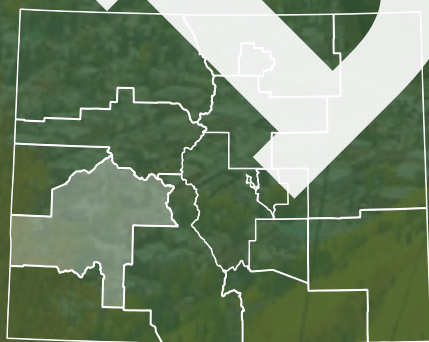

Gunnison Valley Coordinated Public Transit and Human Services Transportation Plan

August 2025



Counties:
Delta, Gunnison,
Hinsdale, Montrose,
Ouray, and San
Miguel

Above: The location of counties in the Gunnison
Valley Transportation Planning Region.



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Photo Credit: Hotel Telluride

Gunnison Valley Coordinated Public Transit and Human Services Transportation Plan

The Gunnison Valley (GV) Transportation Planning Region (TPR) includes Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties. The Region includes more than 40 incorporated towns and cities, with a few of the largest towns and cities being Delta, Gunnison, Montrose, and Telluride. Public transit and human services transportation play an integral role in the Region’s multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region, while also providing connectivity to goods and services in nearby major activity centers.

GV Transit Vision

The GV TPR will accommodate the Region’s existing and future multimodal transportation needs by maintaining a safe, convenient, reliable, and efficient transportation network that supports the economic growth of the Region by providing transportation choice for residents, visitors, and tourists.

GV Transit Goals

1. Provide mobility to the traveling public at an acceptable level of service.
2. Preserve and enhance the Region’s overall economic health, providing for energy development and freight movement reliability.
3. Maintain the transportation system in the most efficient manner possible.
4. Provide new integrated intermodal access and mobility options with an emphasis on developing new bike and transit travel options.
5. Preserve, maintain, and enhance existing transit services.
6. Provide additional general public transit service within and between communities.
7. Improve and promote transportation options.
8. Increase transit funding through public and private mechanisms.
9. Integrate general public and human services transit.
10. Design the transportation system to fit the existing urban and natural context, minimizing impacts to the Region’s air, water, scenic view corridors, cultural resources, and wildlife habitat.
11. Support the transportation system to function as a complete system with effective connectivity both within the Region and to the rest of the state.
12. Embrace new technology as it becomes available.
13. Leverage the existing transportation network to support emergency response efforts.

Every four to five years, the Colorado Department of Transportation (CDOT), in coordination with regional planning partners, refreshes the regional transit plans in all rural regions of the state. This 2025 plan refresh builds on the previous plan, completed in 2020, and focuses primarily on updating key components such as textual and data revisions to ensure continued alignment with evolving needs. While a larger overhaul of the Coordinated Public Transit and Human Services Transportation Plans will occur during the next full update in another four to five years, this refresh will ensure that the plan remains relevant and effective in addressing the mobility needs of Coloradans.

CDOT’s Division of Transit and Rail, in coordination with GV TPR members and transit agencies, gathered input from the general public to develop this plan in compliance with CDOT and Federal Transit Administration (FTA) planning requirements. The GV TPR will use this refreshed plan to prioritize transit investments and work toward the long-term implementation of the Region’s unique transit vision and goals, while maintaining a framework for developing an integrated statewide transit system.

The Future of Transit – Zero Emission Transition

Town of Mountain Village: Mountain Village received funding from the Clean Transit Enterprise in 2025 to complete a Zero-Emissions Fleet Transition Plan.

Town of Telluride Galloping Goose: The Town of Telluride is actively working to transition its Galloping Goose transit fleet to zero-emission vehicles and completed an FTA compliant plan in 2023. This initiative is part of a broader regional effort to reduce greenhouse gas emissions, with the goal of achieving carbon neutrality by 2040.

San Miguel Authority for Regional Transportation (SMART): In 2021, SMART completed an Electric Bus Feasibility Study. The study identified the Norwood, Rico, and Down Valley routes as strong candidates for electrification, though further technological advancements will be necessary to support electric transit operations along these corridors. SMART will adopt a phased transition to electric vehicles, guided by real-world technology capabilities and practical implementation considerations.



Photo Credit: DeltaColorado.org

Regional Snapshot

Transportation—whether walking, biking, taking transit, vanpooling, carpooling, or driving a car—is a critical element of everyone’s daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or from where they come, results in accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.

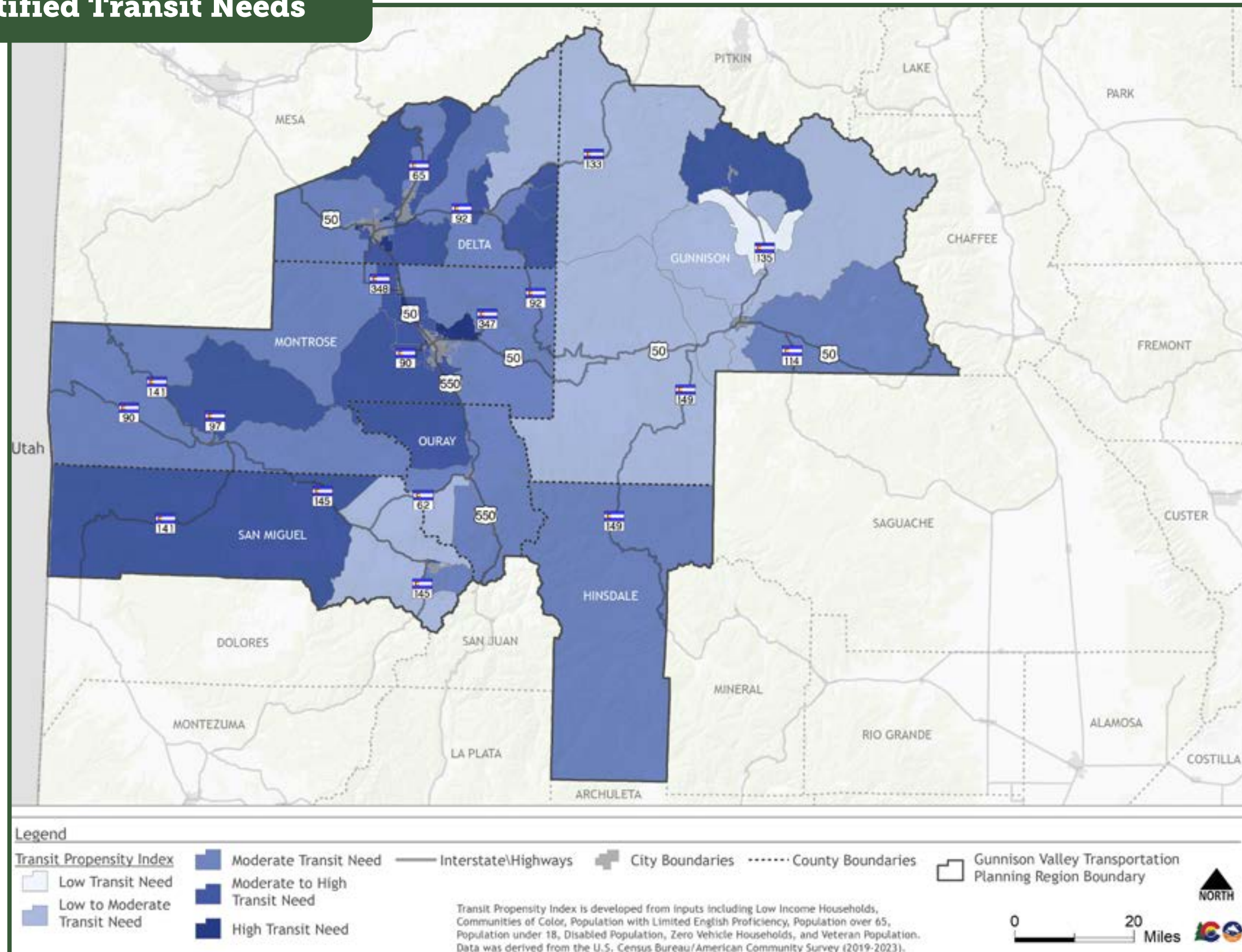
When considering the GV TPR’s mobility future, reviewing and analyzing available data helps uncover potential transportation network gaps and needs. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities must be considered as a part of any equity-focused assessment of transit access and connectivity.

Transit that Serves All Coloradans

Colorado’s statewide transit planning efforts consider the needs of all people. A strong transportation network that is conveniently located, easy to navigate, and serves everyone helps ensure reliable and affordable access to jobs, medical care, education, grocery stores, and social or recreational activities. This access creates opportunities that can positively affect personal health, employment, and overall quality of life.

Ryan McGehee
Photography / Video - All work is mine - Not AI generated

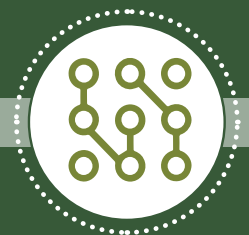
Identified Transit Needs





What We Heard

CDOT coordinated with each TPR to assess goals, priorities, and desired transit improvements for their communities, while also evaluating any changes since the last plan. What we heard from GV TPR members and agencies is summarized below.



Integration and Connectivity with GVRTA

Need for stronger connectivity among communities within the Gunnison Valley Regional Transportation Authority (GVRTA) service area, with particular emphasis on enhancing links along key corridors—such as the Gunnison to Montrose route via US 50—and between major regional destinations.



Support for Transit and Human Services Transportation

Need to support specialized and human services transportation initiatives alongside traditional transit projects.



Diverse Needs of Residents, Workers, and Visitors

Need a transportation system that meets the diverse needs of both residents and visitors, with careful consideration of growing populations and key recreational destinations. Transit and transportation providers must remain mindful of these factors as they collaborate to develop an inclusive and responsive network.



Interregional Transit Connections

Need for connectivity with Bustang Outrider's interregional transit services.

