environmental concerns can be mitigated or incorporated into a project in a manner that supports the values of the citizens and communities the TPR serves.

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 have been 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 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. New programs occasionally are 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 Grand 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 nonattainment 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.

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 Grand Valley-Mesa County 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.

Water Quality

There are four river basins encompassed by the boundary of Colorado. They are: Colorado, Missouri, Rio Grande, and the Arkansas. Within these basins are numerous creeks, tributaries, and ditches, as well as lakes, floodplains, and wetlands.

The Grand Valley TPR is located at the confluence of the Gunnison and Colorado River and is completely within the Colorado River Basin. see http://waterknowledge.colostate.edu/rivers.htm.

Major Rivers in the Colorado River Basin include the Gunnison, White, Yampa, Eagle, Animas, Dolores, San Juan, Roaring Fork, La Plata, Williams Fork, Blue, and San Miguel Rivers.

Water quality within the Colorado River Basin generally is satisfactory, although runoff from agriculture areas, abandoned mines, and naturally occurring saline ground water discharges cause localized problems.

- The Colorado River main stem is subject to elevated salinity levels due to naturally occurring springs and agricultural drainage through saline deposits.
- The Gunnison River is subject to increased selenium levels.

The Water Pollution Control Act of 1972 later amended to include the Clean Water Act (CWA) protects the waters of the Grand Valley TPR. 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. Although many of the cities and towns within the Grand Valley TPR are not large enough to require a NPDES permit, there are other permits that may apply to transportation projects, they include:

- Any project using a dewatering system and/or that disturbs greater than five acres will require a permit.
- Projects that will impact waters of the United States, either by dredging, filling, or disturbing requires an Army Corps of Engineers permit.
- The discharge of pollutants into navigable waters requires a clearance.
- The disturbance of wetlands will require an Army Corp of Engineers permit.

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 Grand Valley TPR 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) (for RCRA sites refer to **Figure 18**) and the, 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 that 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 no NPL sites within Mesa County.

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 for the Grand Valley TPR, arranged by resource agency follows in **Table 16**.

Table 16: Grand Valley Statewide Environmental Forum

Resource/Regulatory Agency	Information/Issues/Concerns
Colorado Department of Public Health (CDPHE) - Air Quality	Currently, GVMPO has not been designated as an air quality non-attainment or maintenance area. Due to vehicle emissions air toxics measured extremely high in 2001– 2002. Air quality monitors are located top of the Mesa County Health Dept. and top of city parking ramp.
Colorado Department of Wildlife (CDOW)	Sallow flycatchers are present along the Colorado River. Tamarisk (a plant that grows near water) removal creates habitat dilemma. Aquatic passage concerns are caused by pond runoff. Highland Acres are impacted from gravel extraction. Federal endangered fish habitat and otters would benefit from fencing wildlife. Follow-up discussion needs to take place to minimize impact to fish passages and flooded bottom lands of river to keep river connected to its floodplain. Placing moose in Grand Mesa increases wildlife conflicts. Energy development industry is causing serious impacts.
Colorado Department of Public Health(CDPHE) - Solid Waste	For controversial landfills the MPO can't stop applications Local governments can make landfill applicants pay for roadway maintenance. Mesa County is using Black Mountain as an example to determine Oil & Gas truck trip generation; and bridge repair requirements The "S" Landfill facility would create more road traffic.
Colorado Department of Public Health (CDPHE) - Water Quality	CDPHE is investigating impacts of Oil & Gas industry on ground water. MPO should consider partnering with other agencies or developers on how to facilitate the municipal separate storm sewer system water (MS4) permits process. Runoff from I-70 may require ponds or water treatment. CDOT could use their wetland banking program to address the runoff problem.
Colorado State Park (CSP)	Mesa County Trails Group Coalition would like to connect Fruita to Grand Junction with an off-grade trail system. Upon completion of the trail from Glenwood to Rifle, 90% of an east-west regional trail will be in place. Trail connections could result in more recreational traffic on SH 141. SH 141 needs site distance improvements for bikeways. Whitewater Plan was just approved by the County. TPR is interested in the build-out of the Spanish Trail. To accommodate trail system CDOT needs to work with State parks. Urban Trails Plan for Grand Junction calls of municipal area options for non-motorized travel.

Resource/Regulatory Agency	Information/Issues/Concerns
	Bureau Land Management would like to get old bridge in Palisade updated and connected to Fruita.
Central Federal Lands (CFL) and Colorado Trout Unlimited	Highways located in the bottom of valleys affect the shape and location of streams. Runoff causes increased stream velocity causing streams to straighten out, moving sand, which covers spawning beds. Chemical de-icers affect vegetation adjacent to streams and stunts vegetation. Reduced shade from vegetation impacts the fish population. Support for Statewide Environmental Enhancement Program (SWEEP) is recommended. Examine the feasibility of restoring streams which have an economic impact on trout fishing.
Federal Highway Administration (FHWA)	Growth in the Oil & Gas industry creates housing shortages. Developers need to help pay for any Oil & Gas impacts. The region should consider more satellite commercial development to reduce the need on US 50. Town of Fruita is trying to increase commercial development. Commuting from Loma will increase due to growth. Region needs improved transit frequency. City is considering an increase in office density and further congestion options.
State Historic Preservation Office (SHPO)	Regions historic resources include; the Santa Fe Trail, water ditches, and railroads. There is a desire for a connection of historic trails between Spanish Peaks and the Santa Fe Trail along US 50. Environmental Assessment for the I-70 Business Loop will be looking at a very old grocery store of potential historic significance. SH 141 is impacted by uranium in the Gateway and is eligible for historic designation under the Manhattan project.
U.S. Fish and Wildlife Service (USFWS)	The Region should consider lynx crossings in southeast Mesa County along Muddy Pass. Migratory bird nests are located in oil & gas production areas. BLM set buffers and guidelines for nesting season.
CDOT (MS4) Discharge Permit Program	Discharge problems exist with the Colorado River and the City of Grand Junction is responsible for any discharge from city projects being dumped into rivers. The Environmental Assessment (EA) for U.S.50/ 1-70B is looking at water quality issues and may recommend water management mitigation.
U.S Army Corps of Engineers (USACOE)	Mesa County issues conditional use permits, and makes sure local U.S. Army Corps of Engineers (USACOE) office is contacted. There is a need for partnership between Mesa County and USACE to make sure individuals are applying for permits.
CDOT Wildlife Program	Sage Grouse, a candidate threatened species, is located in uranium extraction areas.

Resource/Regulatory Agency	Information/Issues/Concerns
	Gunnison Sage Grouse is present in the southwestern region area. Several endangered plants are present including the Uintah Hookless Cactus and Penstemmons Cactus south of Grand Junction; both require consultation with Fish & Wildlife for mitigation requirements. The Colorado River is critical habitat for four different fish species.
CDOT Environmental Programs Branch	An Environmental Assessment (EA) is in process on U.S.50/ 1-70B. City wants an interchange at 29 Road, but the MPO model shows little benefit. CDOT suggests looking at CDOT's Purpose and Need Policy Guidance, available on the website to further explore the need for the project.
U.S. Forest Service (USFS)	Oil & gas development is present in Grand Mesa National Forest. MPO is proposing collaboration between County and Resource Agencies on oil & gas permits. A uranium project has an EA in Uncompahgre. MPO is concerned about impacts to SH 65 and SH 33 due to oil & gas development. Bridge in DeBeque cannot sustain loads from oil & gas rigs. Mesa County is having difficulty measuring impacts of oil & gas production on collisions, disruption of herds, and migratory birds. Forest Service doing a Programmatic Lynx Environmental Impact Statements (EIS), and has developed guidelines for mitigations regarding highway development and lynx habitat. Mesa County videotaping roadways to look for wildlife movement. Heavy truck traffic related to oil & gas productions is moving on SH 65 across Grand Mesa.
CDOT Environmental Policy	Oil & gas exploration adds employees, changes commuting patterns and impacts aging transportation infrastructure. Region needs more public transportation alternatives.

Security Coordination

SAFETEA-LU requires Metropolitan Planning Organizations and CDOT to consider security in their long-range transportation plans. At the state level, Colorado's Division of Emergency Management works in coordination with the Governor's Disaster Emergency Council and the Colorado Multi-Agency Coordination Center (MACC) to plan and prepare to appropriately respond to emergency and disaster situations. In addition, CDOT's Transportation Management Center (CTMC), which provides 24-hour transportation system monitoring, is linked to MACC operations. At the county level, Mesa County has an Emergency Operations Plan (EOP), a Pre-Disaster Mitigation Plan (2004) and a Transit System Security and Emergency Preparedness Plan (SSEPP) (2003).

Mesa County is in the process of revising their Emergency Operation Plan (EOP) and it is anticipated the plan revision process will be completed January 2007.

The Pre-Disaster Mitigation Plan was prepared by Mesa County Emergency Management Department. The Plan includes a risk assessment for hazards potentially affecting the County including: earthquakes, floods, hazardous materials, landslides, mass casualty, terrorism, wildfire and windstorms. This risk assessment identifies vulnerabilities related to infrastructure and structures found within the County.

The Regional Transportation Planning Office (RTPO) has developed the SSEP Program Plan. This SSEP Program Plan outlines the process to be used by the following entities: Grand Valley Transit, its contract operator, employees, volunteers, contractors, and any other individuals who come into contact with the system under emergency conditions. This Program demonstrates the process for addressing system security and emergency preparedness in coordination with the Mesa County Emergency Operations Plan and the security policies and procedures set forth by GVT's Contract Operator.

