

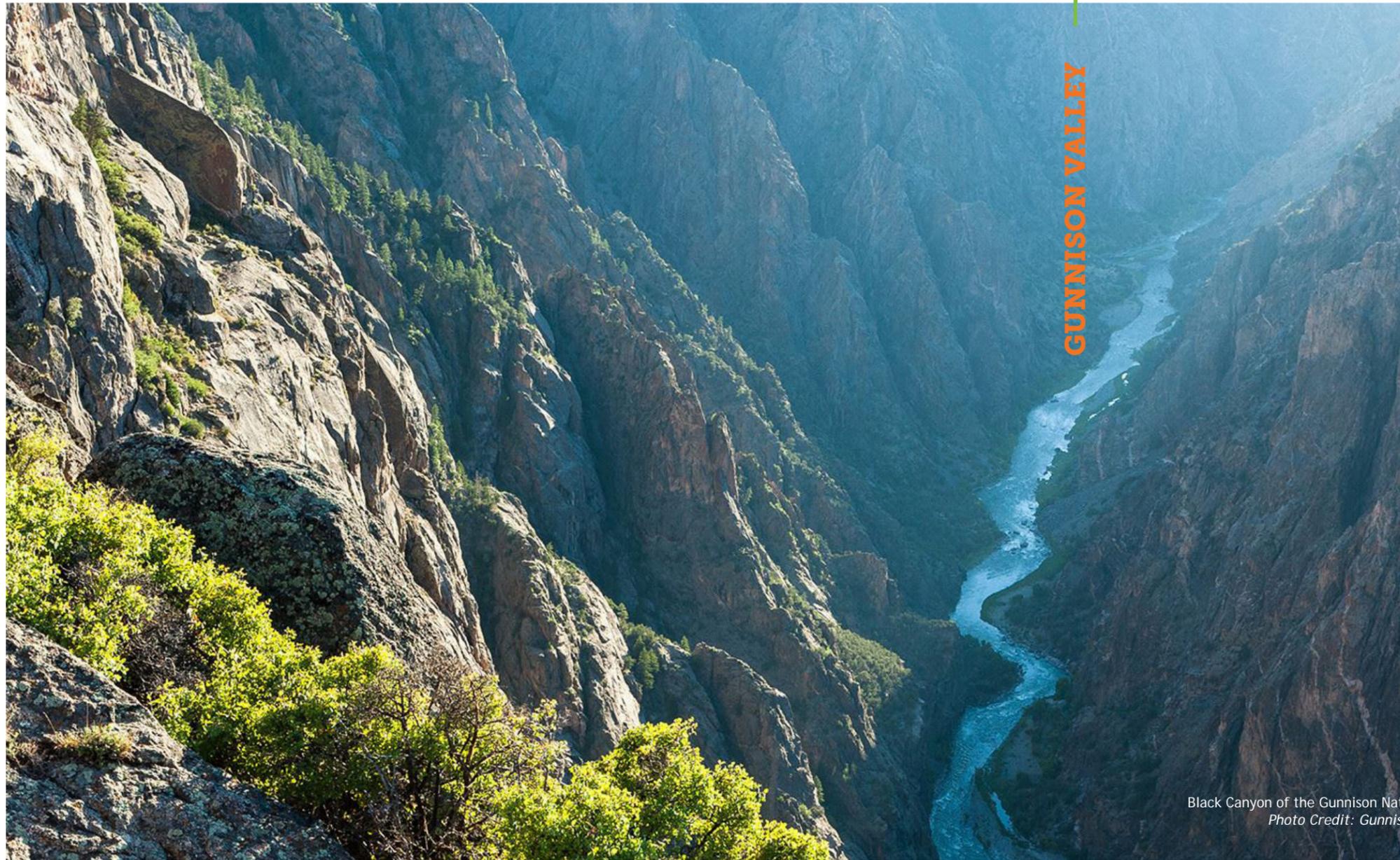


COLORADO
Department of Transportation



GUNNISON VALLEY Coordinated Public Transit & Human Services Transportation Plan

Adopted October 2020



Black Canyon of the Gunnison National Park
Photo Credit: Gunnison County



Gunnison Valley

Coordinated Public Transit & 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.