Public Engagement Overview

Telephone Town Halls

As part of the public outreach conducted for the statewide planning process, CDOT hosted a series of regional telephone town halls between April and June 2025. These live, over-the-phone events served as a highly accessible platform for engaging Coloradans across all regions of the state. More than 50,000 participants joined the town halls, where they had the opportunity to ask questions about transportation issues and provide input through interactive live polling. Each session connected residents directly with CDOT leadership, who answered over 120 questions live, addressing concerns ranging from road conditions and transit service expansion to safety, accessibility, and long-term investment strategies. On average, participants stayed engaged for more than eight minutes per call, reflecting a high level of interest and involvement. The telephone town halls were designed to broaden access, especially for those who may not be able to attend in-person meetings or navigate digital tools.

Statewide Online Survey

To complement this outreach, CDOT also conducted a Statewide Online Survey to gather additional public feedback on transportation priorities. More than 3,400 Coloradans from all 64 counties participated, providing valuable input on needs and opportunities related to transit and mobility. Together, the telephone town halls and online survey played a crucial role in understanding statewide, regional, and local transportation needs, to ensure that the planning process was informed by a wide and representative range of voices from urban, suburban, and rural communities alike.





Public Engagement Key Themes

1. Regional Transit Expansion

- Expand regional transit options, including service between Gunnison and Montrose and to the Front Range.

2. First/Last-Mile and Active Transportation Integration

- Improve walking and biking infrastructure to complement transit stops, particularly in areas with limited multimodal connectivity.

3. Traffic and Mobility Challenges

- Manage traffic congestion with transit alternatives to reduce reliance on single-occupancy vehicles.

4. Transit Infrastructure Safety

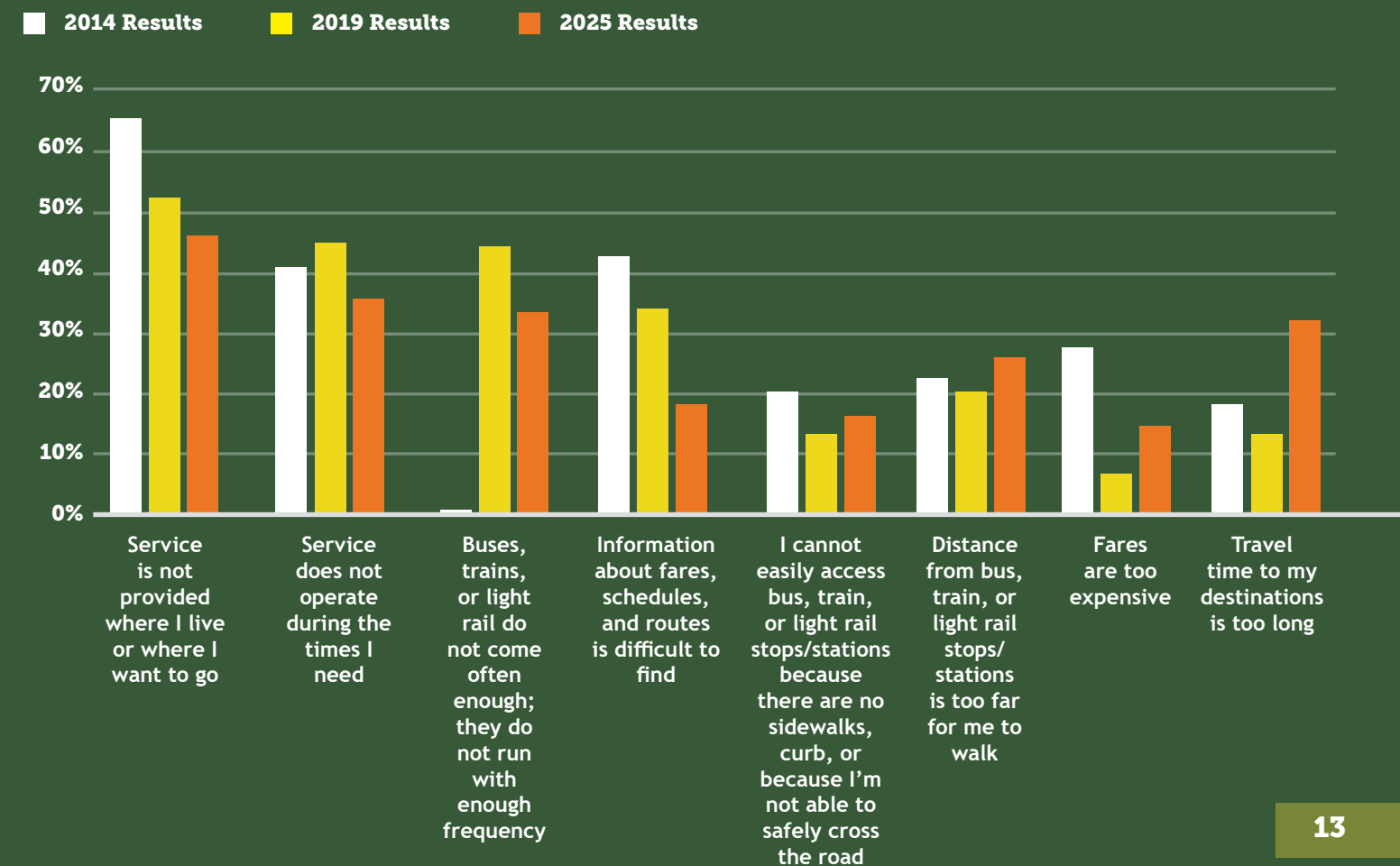
- Ensure that public transportation is accessible to users of all ages and abilities, especially in remote or mountainous areas.

2025 Statewide Transit Survey of Older Adults and Adults with Disabilities

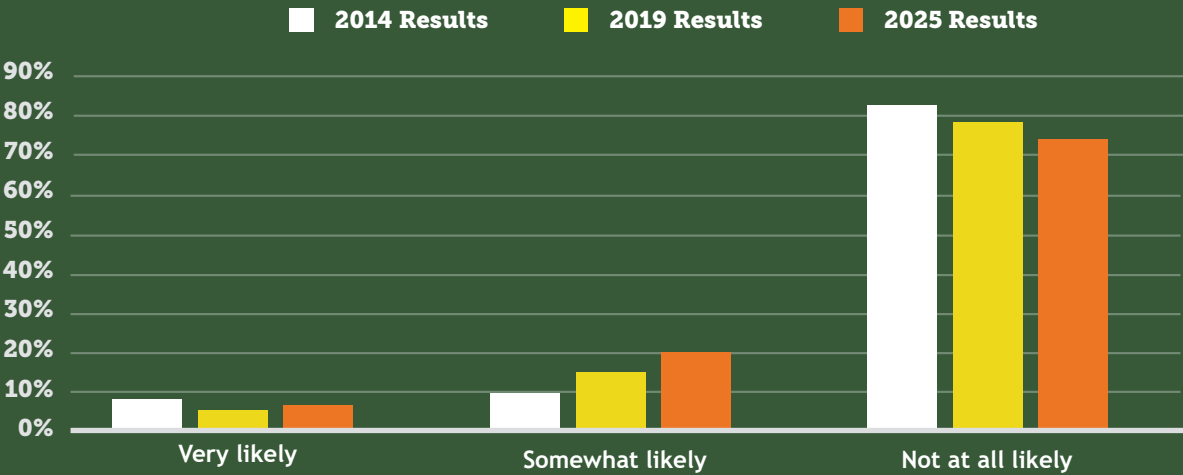
In 2014, CDOT conducted its first statistically valid statewide survey specifically targeting older adults and adults with disabilities. The goal of the survey was to better understand the unique travel behaviors and transportation needs of these populations, who often face distinct mobility challenges. CDOT conducted the survey in 2019 and again in 2025 to capture changes over time and provide insight into how shifting demographics, services, and infrastructure have impacted mobility.

In 2014, the most frequently cited issue was that service was not provided where individuals lived or wanted to go, reported by 65 percent of respondents. While this dropped to 53 percent in 2019 and 48 percent in 2025, it remained the most commonly identified challenge across all years. Concerns about service not operating during needed times rose slightly from 41 percent in 2014 to 44 percent in 2019, then fell to 36 percent in 2025. Perceptions of infrequent service peaked in 2014 and 2019 at 44 percent and decreased to 34 percent by 2025. Difficulty finding information about fares, schedules, and routes dropped significantly, from 43 percent in 2014 to 18 percent in 2025. Issues related to infrastructure accessibility declined in 2019 but rose again in 2025. Specifically, 20 percent of respondents in 2014 cited problems accessing stops due to sidewalk or curb conditions, before climbing back to 17 percent in 2025. Concerns about the walking distance to transit remained stable, with 22 percent in 2014, 20 percent in 2019, and 25 percent in 2025. The cost of fares was a notable issue in 2014 at 29 percent, dropped dramatically to 6 percent in 2019, then increased slightly to 14 percent in 2025. Travel time to destinations was cited as a growing concern. Only 18 percent of respondents found it to be a problem in 2014, dropping to 11 percent in 2019, but rising substantially to 32 percent in 2025.