The SSEP Program provides Mesa County with a security and emergency preparedness capability that will:

- Ensure that security and emergency preparedness are addressed during all phases of system operation, including the hiring and training of agency personnel; the procurement and maintenance of agency equipment; the development of agency policies, rules, and procedures; and coordination with local public safety and community emergency planning agencies.
- Promote analysis tools and methodologies to encourage safe system operations through the identification, evaluation and resolution of threats and vulnerabilities, and the ongoing assessment of agency capabilities and readiness.
- Create a culture that supports employee safety and security and safe system operations (during normal and emergency conditions) through motivated compliance with agency rules and procedures and the appropriate use and operation of equipment.

All three of the county emergency/disaster plans and their implementation are overseen by the Mesa County Emergency Management Department, which also coordinates with emergency agencies at the state level when necessary.

An exercise/drill is conducted each year that tests the coordination and implementation of the EOP, and the elements of the SSEPP. The purpose of the drill is to:

- Identify current security and emergency considerations
- Develop procedures (if necessary)
- Establish and maintain ongoing communication

Corridor Visions

The 2035 Long Range Transportation Plan builds on the "corridor-based" plan originally developed for the 2030 plan. The Corridor Visions effectively forecast the long term needs of each corridor, rather than focusing on specific intersections, safety issues or capacity issues from point to point.

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 focus improvements on the midterm, or next 10 years. The MidTerm Implementation Strategy will be examined later in this plan. These steps will help guide investment decisions throughout the planning period:

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

Corridor Vision Purpose

Integrates community values with multi-modal transportation needs

Provides a corridor approach for a transportation system framework

Strengthens partnerships to cooperatively develop a multi-modal system

Provides administrative and financial flexibility in the Regional and Statewide Plans

Links investment decisions to transportation needs

Promotes consistency and connectivity through a system-wide approach

Creates a transportation vision for Colorado and surrounding states

Corridor Visions

This section contains a description of each corridor in the region, including those from the 2030 Plan and any revisions to be included in the 2035 Plan There are several parts to the corridor vision, including a description of the function, its Primary Investment Category, Priority (as assigned by the MPO), and a list of goals (types of needed improvements) and strategies (specific actions to be taken). Table 17 shows the Grand Valley TPR corridor segments with their beginning and ending milepost and Primary Investment Category.

Table 17: Grand Valley TPR Corridor Segments

Corridor Number	Highway Corridor	Description From/to	Within TPR		Primary Investment Category
			Beg MP	End MP	
PGJ7001	US 6 A (1)*	Jct. I-70 access rd (Mack) to Fruita	11.212	20.244	Safety
PGJ7002	US 6 A (2) *	Fruita to Jct. I-70 ramp w/o Grand Junction	20.244	25.998	System Quality
PGJ7003	US 6 C (4)	Jct. I-70 B to 33 Road and 33 Road to Rapid Creek Rd	37.496	45.824	Mobility
PGJ7004	US 6 B (3)	North Avenue – Commercial Street	30.269	34.375	System Quality
PGJ7005	US 6 M (5) *	Old US 6 – DeBeque to Parachute	65.411	66.258	System Quality
PGJ7006	US 50 A (1)	5TH St (Grand Jct.) to Jct. SH 141	32.001	38.744	Mobility
PGJ7007	US 50 A (2) *	Jct. SH 141 to Delta Co line	38.744	70.5	System Quality
PGJ7008	SH 65 A *	Delta to Jct. I-70	0.000	61.387	Safety
PGJ7009	I-70 A (1) *	Utah State line to Jct. SH 139 (Loma)	0.000	15.080	System Quality
PGJ7010	I-70 A (2) *	Jct. SH 139 (Loma) to Jct. US 6 (Palisade)	15.080	43.909	Mobility
PGJ7011	I-70 A (3) *	Jct. US 6 (Palisade) to Parachute	43.909	74.000	Mobility
PGJ7012	I-70 B (1) *	Jct. I-70 A (West side of Grand Junction) to US 50 (5TH St)	0.000	5.751	Mobility
PGJ7013	I-70 B (2) *	Jct. US 50 (5TH St) to Jct. I-70 (Clifton)	5.751	13.360	Mobility
PGJ7014	I-70 Z *	Ute from 15TH St to 2ND St (Grand Junction)	0.000	1.269	Mobility
PGJ7015	SH 139 A *	Jct. I-70/US 6 (Loma) to Rangely	0.000	72.060	Safety
PGJ7016	SH 141 A *	Uravan to Jct. US 50 (Whitewater)	75.420	153.999	Safety
PGJ7017	SH 141 B (1) *	Jct. US 50 s/o Grand Junction to Colorado River	156.746	159.436	Safety
PGJ7018	SH 141 B (2) *	Colorado River to Jct. I-70 B (Clifton)	159.436	161.999	System Quality
PGJ7019	SH 330 A*	Jct. SH 65 to Orchard St (Collbran)	0.000	11.395	Safety
PGJ7020	SH 340 A (1) *	Jct. US 6 (Fruita) to 20 Road	0.000	6.916	Mobility
PGJ7021	SH 340 A (2) *	20 Road to Spruce St (Grand Junction)	6.916	13.341	Mobility

Source: CDOT 2007

Corridor Visions

Corridor	US 6 A (1)	Primary Investment Category SAFETY
Description	US 6 A - Jct. I-70 access rd (Mack) to Fruita	
Beg MP 11.212		End MP 20.244

Vision Statement

The Vision for the US 6 A - Jct. I-70 access Rd (Mack) to Fruita corridor is primarily to improve safety as well as to improve system quality. This corridor serves as a local facility, provides commuter access, and makes east-west connections within the northern Fruita area. Future travel needs include passenger vehicles and truck freight. The highway primarily serves communities within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase along with freight volumes. The City of Fruita and Mesa County have jointly adopted a long-range master plan the, "Fruita/Mesa County Greenway Business Park Plan" (adopted 2001) for 1750 acres south of US 6A in this corridor. The Plan envisions the redevelopment of the underutilized vacant industrial land and abandoned heavy industrial corridor south of the highway into a light, clean business park and a 400-acre riverfront park and greenway along the Colorado River. Highway landscaping and attractive business park entry signage with interconnecting bicycle pedestrian trails is part of the vision for the corridor. The corridor is designated as part of the Dinosaur Diamond Scenic Byway. The communities along the corridor value connections to other areas and safety. They depend on agriculture and rural density development for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and farm-to-market products of the area.

2035 Revisions

Mesa County has experienced heavy growth due in part to the energy exploration and extraction industry. In addition, by most estimates, eastern Utah is also going to be a major growth area in energy exploration. The proposed CAM-Colorado (CAM) rail spur extending from Mack north to Garfield County is representative of the potential for major industrial activity in the Mack area. Within the next few years the rail spur will be used to transport at least two 100 car trainloads of coal per day. Several large tracts of land have been purchased by major energy-related corporations including CAM. Since Mesa County is the major population and industrial center nearest the Utah energy fields, it is expected to become the hub of support, further adding to the area's growth.

The Loma/Mack Area Plan was completed in 2004 and will help guide the area's anticipated long-term growth. The transportation impacts of the energy-related growth in western Mesa County and eastern Utah must be accounted for in the development of the Goals, Objectives and Strategies for this corridor.

Goals / Objectives

- Preserve and improve the existing transportation system
- Eliminate shoulder deficiencies
- Accommodate local rail and highway freight transport
- Support commuter travel
- Eliminate private rail road crossings
- Accommodate increased traffic from the Greenway Business Park
- Accommodate and/or mitigate increased energy resource development traffic
- Add enhancements that will improve the appearance of the corridor
- Provide bicycle and pedestrian facilities

Strategies

- Geometric improvements/widen travel lanes
- Construct intersection/interchange improvements
- Reconstruct roadways
- Add/improve shoulders
- Provide bicycle/pedestrian facilities including Colorado River Greenway from Fruita to Loma
- Add Gateway signing
- Consolidate and improve access/develop access management plans
- Adopt highway landscape design standards
- Provide lights and gate at public rail crossings

Corridor	US 6 A (2)	Primary Investment Category SYSTEM QUALITY
Description	US 6 A - Fruita to Jct. I-70 ramp w/o Grand Junction	
Beg MP 20.244	End MP 25.998	

Vision Statement

The Vision for the US 6 A - Fruita to Jct. I-70 ramp w/o Grand Junction corridor is primarily to maintaining system quality, increase mobility and improve safety. This corridor serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the Fruita to Grand Junction area. The corridor is designated as part of the Dinosaur Diamond Scenic Byway. It crosses the community buffer zone between Fruita and Grand Junction. Future travel within the corridor will continue to be passenger vehicles as well as increased bicycle/pedestrian opportunities. The highway primarily serves towns and other destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase along with freight volumes. The communities along the corridor value high levels of mobility and safety. They depend on agriculture and commercial activity for economic activity in the area. Users of this corridor want to preserve the small town, rural character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor.

2035 Revisions

The City of Fruita currently is growing at the extraordinary rate of about 6% annually although this rate is expected to moderate over the time period covered by this plan. This growth is fueled in part by energy resource development. In addition, the Grand Junction urban area continues to expand westerly along this corridor. A segment of land in the northwest area of Grand Junction is currently proposed for a growth plan amendment to allow industrial uses such as large storage yards needed by the oil and gas industry. If this occurs, there will be a significant increase in the percentage of heavy trucks on this segment of U.S. 6.