Every four to five years, Colorado Department of Transportation (CDOT), in coordination with regional planning partners, updates regional transit plans in all rural regions

of the state. This Plan serves as the Coordinated Public Transit and Human Services Transportation Plan for the GV TPR and establishes a framework for creating an integrated statewide transit system that meets the mobility needs of Coloradans. CDOT's Division of Transit and Rail (DTR), in coordination with the GV TPR members and transit agencies, took input from the general public to develop this Plan in accordance with all CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this Plan to prioritize transit investments and work toward the long-term implementation of the Region's unique transit vision and goals.

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 effort

Regional Snapshot

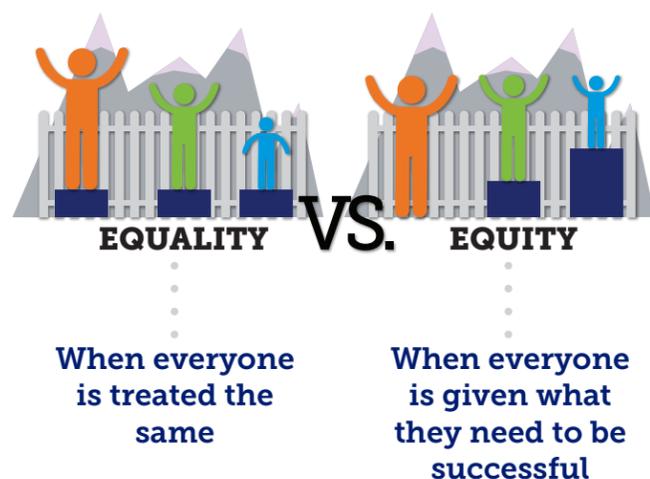
Transportation - whether walking, biking, taking transit, vanpooling, carpooling, or driving a car - is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of 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 gaps and needs in the transportation network. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities include:

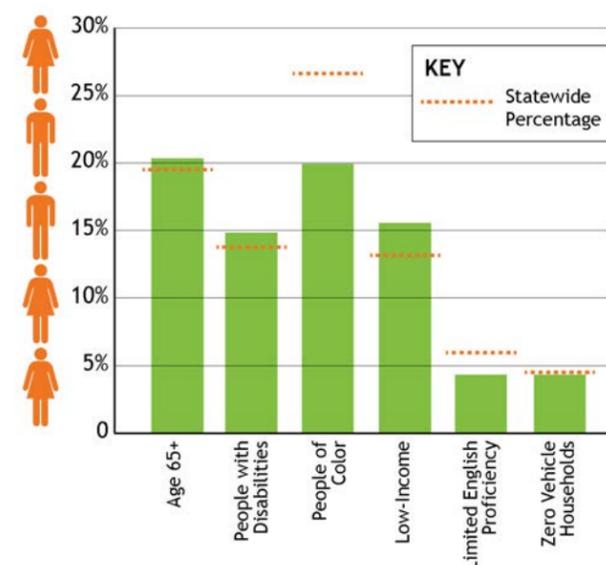
- Older adults (65+)
- People with disabilities
- Communities of color
- Low-income residents
- People with limited English proficiency
- Households without a car

Equality vs. Equity of Colorado's Transportation Network

Colorado's statewide transit planning efforts consider the needs of all people - not only from an equality perspective, but also through the lens of equity. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.