Barriers to Using Public Transportation Services

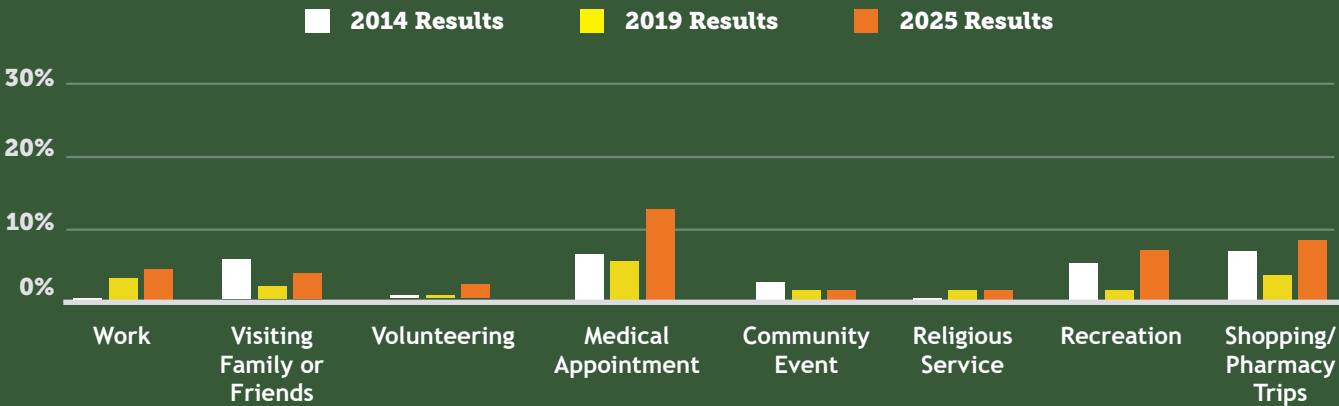


For the times you drive yourself, how likely would you be to use fixed route public transportation or demand-response transportation services instead of driving?



In 2014, 8 percent of respondents indicated they were very likely to make the switch, while 10 percent were somewhat likely, and the majority, 82 percent, were not at all likely to use public transportation instead of driving themselves. In 2019, interest slightly shifted: 6 percent were very likely and 16 percent somewhat likely, while 78 percent remained not at all likely. By 2025, the number of respondents somewhat likely to switch grew to 20 percent, while those very likely ticked up modestly to 7 percent. Still, 73 percent were not at all likely to shift their mode of travel.

For what types of trips do you need transportation but have trouble finding transportation?



Across all three years, medical appointments consistently ranked among the most frequently cited transportation needs, rising from 6 percent in 2014 to 12 percent in 2025. Similarly, shopping and pharmacy trips saw steady growth in reported transportation difficulty, increasing from 6 percent in 2014 to 8 percent in 2025. Transportation challenges for work trips grew modestly over time, from 0 percent in 2014 to 4 percent in 2025. Visiting family or friends and attending community events remained low but slightly increased in 2025, reaching 2 percent and 5 percent, respectively. Other categories such as volunteering, religious services, and recreation generally saw minor shifts, remaining low overall but showing a small uptick by 2025. Recreation, for example, grew from 5 percent in 2014 to 6 percent in 2025, while volunteering emerged in the data with 1 percent in 2025 after two years of no responses.

Existing Providers and Coordination Activities

All transit service provider information and associated data for the GV TPR were collected from the 2023 National Transit Database, previous plans, CDOT’s Division of Transit and Rail, tailored outreach to providers, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

Bustang Outrider

Bustang, Colorado’s statewide bus service, offers affordable and reliable transportation between major cities and regions. Bustang’s mainlines serve I-70 and I-25 to connect Denver with destinations such as Colorado Springs, Fort Collins, Vail, Glenwood Springs, and Grand Junction and to provide convenient options for travelers across the state. In addition, Outrider extends service to rural communities, to offer regional connections and enhance access to areas not covered by Bustang.

Crested Butte – Denver Outrider

Operated by Alpine Express, the Outrider route connects the GV TPR to the San Luis Valley, Central Front Range, and Denver metro areas. It runs twice daily in each direction, departing Crested Butte in the morning and afternoon.

Gunnison Valley stops: Crested Butte, Almont, and Gunnison

Durango – Grand Junction Route

Outrider connects the GV TPR to Durango and the Grand Valley Region. Operated by Southern Colorado Community Action Agency (SOCOCOA) out of Ignacio, service runs once daily between Grand Junction and Durango. The bus leaves Durango in the morning and departs Grand Junction in the afternoon.

Gunnison Valley stops: Delta, Olathe, Montrose, Ridgway, Placerville, Telluride

Transit Service Types

- Fixed-route: Transit service that operates on a defined route and schedule.
- Deviated Fixed-Route: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.
- Commuter Bus: Local fixed-route bus transportation primarily connecting outlying areas with a central city. Characterized by a motorcoach, multiple trip tickets and stops in outlying areas, limited stops in the central city, and at least 5 miles of closed-door service.
- Demand Response: Typically door-to-door service where riders call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).
- Vanpools: Service organized in advance by a group of people who travel to and from similar locations at the same time.
- Bus Rapid Transit (BRT): Fixed-route bus systems that operate at least 50 percent of the service on a fixed guideway. These systems also have defined passenger stations, traffic signal priority or preemption, short headway bidirectional services for a substantial part of weekdays and weekend days, low-floor vehicles or level-platform boarding, and separate branding of the service.
- Aerial Tramway: Unpowered passenger vehicles suspended from a system of aerial cables and propelled by separate cables attached to the vehicle suspension system. Engines or motors at a central location, not onboard the vehicle, power the cable system.

Transit Service Categories

- Interstate Public: Open to the general public and connects one or more regions/TPRs to regions outside the state of Colorado.*
- Interregional Public: Open to the general public and connects one region/TPR of the state to another region/TPR.*
- Regional Transit Service: Open to the general public and connects communities and counties within a region/TPR.
- Local Transit: Open to the general public and operates primarily within a city, town, or community.
- Human Services Transportation: Provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, or veterans.
- Private For-Profit Transportation: Operated privately and includes taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

* Interstate and interregional include intercity bus service as defined by the FTA in reference to the FTA’s classification for Section 5311(f) Intercity Bus Funding eligibility



Interregional, Regional, and Local Transit Providers

The GV TPR has a range of interregional, regional, and local public transit providers that operates commuter bus, fixed-route bus, on-demand services, vanpool, and gondola services.

Note: Ridership, budget, revenue miles, and revenue hours include all service types.

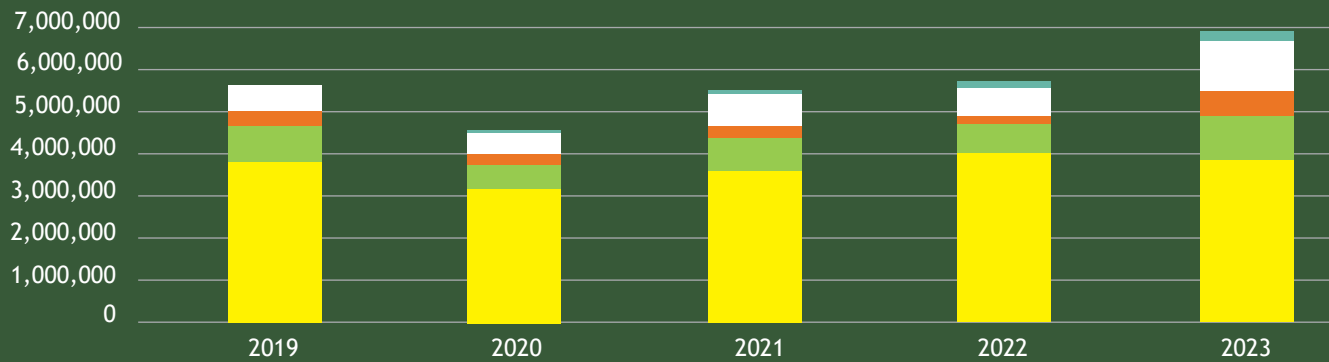
Provider	Service Area	Type of Service	Span of Service	Fare	2023 Annual Ridership	2023 Ops and Admin Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
All Points Transit	Montrose, Delta, Olathe, Ridgway, Grand Junction Multicounty: Montrose, Delta, Ouray, and Mesa counties Multiregion: Grand Valley MPO and GV	Demand Response, Fixed-route	Daily (route dependent) 6am to 8pm	Free to \$4	52,839	\$1,955,648	414,454	31,346
Gunnison Valley RTA	Gunnison, Crested Butte	Commuter Bus, Demand Response	Daily (route dependent) 5:20am to 12:15am)	Free	338,992	\$3,848,217	794,659	30,294
Mountain Express	Crested Butte	Deamdn Response, Fixed-route	Daily (seasonal) 7am to 12am	Free to \$25	614,981	\$3,228,298	76,092	24,101
San Miguel Authority for Regional Transportation (SMART)	Telluride, Nucla, Norwood, Sawpit, Placerville, Rico, Mountain Village, Montrose, Ridgway Multicounty: San Miguel, Montrose, Ouray, and Dolores counties Multiregion: SW and GV	Commuter Bus, Fixed-route, Vanpool	Daily (route dependent) 6am to 10:40pm	Free to \$5; \$40/month pass for vanpool	77,143	\$1,469,295	403,653	15,274
Town of Mountain Village	Telluride, Mountain Village	Aerial Tramway, Fixed-route	Daily, seasonal (route dependent) 6:30am to 12:30am	Free	3,173,000	\$5,098,801	3,990,030	355,965
Town of Telluride	Telluride	Fixed-route	Daily, 7:00am to 11:40pm	Free	233,121	\$986,276	71,347	9,332



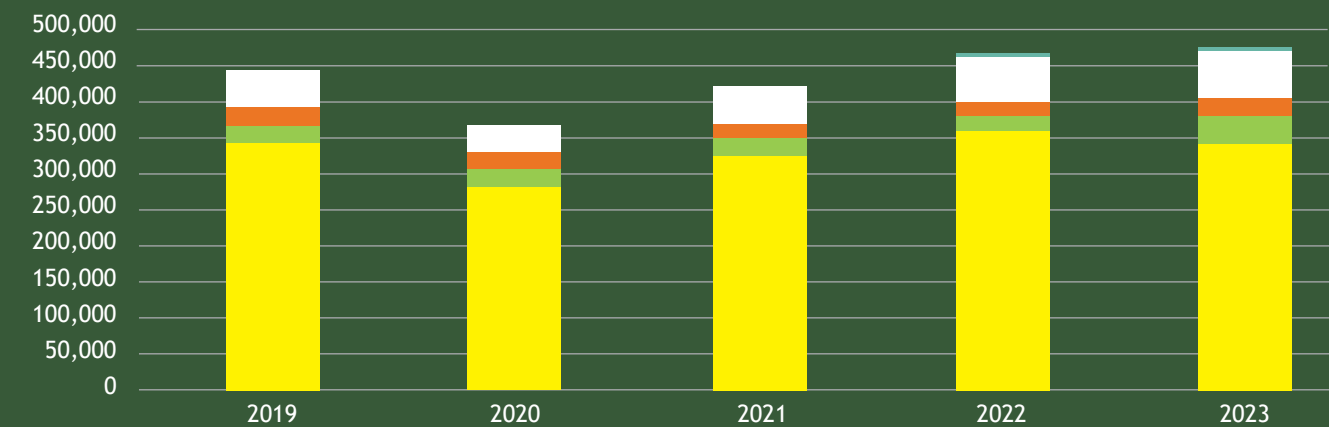
5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the GV show that ridership dipped significantly between 2019 and 2020 due to COVID-19. However, as residents, workers, and visitors began to resume normal life in late 2021 and 2022, numbers began to climb again in the GV TPR. Most providers are at or near pre-pandemic levels of ridership for demand response, vanpool or aerial tramway services. Ridership remains below pre-pandemic levels for providers with fixed route bus, including Mountain Express, SMART, and Town of Telluride.