Goals / Objectives

- Support commuter travel
- Accommodate freight transport and increased traffic from the Greenway Business Park
- Preserve the existing transportation system
- Expand public transportation
- Provide Scenic Byway interpretive opportunities
- Add enhancements that will improve the appearance of the highway corridor
- Provide for bicycle and pedestrian travel
- Accommodate and/or mitigate increased energy resource development traffic

- Increase travel reliability and improve mobility

Strategies

- Consolidate and manage access and develop access management plans
- Provide and expand transit service, carpooling and vanpooling
- Improve landscaping
- Construct, improve and maintain a system of local roads that supports access management on this corridor
- Construct interpretive facilities
- Provide bicycle and pedestrian facilities including the Colorado River Greenway for Fruita to Loma
- Maintain and upgrade traffic signs as necessary.

Corridor	US 6 B (3)	Primary Investment Category SYSTEM QUALITY
Description	US 6 B – North Avenue – Commercial Street through downtown Grand Junction	
Beg MP 30.269		End MP 34.375

Vision Statement

The Vision for the US 6 B – North Avenue – Commercial Street to downtown Grand Junction corridor is primarily to improve system quality as well as increase mobility and improve safety. This corridor serves as a multi-modal local facility that acts as an urban arterial and provides access to the Grand Junction urban area. Future travel modes include passenger vehicle, bus service, and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community values high levels of mobility, transportation choices, and safety. It depends on commercial activity for economic vitality. Users of this corridor want to support the movement of commuters and freight.

This corridor is scheduled to become a City of Grand Junction Minor Arterial street in 2009 as the result of a jurisdictional swap between the City of Grand Junction and the Colorado Department of Transportation.

Goals / Objectives

- Preserve the existing transportation system
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians

Strategies

- Construct/improve intersections
- Market transit services and provide incentives
- Consolidate and limit access and develop access management plans
- •Provide bicycle/pedestrian facilities
- Add signage
- Construct, improve and maintain the system of local roads
- Interconnect traffic signals with fiber optic cable
- Development and/or redevelopment along this corridor shall accommodate transit

Corridor	US 6 C (4)	Primary Investment Category MOBILITY
Description	US 6 C – Jct. I-70 B to 33 Road and 33 Road to Rapid Creek Rd	
Beg MP 37.496		End MP 45.824

Vision Statement

The Vision for the US 6 C - Jct. I-70B to 33 Road and 33 Road to Rapid Creek Rd corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, access to several schools, and makes east-west connections within the eastern part of Mesa County. US 6 is a congested urban corridor for the first mile east of I-70B. The balance of the corridor to and through Palisade to its intersection with Interstate 70 is rural with the exception of the commercial area in Palisade. Primary future travel modes include passenger vehicles and bus service. The transportation system serves communities within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase significantly while freight volume will remain constant on the segment of roadway between the Jct. I-70B to 33 Road. Traffic and freight volumes are expected to modestly grow on the segment of roadway for 33 Road to Rapid Creek Rd. The communities along the corridor value high levels of mobility and safety. They depend on agriculture and suburban density development for economic activity. Users of this corridor want to preserve the semi-rural and agricultural character of the area while supporting the movement of commuters and farm-to-market products.

Goals / Objectives

- Improve mobility and reduce congestion
- Capacity improvements
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the exiting transportation system

Strategies

- Improve hotspots
- Construct/improve intersections
- Add turn lanes
- Preserve rights of way
- Expand transit services
- Consolidate and manage access and develop access management plans
- Provide bicycle/pedestrian facilities

- Add surface treatment/overlays
- Add lanes to relieve congestion in Clifton
- Add/improve shoulders

Corridor	US 6 M (5)	Primary Investment Category SYSTEM QUALITY
Description	Old US 6 – DeBeque to Parachute	
Beg MP 65.411		End MP 66.258

Vision Statement

The Vision for the Old US 6 – DeBeque to Parachute corridor is primarily to maintain system quality. This corridor provides local access and makes east-west connections within the DeBeque Canyon (Colorado River) area. The primary travel mode is passenger vehicle. The highway serves towns and rural residential areas 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 system preservation and depend on agriculture for economic activity. Users of this corridor want to preserve the rural and residential character of the area and support local access.

2035 Revisions

This corridor is expected to experience heavy traffic impacts driven by energy related development.

Goals / Objectives

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Provide for safe movement of bicycles and pedestrians
- Improve signing/striping
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Improve geometrics
- Add surface treatment/overlays
- Improve shoulders
- Add signage
- Provide bicycle and pedestrian facilities

Corridor	US 50 A (1)	Primary Investment Category MOBILITY
Description	US 50 A - 5th St (Grand Jct.) to SH 141	
Beg MP 32.001		End MP 38.744

Vision Statement

The Vision for the US 50 A - 5th St (Grand Jct.) to Jct. SH 141 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This 4-lane corridor serves as a multi-modal National Highway System facility, connecting to places outside the region, and makes east-west connections within west central Colorado. This segment of SH 50 serves as a primary route for through traffic and commuter traffic. Future travel modes include passenger vehicle, bus service, rail freight, and truck freight. The transportation system in the area primarily serves local access needs within the corridor, but also provides a critical link in the US 50 corridor connecting Utah, Eastern Colorado, and Kansas. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. As the Gateway to the Grand Junction area, businesses and residents along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on commercial activity, tourism, and agriculture for economic activity. Users of this corridor want to support the movement of shoppers, tourists, commuters, freight, and farm-to-market products in and through the corridor.

2035 Revisions

This corridor will be heavily impacted by the development of Whitewater based on the Whitewater Community Plan adopted by Mesa County in 2007. In addition, the resurgence of Uranium Mining in the Gateway area will have an impact on the corridor from commuter and service vehicle traffic traveling on SH 141 between Gateway and Grand Junction.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate (
- Preserve the existing transportation system
- Enhance visual appearance and aesthetics
- Accommodate and/or mitigate increased energy resource development traffic
- Development and/or redevelopment along this corridor shall accommodate transit
- Accommodate effects of increased traffic due to the changes anticipated in the Whitewater Community Plan

Strategies

- Improve hotspots
- Construct intersection/interchange improvements
- Add turn lanes
- Post informational signs
- Consolidate and limit access and develop access management plans
- Add signage
- Improve landscaping
- Interconnect traffic signals
- Provide functional medians
- Add street lighting
- Add capacity

Corridor	US 50 A (2)	Primary Investment Category System Quality
Description	US 50 A - Jct. SH 141 to Delta Co line	
Beg MP 38.744		End MP 70.510

Vision Statement

The Vision for the US 50 A - Jct. SH 141 to Mesa/Delta Co line corridor is primarily to maintain system quality and improve safety as well as to maintain system quality. This recently 4-laned corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the Lower Gunnison River area. It is a primary access corridor to Grand Junction from much of southwestern Colorado. Future travel modes include passenger vehicle, bus service, truck freight, and rail freight. 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 and safety. They depend on agriculture and tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of freight and interregional access in and through the corridor.

2035 Revisions

This corridor will be heavily impacted by the growth of Whitewater based on the Whitewater Community Plan adopted by Mesa County in 2007. In addition, the resurgence of Uranium mining will have an impact on the corridor from commuter and service vehicle traffic traveling between the S.H. 141/Gateway area and Grand Junction along with truck traffic hauling Uranium ore to Canon City via S. H. 141 and U.S. 50.

Goals / Objectives

- Maintain statewide transportation connections (3)
- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Improve hot spots
- Construct/improve intersections
- Provide and expand transit bus
- Support freight rail services
- Add truck parking areas

Corridor	SH 65 A	Primary Investment Category SAFETY
Description	SH 65 A - Delta to Jct. I-70	
Beg MP 0.0		End MP 61.387

Vision Statement

The Vision for the SH 65 A - Delta Co line to Jct. I-70 corridor is primarily to improve safety as well as to maintain system quality. This heavily used recreation corridor provides commuter access and makes north-south connections within the Grand Mesa National Forest, Plateau Valley, and Surface Creek Valley areas as well as serving as main street in Mesa. Future travel needs include passenger vehicle improvements and bicycle and pedestrian facilities. The corridor primarily serves local destinations, but also connects through the Grand Mesa area to US 50 and points south. It is designated as the Grand Mesa Scenic Byway, accessing the Powderhorn Ski Area, the Grand Mesa Visitor Center and other public recreation sites. 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 connections to other areas, safety, system preservation, and recreational access. They depend on tourism, agriculture, logging, and recreational lodging for economic activity in the area. Users of this corridor want to preserve the rural, mountain, agricultural, and recreational environment while supporting the movement of tourists, commuters, and farm-to-market products.

2035 Revisions

The energy development industry has started using this corridor heavily as they continue to develop mineral rights on properties most readily accessed from this corridor.