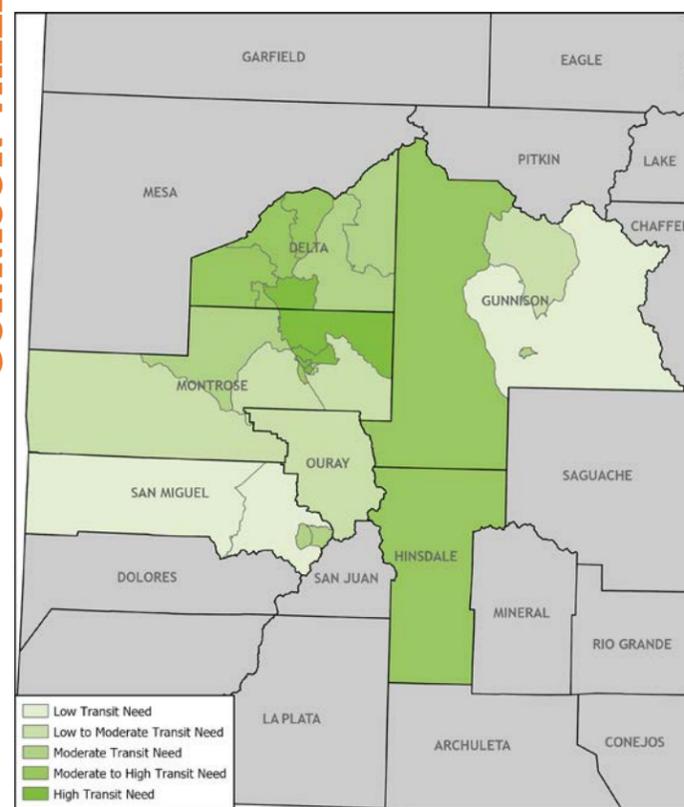
GV TPR Historically Underrepresented Populations