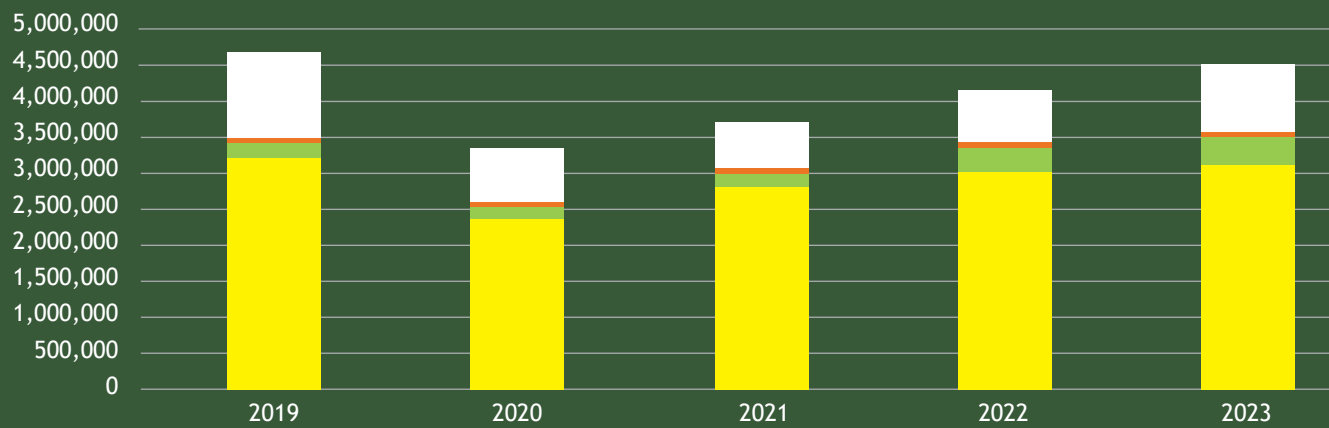
Total TPR Vehicle Revenue Miles



Total TPR Vehicle Revenue Hours



Total TPR Unlinked Passenger Trips

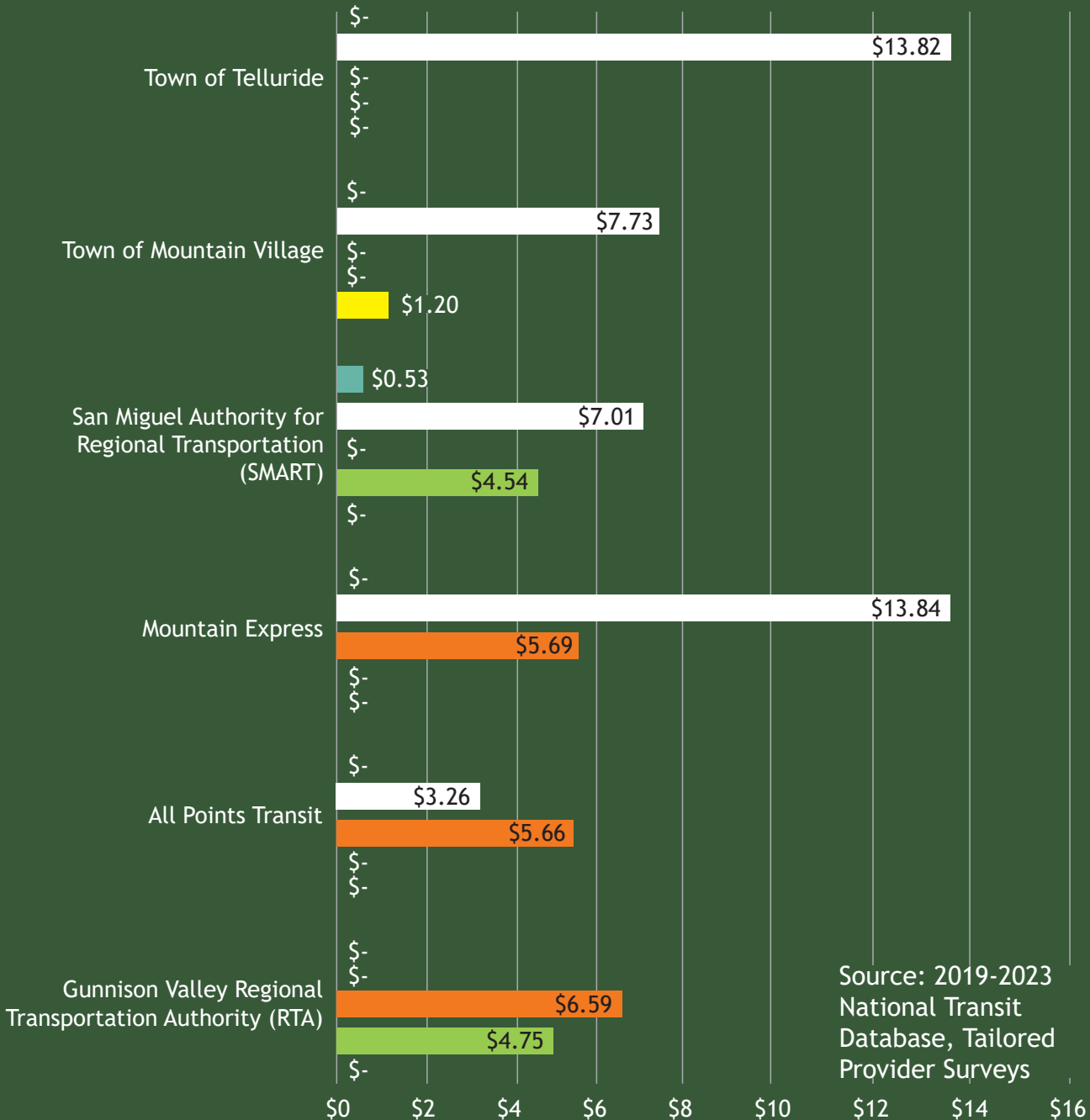


Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency’s service operations. GV TPR cost per revenue mile, cost per revenue hour, and cost per trip are highlighted to identify performance across agencies.

Cost per Mile

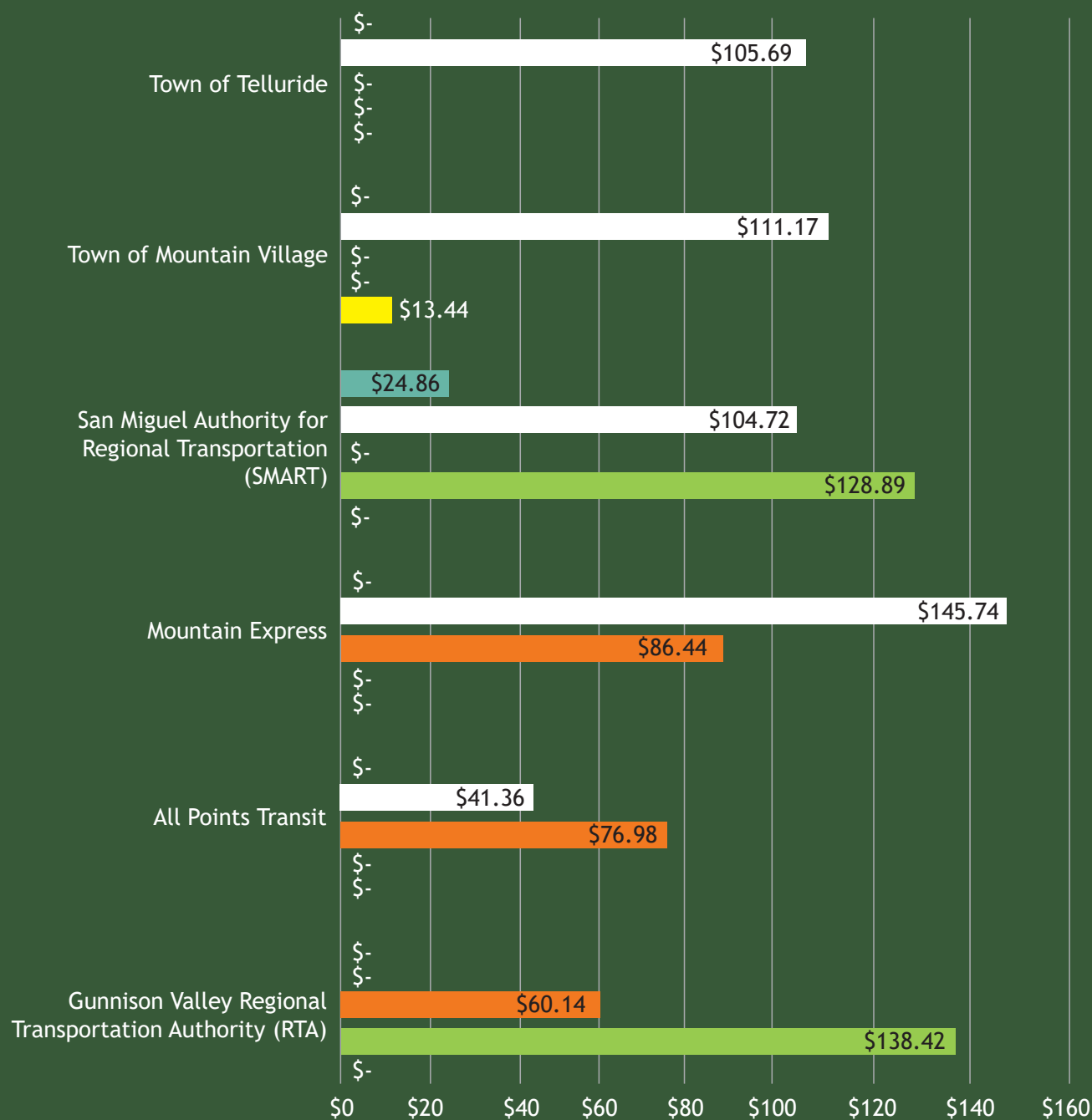
Town of Telluride (\$13.82) and Mountain Express (\$13.84) report the highest costs per mile. Town of Mountain Village shows a moderate cost of \$7.73 for fixed-route service and a much lower cost of \$1.20 for aerial tramway service. SMART reports \$7.01 for fixed-route service, \$4.54 for commuter bus service, and \$0.53 for vanpool service. All Points Transit reports \$5.66 for demand response service and \$3.26 for fixed-route service. GVRTA shows a cost of \$6.59 for demand response service and \$4.75 for commuter bus service.