Goals / Objectives

- Support recreation travel
- Provide information to traveling public
- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Enhance Scenic Byway interpretive opportunities
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add guardrails

- Add turn lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Improve winter maintenance
- Provide pullouts and signing for interpretive sites

Corridor	I-70 A (1)	Primary Investment Category SYSTEM QUALITY
Description	I-70 – Utah State line to Jct. SH 139 (Loma)	
Beg MP 0.000		End MP 15.181

Vision Statement

The Vision for the I-70 – Utah State line to Jct. SH 139 (Loma) corridor is primarily to maintain system quality as well as to improve safety. This corridor is a multi-modal Interstate facility and makes east-west connections within the west central region of the United States. It is a principal gateway between major recreation areas in Utah and Colorado. Future travel modes include passenger vehicle, bus service, truck freight, passenger rail and freight rail. 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, 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 character of the area while supporting the movement of interstate travelers and freight. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

2035 Revisions

As energy development activity continues to grow in western Mesa County and eastern Utah, this corridor will experience a significant growth in heavy truck traffic moving between Grand Junction and points west along Interstate 70.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support freight movements
- Develop intermodal connections
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Construct interchange improvements
- Rehabilitate/replace bridges
- Improve and support incident response
- Add signage
- Support additional passenger rail service

- Develop the planned river trail system
- Construct bicycle and pedestrian facilities

Corridor	I-70 A (2)	Primary Investment Category MOBILITY
Description	I-70 A - Jct. SH 139 (Loma) to Jct. US 6 (Palisade)	
Beg MP 15.080		End MP 43.909

Vision Statement

The Vision for the I-70 A - Jct. SH 139 (Loma) to Jct. US 6 (Palisade) corridor is primarily to increase mobility as well as to maintain system quality. This heavily used urban corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes east-west connections within the Grand Valley urban area. Future travel modes include passenger vehicle, bus service, truck freight, passenger rail, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area 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. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

2035 Revisions

As energy development activity continues to grow in western Mesa County, this segment is experiencing a significant growth in heavy truck traffic moving between Grand Junction and points east and west along Interstate 70.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Maintain statewide transportation connections
- Support recreation travel
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands.
- Provide for bicycle and pedestrian travel
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Add/improve interchanges

- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Provide inter-modal connections
- Promote carpooling and vanpooling
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Provide bicycle and pedestrian facilities

Corridor	I-70 A (3)	Primary Investment Category MOBILITY
Description	I-70 A - Jct. US 6 (Palisade) to Parachute	
Beg MP 43.909		End MP 74.000

Vision Statement

The Vision for the I-70 A - Jct. US 6 (Palisade) to Mesa/Garfield Co line corridor is primarily to enhance mobility, improve safety as well as to maintain system quality. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes east-west connections within the DeBeque Canyon area. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). 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 safety. They depend on tourism 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, commuters, and freight in and through the corridor. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

Goals / Objectives

- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage
- Provide for safe movement of bicycles and pedestrians
- Maintain statewide transportation connections

Strategies

- Reconstruction of sub-standard segments (geometrics)
- Flatten curves
- Post informational signs
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Improve and support incident response
- Promote use and maintenance of variable message signs
- Mitigate potential rock fall areas

Corridor	I-70 B (1)	Primary Investment Category MOBILITY
Description	US 50/I-70B (west side of Grand Junction) to US 50 (5th St)	
Beg MP 0.000		End MP 5.751

Vision Statement

The Vision for US 50/I-70B corridor is primarily to increase mobility as well as to improve safety. This segment of I-70 Business Loop begins at Interstate 70 on the west side of Grand Junction and terminates at its intersection with 5th Street in Grand Junction. It is listed separately from the remainder of I-70 B east of 5th due to its dual designation as US 50/I-70B. The corridor serves as a multi-modal National Highway System facility and connects to places outside the region as well as a Gateway to the city of Grand Junction. In its role as SH 50, it serves Central Colorado from Utah to Kansas. Future travel modes include passenger vehicle, bus service, rail freight, and truck freight. The transportation system in the area provides access to the urban area including the Grand Junction CBD, but also provides linkages to interregional corridors. 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 and connections to other areas. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, and freight. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

2035 Revisions

All segments of U.S.50/ 1-70B are expected to be heavily impacted by energy development activity, including heavy truck traffic. This segment will experience some relief with the completion of the Riverside Parkway; however, overall traffic volumes will continue to grow.

This corridor from 24 Road east to 15th Street is currently the subject of an Environmental Assessment expected to be completed by the end of 2007 or early 2008.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow by enhancing capacity
- Reduce fatalities, injuries and property damage
- Preserve the existing transportation system
- Provide transit, carpooling, vanpooling and bicycle and pedestrian facilities
- Manage Access while maintaining economic viability
- Improve economic opportunities in Downtown Grand Junction's Ute/Pitkin corridor
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Reconstruct roadways
- Consolidate and limit access and develop access management plans
- Synchronize/interconnect traffic signals
- Add signage
- Construct intersection/interchange improvements
- Add medians
- Provide public transportation improvements
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Provide bicycle/pedestrian facilities
- Preserve right of way
- Improve landscaping
- Eliminate one way pairs by combining and rerouting within a two way system

Corridor	I-70 B (2)	Primary Investment Category MOBILITY
Description	I-70 B - Jct. US 50 (5th St) to Jct. I-70 (Clifton)	
Beg MP 5.751		End MP 13.360

Vision Statement

The Vision for the I-70 B - Jct. US 50 (5th St) to Jct. I-70 (Clifton) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the Central Grand Junction to the east edge of the Clifton area as well as serving as a Gateway to the City. The corridor serves as a multi-modal National Highway System facility and connects to places outside the region. In its role as SH 50, it serves Central Colorado from Utah to Kansas. Future travel modes include passenger vehicle, bus service, rail freight, and truck freight. The transportation system in the area provides access to the urban area, but also provides linkages to interregional corridors. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Users of the corridor value high levels of mobility and connections to other areas. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, and freight. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

2035 Revisions

All segments of U.S.50/ 1-70B are expected to be heavily impacted by energy development activity, including heavy truck traffic.

This corridor from 24 Road east to 15th Street is currently the subject of an Environmental Assessment that is expected to be completed by the end of 2007 or early 2008.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Increase travel reliability and improve mobility
- Maintain statewide transportation connections
- Address the issue of access management
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Increase bus ridership
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Combine Ute/Pitkin corridor

- Accommodate and/or mitigate increased energy resource development traffic
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Reconstruct roadways
- Consolidate and limit access and develop access management plans
- Synchronize/interconnect traffic signals
- Add signage
- Construct intersection/interchange improvements
- Add medians
- Provide public transportation improvements
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Provide bicycle/pedestrian facilities
- Preserve right of way
- Improve landscaping
- Develop an access management plan for the corridor
- Eliminate one way pairs by combing within two way system

Corridor	I-70 Z	Primary Investment Category MOBILITY
Description	US 50/I-70 Z - Ute from 15th to 2nd Street (Grand Junction)	
Beg MP 0.000		End MP 1.269

Vision Statement

The Vision for US 50/I-70 Z – Ute from 15th to 2nd St (Grand Junction) corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal local facility and makes east-west connections within the Downtown Grand Junction area. It is the eastbound segment of a two-way pair with I-70 B from Ute from 15th to 2nd Street. The corridor serves as a multi-modal National Highway System facility and connects to places outside the region. In its role as SH 50, it serves Central Colorado from Utah to Kansas. Future travel modes include passenger vehicle, bus service, rail freight, and truck freight. The transportation system in the area provides access to the urban area, but also provides linkages to interregional corridors. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The city values high levels of mobility and connections to other areas. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, and freight.

2035 Revisions

All segments of US 50/I-70 Z are expected to be heavily impacted by energy development activity, including heavy truck traffic.

This corridor from 24 Road east to 15th Street is currently the subject of an Environmental Assessment expected to be completed by the end of 2007 or early 2008.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation
- Increase bus ridership
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Accommodate and/or mitigate increased energy resource development traffic
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Reconstruct roadways
- Consolidate and limit access and develop access management plans
- Synchronize/interconnect traffic signals
- Add signage
- Construct intersection/interchange improvements
- Provide public transportation improvements
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Provide bicycle/pedestrian facilities
- Preserve right of way
- Improve landscaping

Corridor	SH 139 A	Primary Investment Category SAFETY
Description	SH 139 A - Jct. I-70/US 6 (Loma) to Rangely	
Beg MP 0.000		End MP 72.060

Vision Statement

The Vision for the SH 139 A - Jct. I-70/US 6 (Loma) to Rangely corridor is primarily to improve safety as well as to maintain system quality. This corridor connects to places outside the region, and makes north-south connections within the west-central Colorado area. It is designated as a portion of the Dinosaur Diamond Scenic Byway. A Port of Entry is on the corridor. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger volumes are expected to stay the same; however, mineral and natural gas resource recovery activities are expected to result in an increase in truck traffic. The communities along the corridor value safety. They depend on tourism 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, freight, and farm-to-market products.

2035 Revisions

This corridor is experiencing increased traffic, particularly heavy trucks due to ever increasing energy development activity.

Goals / Objectives

- Reduce fatalities, injuries and property damage crash rate
- Accommodate growth in freight transport
- Eliminate shoulder deficiencies
- Provide for tourist-friendly travel
- Preserve the existing transportation system
- Enhance Scenic Byway interpretive sites
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add guardrails
- Add turn lanes
- Add surface treatment/overlays

- Consolidate and limit access and develop access management plans
- Construct pullouts and provide signing for interpretive sites

Corridor	SH 141 A	Primary Investment Category SAFETY
Description	SH 141 A – Uravan to Jct. US 50 (Whitewater)	
Beg MP 75.420		End MP 153.999

Corridor Vision

The Vision for the SH 141 Uravan to Jct. US 50 (Whitewater) corridor is primarily to improve safety as well as to maintain system quality. This corridor provides local access and makes north-south connections within the southwest Mesa County connecting the Unaweep Canyon and Dolores River Valley. It is designated as the Unaweep Tabeguache Scenic & Historic Byway. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area 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 moderately increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, ranching, and access to public lands recreation for economic activity. 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.

2035 Revisions

This corridor is experiencing increased traffic, particularly heavy trucks due to ever increasing energy development activity such as the resurgence of the Uranium industry in the Gateway area. In addition, the development of the Gateway Canyons resort and the creation of a sanitation district have created the potential for considerably more population growth that will generate more traffic traveling the corridor.