Source: 2019-2023 National Transit Database, Tailored Provider Surveys

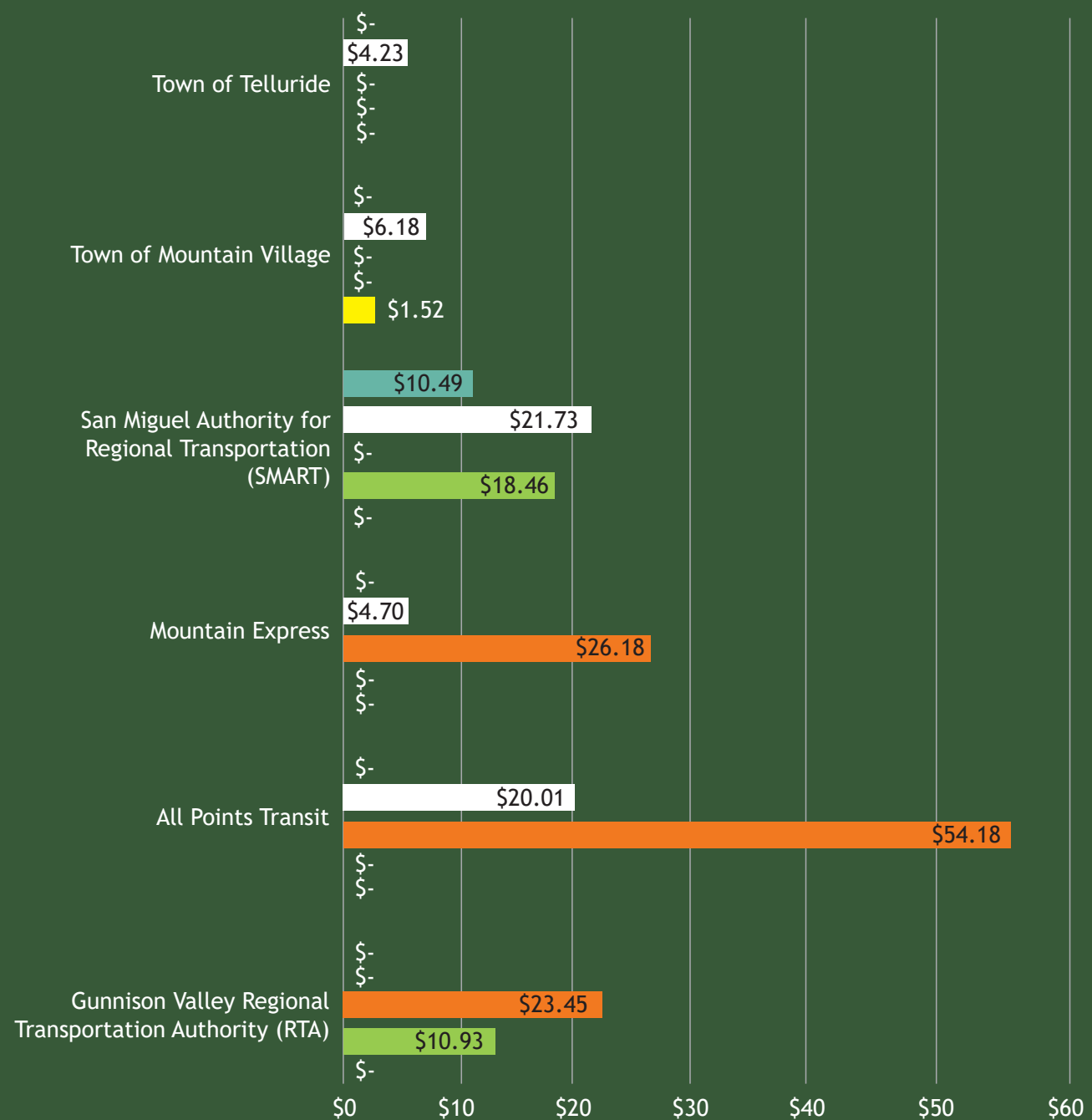
Cost per Hour

Mountain Express reports a cost per hour of \$145.74 for fixed-route service, with demand response service at \$86.44. Town of Mountain Village and Town of Telluride report costs per hour at \$111.17 and \$105.69, respectively, while Mountain Village's aerial tramway service is significantly lower at \$13.44. SMART shows fixed-route service at \$104.72, with lower costs for vanpool (\$24.86) and commuter bus (\$128.89). All Points Transit reports \$41.36 for fixed-route and \$76.98 for demand response. GVRTA shows \$60.14 for demand response and \$138.42 for commuter bus service.



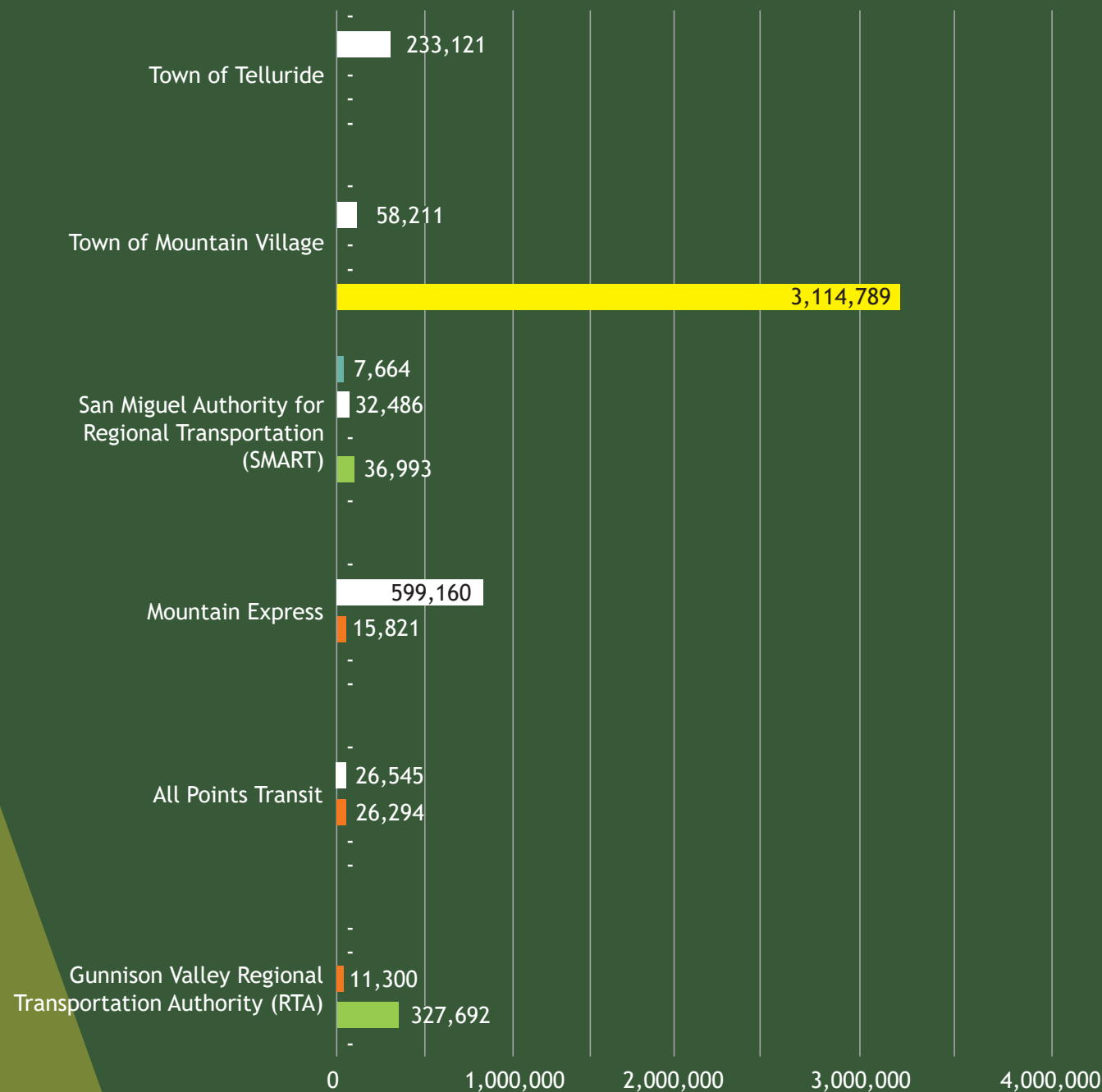
Cost per Ride

All Points Transit reports the highest cost per ride at \$54.18 for demand response service and \$20.81 for fixed-route service. Mountain Express follows with \$26.18 for demand response and \$4.70 for fixed-route service. GVRTA shows \$23.45 for demand response service and \$10.93 for commuter bus service. SMART reports \$21.73 for fixed-route, \$18.46 for commuter bus, and \$10.93 for vanpool service. Town of Mountain Village shows a low cost of \$6.18 for fixed-route service and \$1.52 for aerial tramway service. Town of Telluride reports a fixed-route service cost of \$4.23 per ride.



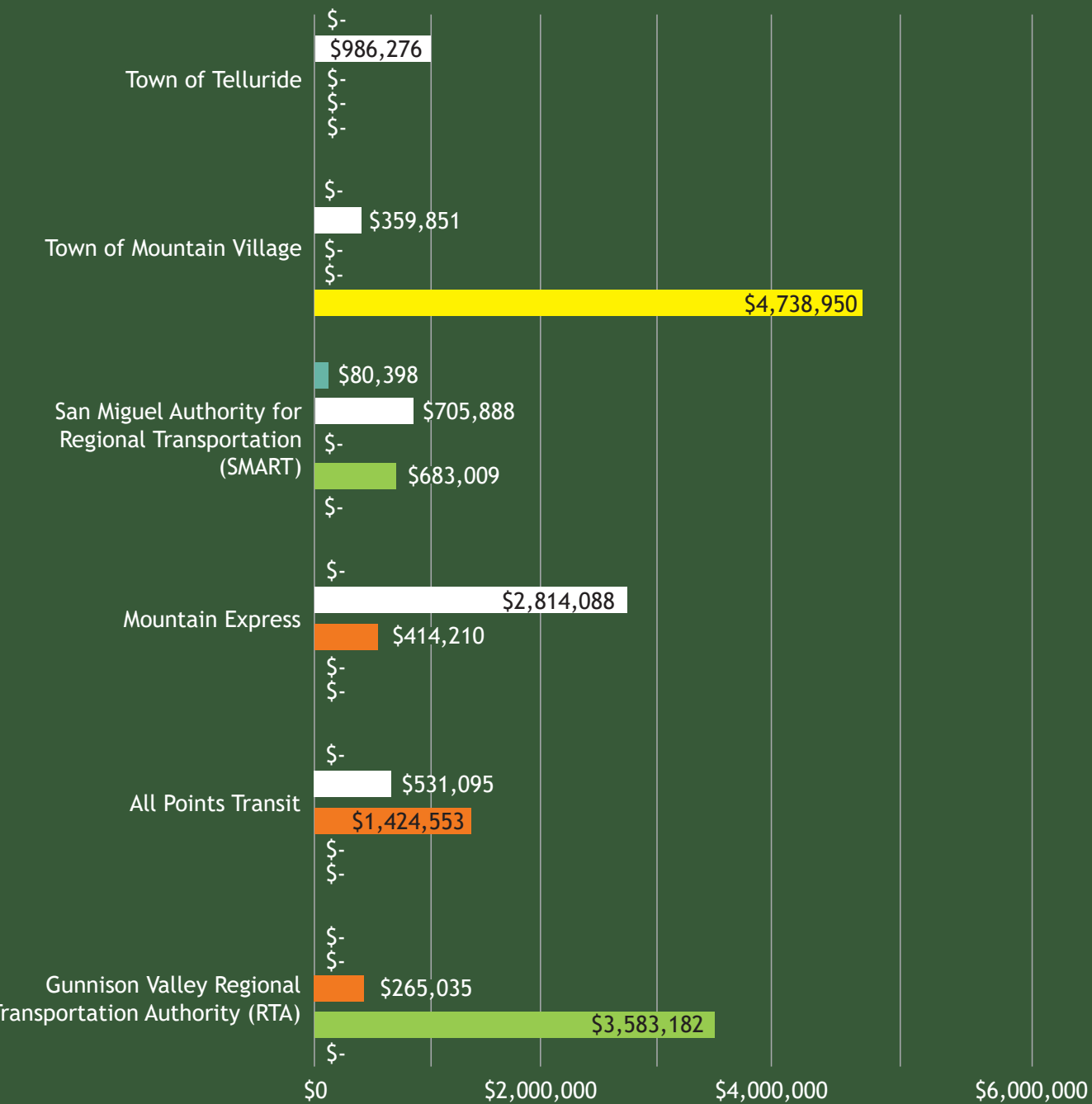
Annual Ridership

Town of Mountain Village reports the highest total ridership by far, with 3,114,789 annual riders on its aerial tramway and an additional 58,211 riders on fixed-route service. Mountain Express follows with 599,160 fixed-route service riders and 15,821 demand response service riders. The Town of Telluride recorded 233,121 fixed-route service riders, while SMART saw 32,486 fixed-route service riders, 36,993 commuter bus service riders, and 7,664 vanpool service riders. All Points Transit shows a relatively even split with 26,545 fixed-route riders and 26,294 demand response riders. GVRTA reports 327,692 commuter bus service riders and 11,300 demand response service riders.



Annual Operating Costs

Town of Mountain Village reports the highest overall cost, with \$4.74 million for aerial tramway service and an additional \$359,851 for fixed-route service operations. Mountain Express follows with \$2.81 million in fixed-route service costs and \$414,210 for demand response service. GVRTA reports the region's highest commuter bus service operating cost at \$3.58 million, alongside \$265,035 for demand response service. SMART shows a balanced distribution with \$705,888 in fixed-route service costs, \$683,009 for commuter bus service, and \$80,398 for vanpool service. All Points Transit records \$1.42 million for demand response service and \$531,095 for fixed-route service. Town of Telluride shows \$986,276 in fixed-route service operating costs.





Human Services Transportation Providers

Several human services agencies in the GV TPR offer transportation services, although transportation is just one of the many services they provide. The following table outlines the human services agencies in the Region that offer transportation, along with the populations they serve. The table lists providers from the 2020 GV Coordinated Public Transit and Human Services Transportation Plan that were still operational in 2023, as well as additional providers identified through online research. As this list was compiled using available online information, it may not include all providers in the GV TPR, especially those without websites.

Provider	Service Area (Within GV)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
American Red Cross - Western Colorado	Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties	GVMPO, IM, NW, SLV, SW	Demand Response	Upon request	Older adults and critically ill
Delta County Veterans Services	Delta County	N/A	Coordination with Other Providers, Contract with Other Providers	Upon request	Veterans
Disabled American Veterans	Montrose	DRCOG, Eastern, GVMPO, NFRMPO, PPACG, SE, SLV, SW	Fixed-route Bus, Demand Response	Mon-Fri	Veterans
Gunnison County Veterans Services	Gunnison County	N/A	Coordination with Other Providers, Contract with Other Providers	Upon request	Veterans
Gunnison Valley Health	3 miles around Gunnison city limits	N/A	Demand Response, Coordination with Other Providers	Daily	Older adults (55+), people with disabilities
Hinsdale County Veterans Services	Hinsdale County	N/A	Coordination with Other Providers, Contract with Other Providers	Upon request	Veterans
Hinsdale Senior Van	Hinsdale County and Lake City	N/A	Demand Response	Upon request	Older adults
Maguy Medical Transport	Montrose County	CFR, IM, PACOG, PPACG, SC, SE, SLV	Demand Response (Medical)	Upon request	Health First Colorado (Colorado's Medicaid Program) members and individuals needing non-emergency medical transportation
MedRide	Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties	All of Colorado	Demand Response (Medical), Specialized Services	Mon-Fri, 6am to 6pm; Sat-Sun, 6am to 5pm	Medicaid recipients requiring non-emergency medical transportation

Provider	Service Area (Within GV)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
Montrose/Ouray Counties Veterans Services	Montrose and Ouray counties	N/A	Coordination with Other Providers, Contract with Other Providers	Upon request	Veterans
Ouray Neighbor to Neighbor	Ouray, Ridgway, Montrose (cities/towns)	N/A	Demand Response	Thurs	Older Adults
San Miguel County Veterans Services	San Miguel County	N/A	Coordination with Other Providers, Contract with Other Providers	Upon request	Veterans
Senior Community Care (Volunteers of America)	Delta and Montrose counties	N/A	Demand Response	Upon request	Older adults (65+)
Sunshine Rides	Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties	CFR, DRCOG, Eastern, GVMPO, IM, NW, PPACG, SE, SLV, SW	Demand Response	Daily	Open to all passengers requiring transportation services
TransCare	Delta, Mesa, Montrose, and Ouray counties	GVMPO	Demand Response (Medical)	Daily	Individuals who require medical transportation
Tri-County Health Network	Nucla, Naturita, Norwood, Telluride, Placerville, Ridgway, Montrose	GVMPO	Demand Response	7 trips allowed per rider per month (limit 2 to Grand Junction)	Open to all passengers requiring transportation services
Van with a Plan	Delta, Montrose, and Ouray counties	CFR, Eastern, GVMPO, PACOG, PPACG, SE	Demand Response	Mon-Fri, 6:30am to 11pm; Sat-Sun, 7am to 11pm	Current Health First Colorado (Medicaid) clients who have no other means of transportation and require transport to non-emergency medical services covered by Medicaid

Source: 2020 GV Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

Other Human Services Agencies

Some human services providers do not offer direct transportation services but may fund transportation programs, offer transportation-related services, or coordinate with transportation providers in the Region. The following table lists providers from the 2020 GV Coordinated Public Transit and Human Services Transportation Plan that were still active in 2023, along with additional providers identified through online research. As this list was compiled through available online resources, it may not include all providers in the GV TPR, especially those without websites.