Goals / Objectives

- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Promote transportation improvements that are environmentally responsible
- Support commuter travel (
- Enhance Scenic Byway interpretive opportunities
- Accommodate and/or mitigate increased energy resource development traffic
- Accommodate increased traffic from tourist oriented development and attendant population growth

Strategies

- Post informational signs
- Improve geometrics
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Replace/repair Structurally Deficient (SD) /Functionally Obsolete (FO) bridges
- Provide scenic byway interpretive sites/signage

Corridor	SH 141 B (1)	Primary Investment Category SAFETY
Description	SH 141 B - Jct. US 50 s/o Grand Junction to Colorado River	
Beg MP 156.746		End MP 159.436

Vision Statement

The Vision for the SH 141 B - Jct. US 50 s/o Grand Junction to Colorado River corridor is primarily to improve safety as well as to increase mobility and maintain system quality. This corridor connects to places outside the region and makes north-south connections within the eastern Grand Junction urban area as well as a Gateway to the city. It is also identified locally as 32 Road and serves as an arterial for Clifton connecting SH 50 to I-70. Future travel modes include passenger vehicle, transit service, truck freight, and bicycle and pedestrian facilities. The transportation system primarily serves 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 safety, mobility, transportation choices, and connections to other major corridors. The community depends on commercial activity for economic vitality in the area.

2035 Revisions

This corridor will experience increased traffic volumes generated by overall community growth related to energy development.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Reduce fatalities, injuries and property damage
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Add enhancements that will improve the appearance of the corridor
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Add general purpose lanes
- Construct intersection improvements
- Construct, improve and maintain the system of local roads
- Post information signs
- Provide bicycles/pedestrian facilities
- Interconnect traffic signals
- Provide for landscaping

Corridor	SH 141 B (2)	Primary Investment Category SYSTEM QUALITY
Description	SH 141 B – Colorado River to Jct. I-70 B (Clifton)	
Beg MP 159.436		End MP 161.999

Vision Statement

The Vision for the SH 141 B – Colorado River to Jct. I-70 B (Clifton) corridor is primarily to maintain system quality as well as to improve safety and to maintain mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Clifton suburban area east of Grand Junction. Future travel modes include passenger vehicle, bus service, truck freight, and Transportation Demand Management (telecommuting and carpooling). 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. Users of the corridor value high levels of mobility. They depend on commercial activity for economic activity in the area. Users of this corridor want to support the movement of commuters, freight, and commercial access in the corridor.

2035 Revisions

Due in part to the location of numerous businesses that support the energy development industry, this corridor is experiencing a dramatic increase of use by heavy trucks.

Goals / Objectives

- Preserve the existing transportation system
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Expand transit usage
- Assess the need for an access management plan
- Accommodate and/or mitigate increased energy resource development traffic
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Synchronize/interconnect traffic signals
- Construct intersection/interchange improvements
- Improve hot spots
- Add lights for crosswalks and highways

- Provide and expand transit bus and rail services
- Promote carpooling and vanpooling
- Consolidate and limit access and develop access management plans
- Add surface treatment/overlays
- Develop an access management plan

Corridor	330 A	Primary Investment Category SAFETY
Description	330 A - Jct. SH 65 to Orchard St (Collbran)	
Beg MP 0.000		End MP 11.395

Vision Statement

The Vision for the SH 330 A - Jct. SH 65 to Orchard St (Collbran) corridor is primarily to improve safety as well as to maintain system quality. This corridor provides commuter access and makes east-west connections within the Plateau Valley area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The highway primarily serves as Main Street in Collbran as well as access to the Grand Junction urban area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. Communities on the corridor value safety and system preservation. They depend on tourism, agriculture, Vega Reservoir State Park, and other public recreation sites for economic activity. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and farm-to-market products.

2035 Revisions

This corridor is experiencing increased traffic, particularly heavy trucks due to ever increasing energy development activity in the area.

Goals / Objectives

- Reduce fatalities, injuries and property damage crash
- Support recreation travel
- Support commuter travel
- Provide for bicycle and pedestrian movement
- Provide regional public transportation
- Eliminate shoulder deficiencies
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Provide and expand transit bus and rail services
- Promote carpooling and vanpooling
- Develop bicycle and pedestrian facilities (

Corridor	SH 340 A (1)	Primary Investment Category MOBILITY
Description	SH 340 A - Jct. US 6 (Fruita) to West Entrance, Colorado National Monument	
Beg MP 0.000		End MP 2.8

Vision Statement

The Vision for the SH 340 A - Jct. US 6 (Fruita) to 20 Road corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street, and makes north-south connections within the Fruita area. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The corridor primarily serves local destinations. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase along with freight volumes. The community served by this corridor (Fruita) values transportation choices, safety, and system preservation. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the small town character of the area while supporting the movement of commuters and commercial access. Several adopted plans give direction for future improvements in the corridor. They are the Redlands Transportation Plan (2002) and the City of Fruita 340 Corridor Plan (1994). A corridor optimization study for this corridor was completed in 2006.

2035 Revisions

Energy resource development is having an impact on this corridor, particularly in the vicinity of the Interstate -70 interchange.

The S.H. 340/I-70 interchange and the 20 Road/I-70/Railroad overpass are three miles apart and the only two accesses between the I-70 Frontage Road and U.S. 6. With an expanding population on the South Side of I-70 primarily dependent on the S.H. 340/I-70 interchange for access into Fruita proper, there is a growing realization that there is a need to provide another access into Fruita somewhere between the two existing accesses.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Expand transit usage, provide for bicycle/pedestrian travel
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage
- Provide for tourist friendly travel
- Improve Gateway to Colorado National Monument and the Colorado Canyons National Conservation Area
- Accommodate and/or mitigate increased energy resource development traffic

- Development and/or redevelopment along this corridor shall accommodate transit
- Provide another access across I-70 between the South Frontage Road and U.S. 6

Strategies

- Consolidate and limit access and develop access management plans
- Provide and expand transit bus service
- Develop bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Construct intersection improvements
- Add traffic signals and street lighting
- Provide destination signing (Colorado National Monument, Paleo-sites, etc.)
- Development and/or redevelopment along this corridor shall accommodate transit

Corridor	SH 340 A (2)	Primary Investment Category SAFETY
Description	SH 340 A - Jct. West Entrance, Colorado National Monument to Mesa Grande Drive	
Beg MP 2.8		End MP 10.75

Vision Statement

The Vision for the SH 340 A – from the west entrance of the Colorado National Monument to Mesa Grand Drive is primarily to improve safety and maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street for the Redlands area. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). It crosses the community buffer zone between Fruita and Grand Junction. The corridor primarily serves local destinations. Based on historic and projected population and employment levels, passenger traffic volumes are expected to moderately increase. Freight volumes will not substantially increase as the area served by this corridor is primarily residential in nature. The residents along the corridor value transportation choices, safety, and system preservation. Users of this corridor want to preserve the character of the area while supporting the movement of commuters and to and from employment and commercial centers. The Redlands Transportation Plan (2002) provides direction for future improvements in the corridor

Goals / Objectives

- Increase travel reliability and improve safety and system quality
- Support commuter travel
- Expand transit usage, provide for bicycle/pedestrian travel
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Consolidate and limit access and develop access management plans
- Provide and expand transit bus service
- Develop bicycle/pedestrian facilities
- Construct intersection improvements
- Development and/or redevelopment along this corridor shall accommodate transit

Corridor	340 A (3)	Primary Investment Category MOBILITY
Description	340 A - Mesa Grande Drive to Spruce St (Grand Junction)	
Beg MP 10.75		End MP 13.341

Vision Statement

The Vision for the 340 A - Mesa Grande Drive to Spruce St (Grand Junction) corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the sub-urban Grand Junction area. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities. The highway primarily provides local and regional access. 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 high levels of mobility and safety. The residential communities in the corridor depend on retail/commercial development for economic activity. Users of this corridor want to preserve the suburban character of the area while supporting the movement of commuters and commercial/residential access in and through the corridor.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Expand transit usage
- Provide for bicycle and pedestrian travel
- Reduce fatalities, injuries and property damage
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Improve geometrics
- Add/improve shoulders
- Reconstruct roadways
- Add/improve intersections
- Synchronize/interconnect traffic signals
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus
- Develop bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities

- Promote carpooling and vanpooling
- Improve street lighting (

Vision Plan

For the purposes of this plan, the GVRTC examined all the available background data, matched unmet needs with the Regional Vision, Values and Goals, and determined what the ultimate needs are on each corridor segment that are consistent with the needs and desires of the community. With this in mind, the GVRTC 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 18 lists all corridors in the region, the total cost of needed improvements and the Primary Investment Category.

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 estimated for the TPR and are not corridor specific.

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 $818 million, including some $420 million in transit costs, $96 million in aviation costs and $301 million in highway costs.