Provider	Service Area (Within GV)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
Axis Health System	Telluride	SW	Vouchers or Reimbursement	Daily, 8am to 5pm	People with disabilities, older adults (65+), low-income community members, veterans, Medicaid recipients, self-pay and uninsured clients
Community Options	Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties	N/A	Contract with Other Providers	Upon request	People with disabilities, Medicaid recipients
Region 10	Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties	N/A	Coordination with Other Providers	Upon request	Open to all passengers requiring transportation services

Source: 2020 GV Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

Private Transportation Providers

Nine private for-profit companies in the GV TPR provide transportation services: Alpine Express, Colorado Mountain Express, High Mountain Taxi, Mountain Limo, Rocky Rides, Telluride Car Service, Telluride Express, Uber, and Western Slope Rides.

State of Good Repair

CDOT’s Division of Transit and Rail comprehensive Transit Asset Management Plan meets federal requirements and was last updated fall 2023. The plan evaluates the condition of assets funded with state or federal funds to help prioritize investments that ensure Colorado’s transit systems remain in a state of good repair. Currently, one-third of CDOT tracked transit vehicles in the GV TPR are beyond their state of good repair. The anticipated cost of this backlog is nearly \$8 million, with Mountain Express requiring the most funding (\$3.3 million) to remediate their vehicle backlog.

Provider	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
All Points Transit	28	9	32.14%	\$1,100,255
Gunnison Valley RTA	12	1	8.33%	\$171,251
Mountain Express	21	3	14.29%	\$3,300,000
San Miguel Authority for Regional Transportation (SMART)	15	6	40.00%	\$ 1,300,000
Town of Mountain Village	83	36	43.37%	\$ 1,948,631
Town of Telluride	7	0	0.00%	\$0
Total	166	55	33.13%	\$7,820,137

Source: 2023 Transit Asset Management Plan

Regional Coordination Activities

Currently, there is no TPR-wide coordination council within GVTPR. Instead, because of the geographic spread of the Gunnison Valley, the region has a few smaller local coordination councils and groups. At the regional level, Region 10 (R10) administers the Gunnison Valley Transportation Planning Region (GVTPR), which serves Delta, Gunnison, Hinsdale, Montrose, Ouray and San Miguel Counties. The role of the Region 10 is to facilitate regular communication between the CDOT, local Gunnison Valley governments, transit providers and local private partners. However, the primary functions of R10 in terms of transportation are less about coordination and more about synchronized and comprehensive transportation planning. R10 facilitates the quarterly meetings of the GVTPR, enables public input into state transportation planning and projects, attends meetings related to key transportation issues, and monitors grant opportunities for partners.

Local Coordination

Currently, the Montrose/Delta Transit Advisory Council (MACTA) is the primary local coordinating council for the western area of the GV TPR, and involves All Points Transit, Sunshine Rides, Region10, SMART and representatives from the towns of Montrose and Delta. The council works to bring together partners and providers to identify gaps in transit service and multi-modal transportation and addresses how to best fill those gaps in services through collaboration between partner agencies, local governments and transit providers. Providers also reported local coordination efforts between Town of Telluride, SMART and Mountain Village to coordinate services and schedules. The Gunnison Valley RTA also provides a list of transportation options within the region on their website.

Mobility Management

A staff from All Points Transit (APT) currently serves as the Mobility Manager for MACTA. The mobility manager is tasked with coordinating services, providing travel training for local residents to learn how to use the transit system, and operating a centralized call center that provides reservation services for Delta, Montrose, and portions of San Miguel Counties.

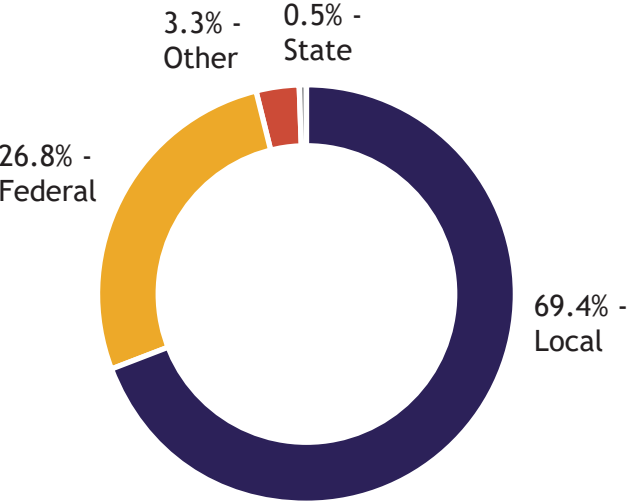
Other Partnerships Management

- R10 posts information about transportation options in the TPR that are publicly available on the League for Economic Assistance and Planning website. The website includes a variety of transportation resources, including a list of all public transit providers, private transit providers, and services for older adults, people with disabilities, and veterans.
- Delta County Department of Human Services (DHS), All Points Transit, Gunnison Valley RTA, Mountain Express, SMART, and the Town of Mountain Village all reported that they regularly participate in their regional and/or local coordinating councils.
- The Town Council of Mountain Village meets quarterly with various regional government agencies, suggesting regular involvement in regional coordination activities.
- SMART engages in comprehensive long-range transportation planning with participation from advisory committees and other regional stakeholders, indicating involvement in regional coordination.

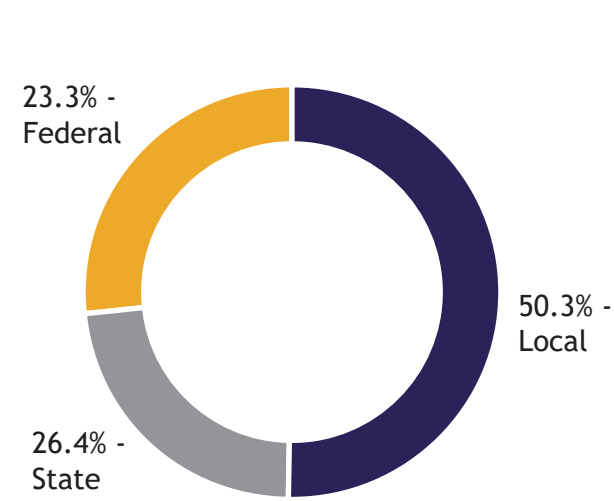
Financial Snapshot

Because transit funding is complex, Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from FTA. For Operating Revenue Sources, 69.4 percent—comes from local sources. Federal contributions account for 26.8 percent, while state funding provides only 0.5 percent. An additional 3.3 percent is sourced from other revenue streams. This breakdown underscores a strong reliance on local support for day-to-day transit operations. For Capital Revenue Sources, local funding also leads at 50.3 percent. State sources contribute 26.4 percent, and federal funds make up 23.3 percent. This allocation reveals a substantial local commitment to major infrastructure and capital improvements, supported by both state and federal partners.

Operating Revenue Sources



Capital Revenue Sources

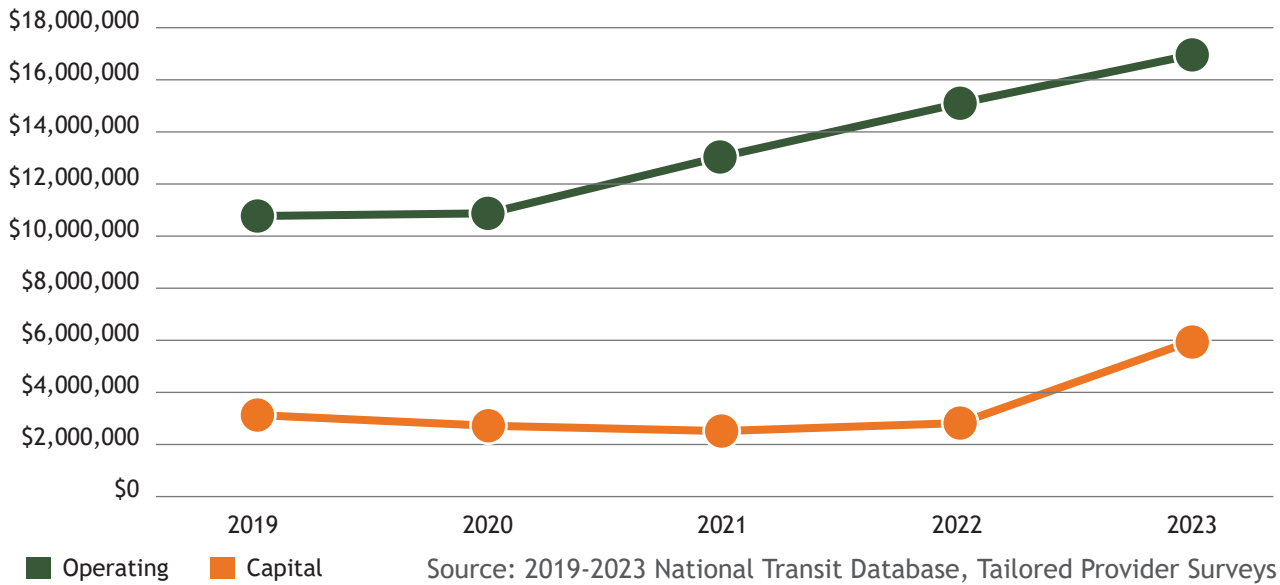


Source: 2023 National Transit Database, Tailored Provider Surveys



Historic Revenue Data

The following chart shows five-year GV TPR operating and capital funding trends. Operating funds have grown by nearly 60 percent over the five-year period. Capital funding remained between about \$2.5 and \$3.5 million until 2023, when the GVRTA received \$1.46 million in federal grant funding. GVRTA also received over \$3 million in local funding in 2023.



Regional Transit Revenue Trends

Annual Operating/Capital Projections

Regional transit funding projections provide a framework for transit planning in the future. However, while these projections are informative, many factors can significantly impact the accuracy of forecasts, including the availability and allocation of funding, economic volatility, and the rate of inflation. As part of this plan refresh, this financial snapshot section focuses exclusively information from the 2023 TAM Plan data and 2023 NTD data to outline projected capital and operating needs through 2050. This financial snapshot is intended to provide a high-level understanding of the magnitude of projected capital and operating expenses relative to anticipated revenue streams. It highlights the scale of need across a region and identifies the funding gaps that must be addressed. These gaps will require a combination of local investment, competitive state and federal grant awards, and potentially new or currently unidentified funding sources to sustain and expand transit services over the coming decades.