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Table 18: Grand Valley TPR - 2035 Vision Plan

Corridor	Description	Total Cost 2008 Dollars ($000)			Primary Investment Category
		Highway	Transit	Aviation	
TPR	Region 3 Shoulder Improvements				Mobility
TPR	Region 3 Engineering Studies and Environmental Compliance				Mobility
TPR	Region 3 Aviation			96,043	Mobility
TPR	Region 3 Community Based Transit		175,087		Mobility
US 6	Clifton to Palisade-MP 37.50-45.82				Safety
US 6	Reconstruct to Add shoulders/Turn Lanes-Loma to Fruita - MP 15.50-20.18				Safety
US 50	Intersection of Ute/SH 50 to 29 Road –SH 141 - MP 38.744	2,803			Mobility
I-70 (i)	Upgrade Existing I-70 Interchanges (MP 19.45-49.02)	47,711			Safety
I-70 (ii)	Undefined Capacity/Safety Improvements (Fruita to SH 65) MP 0-65	79,800			Mobility/Safety
I-70 (iii)	Interstate 70 from Utah State line east for 5 miles MP 0-5.0				System Quality
I-70 (iv)	Interstate 70 between Clifton interchange and Palisade interchange MP 37 - 42				System Quality
I-70B (i)	I-70B-24 Road to 5th Street-MP-2.42-6.80	40,000			Mobility
I-70B (ii)	I-70B-MP 0-2.42 and 6.80-13.36	18,401			Mobility
SH 139	Loma to Highline Canal MP-1.26-5.97	6,683			Safety
SH 141	North of Cactus Park -MP-134-151	15,136			Safety
SH 330	SH 330 to State Highway 65 to Collbran-MP- 0-11.4	17,122			Safety
SH 340	West entrance, Colorado National Monument MP 0.00-2.8	264			Mobility
SH 340	Mesa Grande Dr. MP 2.8-10.75	10,172			Mobility
SH 340	Spruce Street MP 10.75-13.34	3,179			Mobility
Local	North South Corridor-I-70 Interchange with 29 Road-MP 33.4	39,900			Mobility
Local	North South Corridor I-70 B Viaduct Connect with 29 Rd. Corridor M.P 8.6	20,283			Mobility
Sub-Total		**301,454**	**175,087**	**96,043**	
TOTAL			**572,584**		

Source: CDOT and GV MPO 2007

Prioritization Process

In this step in the planning process, costs for the preferred plan list were developed and became part of the analysis. Criteria was developed to assist the GVRTC in determining priorities and included: mobility/congestion, safety, system quality, ability to implement, environment, economic impact, and energy extraction. These criteria reflect the regional vision, goals and strategies and ensure that corridor priorities identify the best improvements to meet those goals. The GVRTC examined each proposed project or corridor for benefits relative to the criteria. Each project was assigned a score of 1 – 5 for each criterion; the scores were then totaled to determine the prioritized rank. Table 19 indicates the corridor prioritization for Grand Junction- Mesa County.

Table 19: Corridor Prioritization

Corridor	Project Description (2030 Plan)	Corridor Prioritization Criteria								
		Mobility/ Congestion	Safety	System Quality	Ability to Implement	Environment	Economic Impact	Energy Extraction	Numerical Total	2035 Priority
	Weight	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
I-70B	I-70B-24 Road to 15th Street-MP-2.42-6.80	5.0	5.0	1.0	5.0	5.0	5.0	3.0	29.0	1
I-70	Upgrade Existing I-70 Interchanges (MP 19.45-49.015)	5.0	5.0	1.0	5.0	1.0	5.0	5.0	27.0	2
I-70	Undefined Capacity/Safety Improvements (Fruita to SH 65) MP-0-65	5.0	3.0	1.0	1.0	1.0	5.0	5.0	21.0	3
US 6	Clifton to Palisade-MP 37.496-45.82	5.0	5.0	3.0	1.0	3.0	1.0	3.0	21.0	4
SH 330	SH 330 to State Highway 65 to Collbran-MP- 0-11.4	1.0	5.0	5.0	1.0	1.0	3.0	5.0	21.0	5
SH 340	MP 0.00-2.8 West Entrance, Colorado National Monument	1.0	1.0	1.0	5.0	1.0	5.0	5.0	19.0	6
I-70B	I-70B-MP 0-2.42 and 6.80-13.36	5.0	3.0	1.0	1.0	3.0	3.0	3.0	19.0	7
US 50	Intersection of Ute/SH 50 to Kannah Creek - MP 45.636	5.0	1.0	3.0	1.0	3.0	5.0	1.0	19.0	8
SH 141	North of Cactus Park -MP-134-151	1.0	5.0	5.0	1.0	1.0	3.0	3.0	19.0	9
SH 139	Loma to highline Canal MP-1.26-5.97	1.0	3.0	3.0	1.0	1.0	3.0	5.0	17.0	10
US 6	Reconstruct to add shoulders MP 15.449-20.180	1.0	3.0	5.0	3.0	1.0	1.0	3.0	17.0	11
SH 65	Delta to I-70 MP 0-61	1.0	5.0	1.0	3.0	1.0	1.0	5.0	17.0	12
US 6	DeBeque to Garfield County Line MP 62-73 Approximate	1.0	3.0	1.0	1.0	1.0	1.0	5.0	13.0	13
US 50	Kannah Creek to Delta County Line-MP 45.636-	1.0	1.0	1.0	1.0	1.0	5.0	1.0	11.0	14
SH 340	MP 2.8-10.75 Mesa Grande Dr.	1.0	5.0	1.0	1.0	1.0	1.0	1.0	11.0	15
SH 340	MP10.75-13.341 Spruce Street	3.0	3.0	1.0	1.0	1.0	1.0	1.0	11.0	16
TPR	Transit Capital								H	
TPR	Transit Operating								H	
TPR	Aviation								H	
TPR	Shoulder Pool 10% RPP								H	
TPR	Preliminary Engineering & Environmental 5% RPP								H	

*Note- Corridors ranked: 5= High, 3= Medium, 1= Low

Transit

The purpose of this Plan is to update the past Transit Element to meet current Colorado Department of Transportation (CDOT) Guidelines for Regional Transportation Plan. The State Transportation Plan is being updated by CDOT and all Transportation Planning Regions are in the process of either preparing or updating their transportation plans. The primary changes are to prioritize projects to 2035 and to update all costs to 2008 dollars and reflect future costs in constant dollars.

The 2035 Preferred Unconstrained Transit projects were presented to the Regional Transportation Commission for approval. These projects would be the priorities to be completed in the 28-year planning horizon if an unlimited amount of funding were available.

The Long-Range Fiscally Unconstrained Preferred Transit Plan is presented in Table 20. Total cost in 2008 constant dollars to implement the preferred transit plan is approximately $175 million.

Table 20: Mesa County Financially Unconstrained Vision Transit Plan

Proj. #	Description	Priority	Capital Operating	2035 Total Cost (2008 dollars)	2035 Total Cost (Inflated Dollars)
Grand Valley Transit Projects					
1	Operating Cost (Maintain Existing Service)	HIGH	Operating	$70,000,000	$153,060,960
2	Low-Floor Replacement Buses	HIGH	Capital	$9,750,336	$ 43,824,010
3	Mid-Sized Bus Replacement	HIGH	Capital	$3,117,000	$10,317,186
4	Small Bus Replacement	HIGH	Capital	$ 1,544,320	$4,390,289
5	ADA/Bus Stop/Pedestrian Improvements	HIGH	Capital	$ 950,964	$1,293,286
6	Extend Service Until 11:15 P.M.	HIGH	Operating	$11,666,072	$21,506,367
7	Coordination - Mobility Manager/Taxi Voucher Program	HIGH	Operating	$ 4,807,692	$ 8,862,349
8	Express Service on Select Corridors/30 min Frequency	MEDIUM	Operating	$3,040,126	$ 5,697,448
9	Double Frequency on All Routes (30-minute all day)	MEDIUM	Operating	$31,971,840	$41,036,915
10	Construction of a Long-Term/Maintenance Facility	MEDIUM	Capital	$4,000,000	$4,000,000
11	Service Expansion - Pear Park& F1/2 Rd.	MEDIUM	Operating	$603,840	$ 591,783
12	Expanded Low-Floor Buses	MEDIUM	Capital	$4,000,375	$6,517,850
13	Expanded Mid-Sized Bus	MEDIUM	Capital	$303,984	$ 423,116
14	Expanded Small Bus	MEDIUM	Capital	$39,999	$49,000
15	Smart Card - Fare Payment	MEDIUM	Capital	$35,000	$ 35,000
16	APTS Technology	MEDIUM	Capital	$500,000	$500,000
17	Transit/Environmental/Contingency Studies	LOW	Operating	$1,050,000	$ 992,250
18	Implement Sunday Service	LOW	Operating	$3,134,520	$7,405,304
19	Park-and-Ride Lots	LOW	Capital	$1,500,000	$1,500,000
20	Commuter Service for Park-and-Ride Lots	LOW	Operating/Capital	$588,100	$1,176,200
21	Bus Rapid Transit (BRT)	LOW	Operating/Capital	$5,000,000	$5,000,000
22	Shopping/Downtown Circulator	LOW	Operating/Capital	$3,384,300	$ 3,384,300
23	15 min. Service During Peak Period	LOW	Operating/Capital	$13,228,740	$13,228,740
Other Providers' Projects					
24	Debeque/Collbran Senior Van Replacement	HIGH	Capital	$174,000	$549,852
25	Town of Fruita	HIGH	Capital	$174,000	$549,852
26	Family Health West Van Replacement	HIGH	Capital	$174,000	$549,852
27	Mesa Developmental Service Van Replacement	HIGH	Capital	$174,000	$549,852
28	Center for Independence	HIGH	Capital	$ 174,000	$549,852
2035 Capital Costs				$26,611,976	$75,599,000
2035 Operating Costs				$148,475,230	$261,942,615
Total Costs				**$175,087,207**	**$337,541,615**

**Operating cost inflated at 5% annually*
Small Bus $40,000
Mid Sized Bus $58,000
Large Bus $250,000

The Short-Range Implementation Plan is presented in Table **21**. The basis for the Short-Range Plan is continuation of existing services, capital replacement, the construction of a long-term maintenance facility, increased hours of service, and service enhancements on select routes to aid in congestion relief during peak hours of commute. This implementation plan will guide GVT and the RTPO for inclusion of projects into the TIP. These projects have been inflated to account for fluctuations in construction costs, fuel prices, and additional inflation that could occur for vehicles.

Table 21: Grand Valley Short Range Implementation Plan

EXPENSES ($000)						
	2008	**2009**	**2010**	**2011**	**2012**	**2013**
Services						
Existing Services	$2,500	$2,600	$2,704	$2,813	$2,926	$3,044
Expanded Service	-	-	-	-	-	-
Additional Service Hours	-	-	-	-	-	-
Service until 11:15 P.M.	-	-	$484	$504	$525	$546
Express Service on Select Routes	-	-	-	$120	$121	$122
Coordination Service	-	-	$200	-	-	-
Taxi Voucher Program/Additional Paratransit	-	-	$-	208	$216	$224
Operating Subtotal	**$2,500**	**$2,600**	**$3,388**	**$3,646**	**$ 3,789**	**$3,936**
GVT Capital Replacement Vehicles						
Large Bus Replacement # of Units (12 year)				1	2	
Mid Sized Bus Replacement # of Units (7 year)	4					
Small Bus Replacement # of Units (5 year)	5					5
Large Bus Replacement	-	-	-	$324	$706	-
Mid-sized Bus Replacement	$159	-	-	-	-	-
Small Bus Replacement	$198	-	-	-	-	$ 278
Replace Vehicles Subtotal Cost	**$357**	**-**	**-**	**$324**	**$706**	**$278**
New Vehicles						
New Large Bus # of Units	0	0	0	2	0	0
New Mid-sized Bus # of Units	0	0	0	2	0	0
New Small Bus # of Units	0	0	0	1	0	0
New Vehicle Large	-	-	-	$648	-	-
New Mid-sized Bus	-	-	-	$147	-	-
New Vehicle Small	-	-	-	$49	-	-
5310 Provider Capital Requests						
Town of Debuque/Collbran Vehicle Replacement	-	-	$66	-	-	-
Town of Fruita	-	-	-	$71	-	-
Family Health West Vehicle Replacement	-	-	-	-	$ 76	-
Mesa Developmental Services Vehicle Replacement	-	-	-	-	-	
Center for Independence	-		-	-	-	$163
New Vehicles Subtotal Cost	**-**		**$66**	**$844**	**$76**	**$163**
Facilities	-	-	-	$6,517	-	-
Shelter/Benches	$20	$21	$22	$22	$23	$500
Capital Subtotal	**$377**	**$21**	**$88**	**$7,708**	**$805**	**$941**
Total	**$2,877**	**$2,621**	**$3,476**	**$11,354**	**$4,594**	**$4,877**

Source LSC, 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. 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 met 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 22: Aviation Vision Plan

Grand Valley Aviation Vision Plan	
Airport	All Cost ($000)
Mack Mesa	$508
Grand Junction Regional Airport	$95,535
Total	$96,043

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 the 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 allocates 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 transportation improvements throughout the state, and throughout the TPR, in addition to the RPP.

Multimodal Constrained Plan

The multimodal fiscally constrained plan allocates funds reasonably expected to be available for the priorities established in the Vision Plan. A total of $23 million from the CDOT Region 3 Regional Priority Program (RPP) is anticipated to be available for the GVTPR. 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

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Table 23: Constrained Plan

Corridor	Description	Primary Investment Category	SPP%	RPP%	2035 Constrained Total ($000)			
					Highway	Transit	Aviation	Total
TPR	Region 3 Intersection Improvements	M/S/SQ						
TPR	Region 3 Shoulder Improvements	System Quality		10%	$2,347			
TPR	Region 3 Engineering Studies and Environmental Compliance	System Quality		5%	$1,174			
TPR	Community Based Transit	Mobility		.85%		$199 *		
TPR	Transit	Mobility				$97,030		
TPR	Aviation	Mobility					$48,000	
US 6	Clifton to Palisade-MP 37.496-45.82	Safety		4.25%	$999			
I-70B	I-70B-24 Road to 15th Street-MP-2.42-6.80	Mobility	50%	68%	$15,964			
I-70	Upgrade Existing I-70 Interchanges (MP 19.45-49.015)	Safety	25%	7.65%	$1,795			
I-70	Undefined Capacity/Safety Improvements (Fruita to SH 65) MP-0-65	Mobility/Safety	25%	.85%	$199			
SH 330	SH 330 to State Highway 65 to Collbran-MP- 0-11.4	Safety		1.70%	$399			
SH 340	MP 0.00-2.8 West Entrance, Colorado National Monument	Mobility		1.70%	$399			
Total			100%	100%	$23,276	$97,229	$48,000	$168,505

*** Regional Priority Program funds**

Fiscally Constrained Transit Plan

The Long-Range Fiscally Constrained Plan is presented in Table 24. The Fiscally Constrained Plan presents the long-range transit control totals for FTA and CDOT funding. 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 additional funds are appropriated in future Federal Transportation Bills, these amounts will likely fluctuate. As shown in Table 24, the Constrained Plan presents both Grand Valley Transit and local 5310 Elderly and Disabled providers. Capital requests are anticipated for future vehicle requests for the 5310 providers over the course of the 2035 planning horizon. Additionally, the constrained local funding amounts have been held constant, as well as the additional regional funding which would be needed to provide enhanced, expanded, or new services in the Region. This amount is provided in the Additional Local Funding line item of Table 24.

Table 24: 2035 Fiscally Constrained Transit Plan
(Continue Existing Services in 2008 Constant Dollars)

Operations/Capital	2035 Planned Expenditures ($000)
2035 GVT Capital (replace existing fleet)	$8,734
2035 Total GVT Operating (existing services)	$86,473
2035 Facilities	$951
Total 2035 5310 Providers Capital Cost	$870
2035 TOTAL TRANSIT COST	**$97,030**
2035 Anticipated Transit Funding Sources	
Funding Source	$'s
FTA Section 5307 Urbanized Area Program	$33,939
FTA Section 5309 Capital Program	$11,084
FTA Section 5310 Capital Funding	$2,019
FTA Section 5311 Funding	$3,306
FTA Section 5316 JARC Program Funds	$2,110
FTA Section 5317 New Freedoms Program	$1,225
RPP Funding	$199
Subtotal FTA/CDOT/State Funds	**$53,882**
Local Match Funding	$43,147
Subtotal Constrained Funding	**$97,030**

Source: LSC

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 25: Aviation Constrained Plan

Grand Valley Region Aviation Constrained Plan	
Airport	All Cost ($000)
Mack Mesa	$0.00
Grand Junction International Airport	$48,000
Total	$48,000

Year of Expenditure

SAFETEA-LU requires a financial plan prior to the adoption of the Metropolitan Planning Organization (MPO) long-range transportation plan. The financial plan must reflect system level costs and revenue sources that are "reasonably expected to be available" to operate maintain the federal-aid highway and public transportation system(s) within the MPO defined area. Each MPO will cooperatively develop with the state and public transportation operator(s) estimates of funds to implement the plan over the planning horizon. In the case of the GV MPO, the time frame is from 2008- 2035.

A new requirement stipulates that beginning in December 2007, the revenue and project and program sources and costs reflect "year of expenditure dollars" (YOE). The rational for the requirement is that by accounting for actual dollars available, surpluses and short-falls will be reflected. In the case of a short-fall, a response could include a proposal for new revenues or reductions in project size over the transportation plan horizon (2008-2035) to accommodate projected revenues.

The GVTP is funded by federal, state, local and private sources. Federal and state sources of revenues come primarily from excise taxes on motor fuel and are significant sources of funding for highway and public transportation projects and programs. Despite the fact that federal transportation taxes are do to expire in 2009, it is anticipated and expected that they will be reauthorized to support the highway and public transportation projects in the GVTP. Current state sources have no mandated expiration date and are expected to continue over the time frame of the GVTP.

The state revenue component of the forecast is based on the assumptions used in developing the FY 2008-2035 Resource Allocation Plan adopted in December of 2006 by the Colorado Transportation Commission. Also, in an effort to develop additional funding, the *Colorado Transportation Roundtable* recommended additional funding sources for state and local transportation improvements in mid-November 2007. *None* of the potential state and local funding sources identified by the Colorado Transportation Roundtable panel are accounted for in funding the GVTP pending a possible election and action by the Colorado Legislature.

Because it is difficult to determine in which year outside of the current STIP projects will be programmed, the three tables below are expressed as a cumulative total in FY 2008-2035 YOE dollars. To speculate project programming in future years may lead to shortfalls/windfalls that may not materialize. None of the tables reflect any project shortfalls-that is: revenues adequately reflect project costs in each year *and* the GVRTP is defined as financially constrained. Tables 26-28 identify Revenue YOE, Fiscally Constrained YOE, and Project/ Costs Revenues Summary.