Capital and Operating Costs

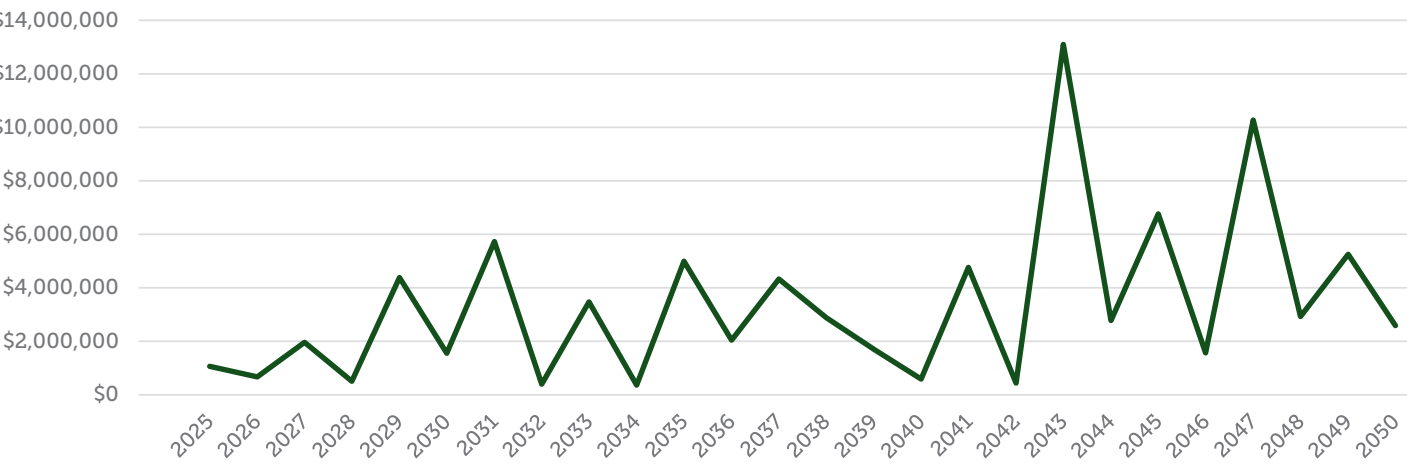
The 2023 TAM Plan uses a four-year planning horizon (2023-2026), consistent with FTA requirements, and identifies asset conditions, anticipated replacement needs, and capital costs necessary to maintain a state of good repair over that period.

To develop a more complete picture of rolling stock replacement needs, data from the 2023 TAM Plan was compared against fleet replacement projections from the 2020 Statewide Transit Plan. This comparison helped reconcile discrepancies between the two sources by accounting for vehicles that were identified for replacement in the 2020 Plan but had not yet been procured as of 2023. It also allowed the inclusion

of vehicles expected to reach the end of their useful life just beyond the TAM Plan’s four-year horizon (2023-2026), ensuring that the analysis captures both deferred procurements and emerging replacement needs through the full planning period. This combined approach supports a more realistic estimate of total capital costs over the long term.

The chart below shows projected capital expenditures for rolling stock replacement among GV TPR rural transit providers from 2025 through 2050. Year-to-year cost fluctuations reflect the cyclical nature of vehicle replacement, influenced by fleet sizes, staggered procurement schedules, and vehicle life cycles. This forecast highlights the timing and scale of capital needs required to keep fleets in a state of good repair, assuming replacements only—without expanding fleet capacity—over the 25-year planning horizon.

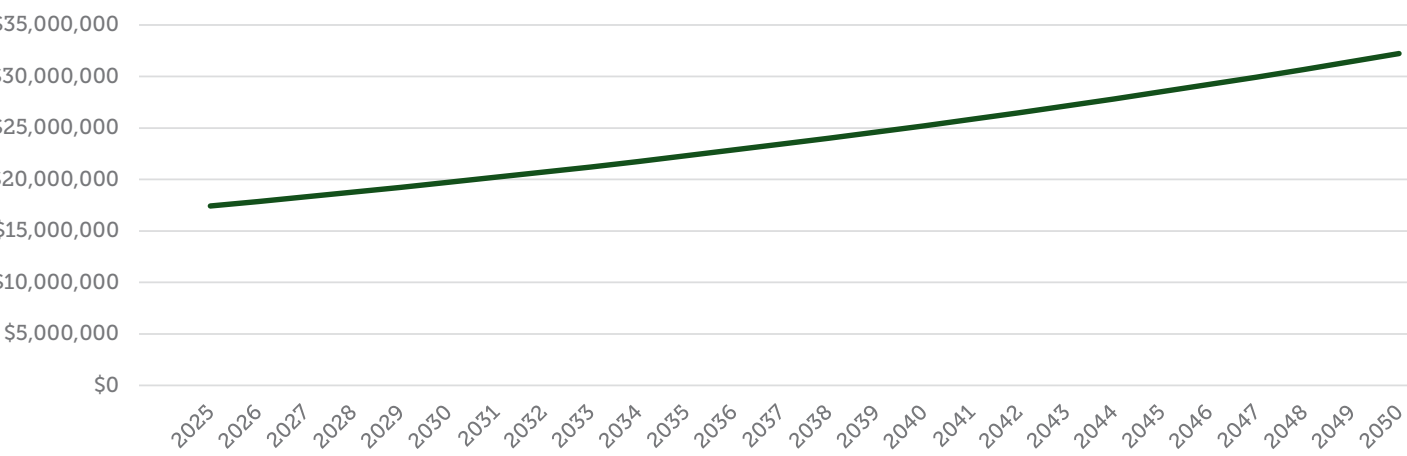
Capital Expenditures to Maintain State of Good Repair



Operating cost estimates were developed using 2023 NTD data reported by transit agencies. To project future costs, these baseline figures were escalated using county-level population growth forecasts. This approach reflects anticipated increases in service demand driven by demographic changes.

Similarly, the following chart illustrates projected operating expenditures for transit providers from 2025 through 2050. The forecast assumes continuation of existing service levels and does not account for major changes in service, such as new routes or significant expansions. As such, the analysis provides an estimate of future operating needs, useful for identifying long-term funding requirements under a steady-state service scenario.

Anticipated Operating Expenditure Forecasts (To Maintain Current Operations)



Funding Programs and Opportunities

Federal funding is the primary source of revenue for transit and human services providers in Colorado, supporting both operating and capital projects. CDOT serves as the designated recipient for rural transit funds, allocating Grants for Rural Areas (5311) funding based on a Colorado-specific rural funding methodology. Additionally, CDOT distributes Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers across the state.

Historically, funding for both operating and capital transit needs has been limited. In the previous planning cycle, strategic funds from sources like Senate Bill (SB)-267 and others were allocated for transit capital projects over four years. Recently, the Clean Transit Enterprise, established through House Bill (HB) 21-260, created a Retail Delivery Fee to provide competitive funding for zero-emission transit planning, facilities, charging infrastructure, and bus replacement projects. Furthermore, SB 24-230 introduces an “Oil and Gas Production Fee” to fund future transit and rail projects, with implementation expected in January 2026. This bill allocates fees from oil and gas companies to fund a Formula Local Transit Operations Grant Program (70 percent), Competitive Local Transit Grant Program (10 percent), and Rail Funding Program (20 percent).

Due to limited state funding, many transit agencies in Colorado rely heavily on local funding, especially for operational costs. Alternative funding sources to support local and regional transit services include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorships/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees
- CDOT’s Office of Innovative Mobility Enterprise Funding

Federal Transit Administration Funding Programs

- Accelerating Innovative Mobility - 5310
- Access and Mobility Partnerships - 5310
- Bus and Bus Facilities Discretionary Program - 5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses and Bus Facilities - 5339(a)
- Grants for Rural Areas - 5311
- Human Resources and Training - 5314
- Integrated Mobility Innovation - 5310
- Low or No Emission Vehicle Program - 5339(c)
- Mobility for All Pilot Program Grants - 5310
- Mobility on Demand (MOD) Sandbox Demonstration Program - 5312
- Pilot Program for Transit-Oriented Development Planning - 20005(b)
- Planning Grants - 5304
- Public Transportation Innovation - 5312
- Rural Transportation Assistance Program - 5311(b)(3)
- State of Good Repair Grants - 5337
- Technical Assistance and Standards Development - 5314(a)



Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the TPR’s transit vision and goals and to support the implementation of identified transit projects in the Region.

- Advocate for stable funding to maintain the operation of existing transit services
- Advocate for full funding of TPR identified transit capital, operating, and planning projects
- Maintain all assets in a state of good repair
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Improve transit amenities in the Region, through increased signage and shelters, and more inclusive street design
- Consider ways to integrate transit and improve access to transit along main streets for residents, employees, and visitors
- Implement mobility hubs to provide accessible, multimodal transportation connectivity between park-n-rides, bicycle trails, pedestrian connections, and regional and local services
- Establish interregional transit service between Gunnison and Montrose and ensure transfer opportunities to Bustang Outrider service between Durango and Grand Junction
- Expand interregional transit service between Telluride and Grand Junction, and provide intermediate stops in Ouray, Montrose, and Delta
- Ensure the coordinating council has adequate resources and funding needed to hire a permanent mobility manager, explore joint strategies, and maximize partnership opportunities
- Enhance commuter transit services between Delta/ Montrose and Telluride for service and resort employees

Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, GV TPR members prioritized their operating and capital projects for the Region. If projects were added after the TPR prioritization process, those projects are identified as “unranked.” It is important to note that while projects are ranked, priorities may change based on available funding, grant opportunities, agency needs, etc.

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits

Priority projects are currently under review. An updated list of projects will be included in the final Regional Transit Plan