Table 26: Revenue-YOE

Revenue-Year of Expenditure (YOE) 2008-2035		
	CDOT Region 3 ($000)	**Grand Valley Transportation Planning Region ($000)**
Strategic Projects	$1,396,243	$349,060
System Quality	$2,078,464	$519,616
Mobility	$476,798	$119,199
Safety	$558,397	$139,599
Program Delivery	$255,668	$63,917
Regional Priority Program	$124,997	$31,249
Transit		$336,700
Total	**$4,890,567**	**$1,559,340**

Table 27: Fiscally Constrained-YOE

Fiscally Constrained -Year of Expenditure (YOE) 2008-2035		
Corridor	Description	2008-2035 YOE dollars (cumulative) ($000)
TPR	Region 3 Intersection Improvements	---
TPR	Region 3 Shoulder Improvements	$3,122
TPR	Region 3 Engineering Studies and Environmental Compliance	$1,561
TPR	Transit	$265
US 6	Clifton to Palisade	$1,329
I-70B	I-70B-24 Road to 5th Street	$21,232
I-70	Upgrade Existing I-70 Interchanges	$2,387
I-70	Undefined Capacity/Safety Improvements	$265
SH 330	SH 330 to State Highway 65 to Collbran	$531
SH 340	West Entrance, Colorado National Monument	$531
CDOT Sub-Total		**$31,222**
1	Operating Cost (Maintain Existing Service)	$220,218
2	Low-Floor Replacement Buses	$43,824
3	Mid-Sized Bus Replacement	$10,317
4	Small Bus Replacement	$4,390
5	ADA/Bus Stop/Pedestrian Improvements	$999
6	Extend Service Until 11:00 P.M.	$21,506
7	Two Additional Fixed-Routes	$22,383
8	Express Service on Select Corridors/30 min Frequency	$5,697
9	Construction of a Downtown Transfer Facility	$3,375
10	Construction of a Long-Term/Maintenance Facility	$4,000
Grand Valley Transit Sub-Total		**$336,709**
Total		**$367,931**

Table 28: YOE Summary of Project Cost/Revenue

Project Cost/Revenue Summary ($000)		
	2008 Constant Dollars	**2008-2035 YOE dollars (Cumulative)**
Project Costs		
CDOT	$23,276	$31,222
Grand Valley Transit	$117,026	$336,709
Total	**$140,302**	**$367,931**
Plan Revenues		
CDOT	$23,276	$31,222
Grand Valley Transit	$117,026	$336,709
Total	**$140,302**	**$367,931**

Midterm Implementation Strategy

The final step in the prioritization process was to identify a Midterm Implementation Strategy for the Grand Valley TPR. 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 Mid-Term Implementation Strategy has two parts. In general, the Grand Junction-Mesa County TPR felt that the funding *status quo* will not be sufficient to adequately address transportation needs in either the short 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 Mid-Term 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 Grand Valley TPR has selected five high priority corridors: I 70 (B), I 70, US 6, SH 330, and SH 340 for priority implementation. 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 Metropolitan Planning Commission (MPO) 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 MPO adopts the following Midterm Implementation Strategy Policies:

- The MPO encourages local governments to work with CDOT to develop local comprehensive plans that minimize the effects of growth and development on state operated transportation facilities.
- The MPO encourages CDOT to perform Access Management Plans within transportation corridors where anticipated commercial and residential growth may adversely affect a facilities level of service.
- The MPO supports the use of Regional Transportation Authorities as a mechanism to provide for transportation improvements within the TPR.

- The MPO supports pursuing additional funds as well as developing options to better prioritize existing dollars for transportation improvements.
- The MPO supports state initiatives that provide energy impact funds for transportation improvements on facilities that are affected by energy or mineral extraction.

Implementation Strategy Corridors

U.S. 50/I-70 (B) Corridor – 24 Road to 15th Street (MP 2.42 – 6.80)

What local issues are creating a transportation improvement need?

- All segments of U.S. 50/ I-70B are anticipated to experience substantial impacts in traffic volumes (both passenger vehicle and heavy truck) related to both the emerging energy extraction industry and growth in population.
- On U.S. 50/ I-70B, between I-70 and SH 50, the completion of Riverside Parkway will provide some traffic congestion relief, but over all I-70 traffic volumes will continue to grow.

What transportation problems are created by these issues?

Energy extraction activities that produce traffic create the potential for increased congestion, decreased mobility, faster degradation of roads, and an increase in air pollution along the U.S. 50/ I-70B corridor. In addition, potential safety concerns will arise associated with more traffic.

What strategies should receive priority in the midterm?

- Reconstruct Roadways
- Consolidate and limit access and develop access management plans
- Synchronize/interconnect traffic signals
- Add signage

I-70 –Fruita to SH 65 (MP 0.00 to 65.0)

What local issues are creating a transportation improvement need?

- A total of seven bridges along I-70 are designated as structurally deficient or functionally obsolete (too narrow).
- I-70 west of Grand Junction to the county's western border is designated a scenic byway in Mesa County.

What transportation problems are created by these issues?

- As heavy truck traffic increases related to energy extraction, wear and tear on existing deficient bridge structures could be substantial and only exacerbate the existing problem.
- Heavy truck traffic competing with tourists traveling on this segment of roadway and more importantly along the adjacent scenic byway portion of the highway

(West of Grand Junction) will detract from positive visual experience anticipated, and lessen the desire for tourists to visit the area, potentially negatively impacting tourist trade.

What strategies should receive priority in the midterm?

- Increase travel reliability and improve mobility
- Construct interchange improvements
- Rehabilitate/replace bridges
- Add signage

US 6 Clifton to Palisade (MP 37.496 to 45.820)

What local issues are creating a transportation improvement need?

- The Clifton Community Plan for US 6 identifies that this section of US 6 is anticipated to experience substantial traffic growth, resulting from residential growth and plans for revitalization of Downtown Clifton. The plan recommends widening of US 6 (F Road) through downtown Clifton to five lanes and a raised median on F Road between 32 Road and U.S.50/ 1-70B.
- The following issues were identified for another segment of US 6, which may have impacts to this segment of highway as well. Along US 6 from Mack to Fruita the proposed CAM-Colorado rail coal spur extending from Mack to Garfield County poses the potential for major growth in industrial activity and general development in the Mack area. For now in Fruita the population is growing at a rapid rate of six percent annually.

What transportation problems are created by these issues?

- When development occurs too rapidly for surrounding infrastructure too keep up with the pace of growth the following problems are potentially created:
- Increased traffic congestion
- Decreased mobility
- Decreased safety

Other problems related to transportation problems include:

- Degraded air quality
- Increased noise levels

What strategies should receive priority in the midterm?

- Construct intersection/interchange improvements
- Add/Improve Shoulders
- Geometric improvements/widen travel lanes
- Expand public transportation

SH 330 –SH 65 to Collbran (MP 0.00 to 11.40)_

What local issues are creating a transportation improvement need?

As with almost all the other high priority corridors identified in this plan, the dramatic increase in energy extraction activities both currently occurring and anticipated for the future is the most pressing issue confronting the TPR today. The inventory of infrastructure in Mesa County indicates that the entire stretch of SH 330 in Mesa County lacks adequate shoulders as they are either unpaved or less than 4 feet in width.

What transportation problems are created by these issues?

Insufficient shoulders along SH 330 create a situation unsuitable for the anticipated additional heavy truck traffic generated by energy extraction activities, as this is a two-lane facility with limited passing and pull-off opportunity. This creates a safety concern for motorists when attempting to pass heavy trucks. In addition, heavy trucks (as well as passenger vehicles) do not have adequate space to pull-off the road to permit others to pass or to stop in the event of an emergency.

- Add auxiliary lanes (passing, turn, accel/decel) on SH 330, where feasible, to maintain the current level of service and enhance safety.
- Construct shoulders on SH 330 where technically, environmentally and fiscally prudent to maintain the current level of service and enhance safety.
- Provide and expand transit bus and rail services.

SH 340 – West Entrance, Colorado National Monument (MP 0.00 to 2.80)

What local issues are creating a transportation improvement need?

Truck service facilities, located immediately adjacent to I-70 have and will continue to impact the level and type of vehicle traffic on this roadway, particularly in the vicinity of the I-70 interchange. Portions of SH 340, approximately half of its length, is identified as having inadequate shoulders. In addition, intersection improvements are needed along the corridor.

What transportation problems are created by these issues?

Insufficient shoulders along SH 340 create a situation unsuitable for the anticipated additional heavy truck traffic generated by adjacent truck service facilities, as this is a two-lane facility with limited passing and pull-off opportunity. This creates a safety concern for motorists when attempting to pass heavy trucks. In addition, heavy trucks (as well as passenger vehicles) do not have adequate space to pull-off the road to permit others to pass or to stop in the event of an emergency.

What strategies should receive priority in the midterm?

Construct shoulders improvements between the State Park entrance and the Colorado River bridge, including associated bicycle/pedestrian trial improvements.

- Add auxiliary lanes (passing, turn, accel/decel) at SH 340/Colorado National Monument Road intersection.
- Construct intersection improvements at major intersections along SH 340. Assess the potential for future traffic signals or roundabouts at major intersections in the corridor.
- Access improvements (US 6 to Plum Street) including a roundabout or traffic signals (when warranted and justified) at Aspen Avenue /Cherry Street.

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 most positive result is that CDOT has made a firm commitment to upgrade the I-70 facility. CDOT also expects to invest in the heavily traveled U.S. 50/ I-70B business route to address congestion, signalization and other traffic management issues. In addition, transportation improvements are proposed for segments of US 6, SH 330, and state highway 340 as well as regionally significant local projects. The combination of these projects will certainly help address certain specific congestion, safety and system quality issues in this growing region.

Reasonably expected transit funding will keep existing transit providers operating at existing levels, with little opportunity for expansion of services beyond the current clientele.

Funded construction programs at Grand Junction Regional Airport will continue to ensure that this regionally vital airport can continue to serve as the major air hub for western Colorado.