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates

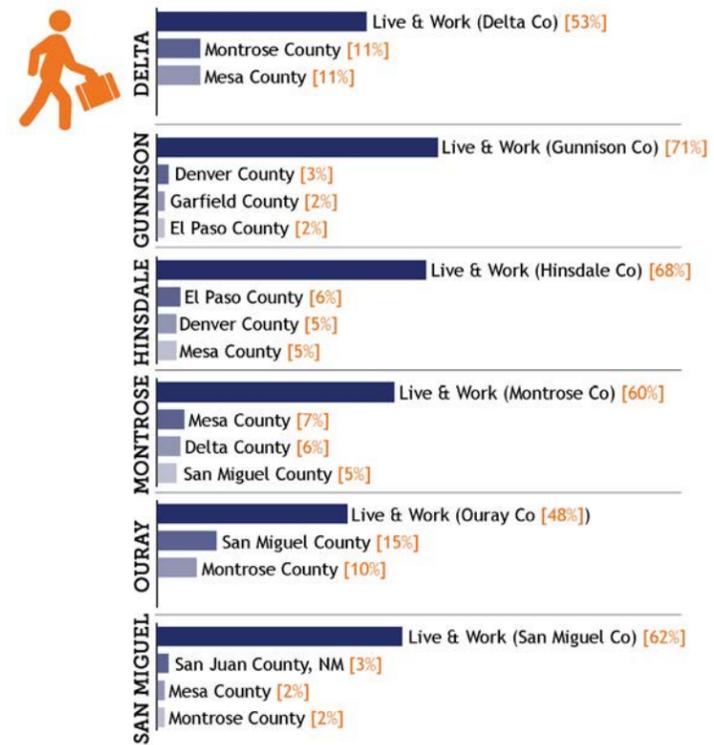
Identified Transit Needs

GUNNISON VALLEY



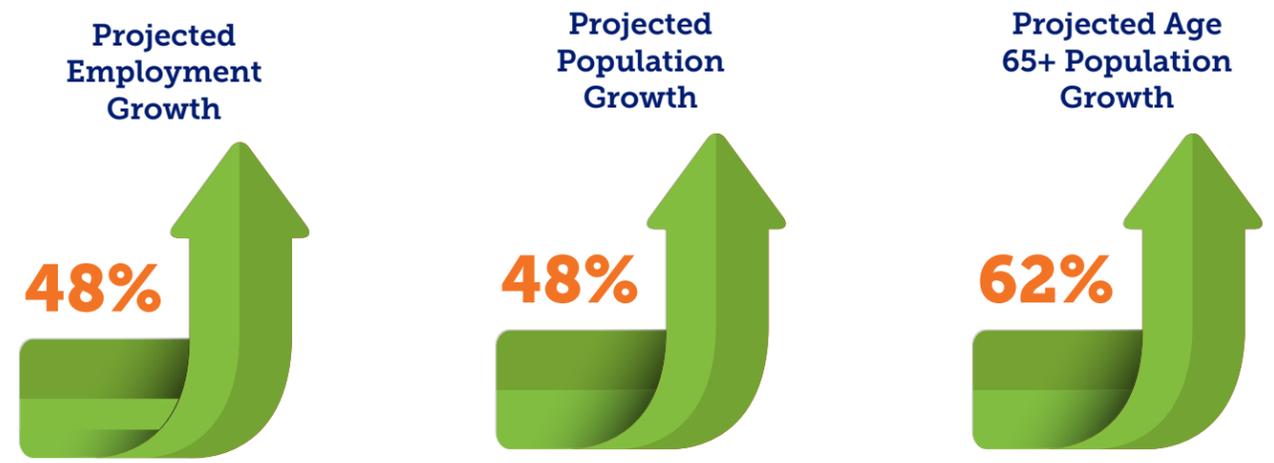
Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates; Includes Older Adults, People with Disabilities, People of Color, Low-income Residents, People with Limited English Proficiency, and Zero Vehicle Households

Where People Travel to Work (by County)



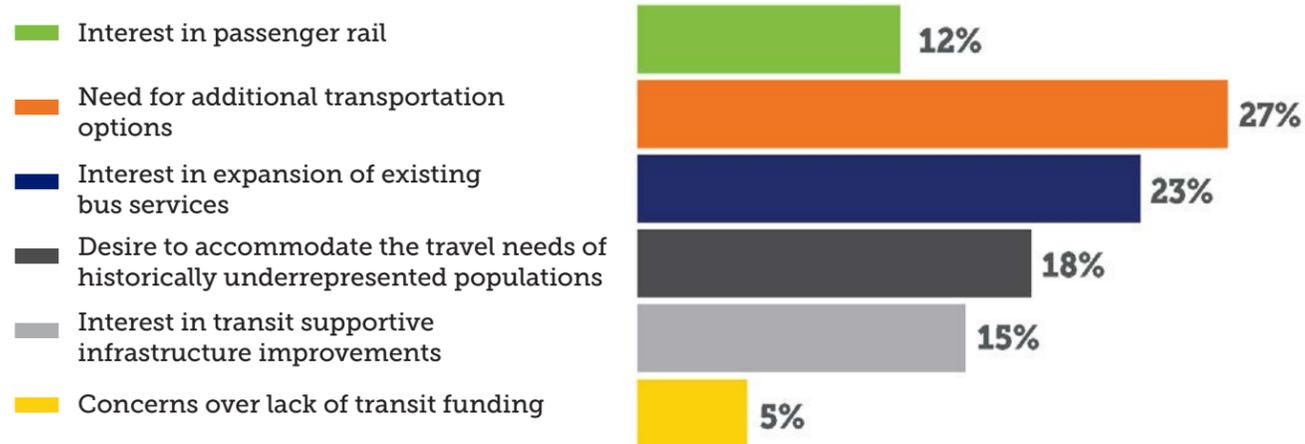
Source: US Census Bureau Longitudinal-Employer Household Dynamics, 2015

Population & Employment Projections through 2045



What We Heard

CDOT conducted a comprehensive stakeholder and public engagement effort to gather input from elected officials, stakeholders, and community members about transportation needs - including transit and human services transportation - in the GV TPR through one-on-one meetings, online surveys, participation in community events, and small group meetings. The highest priority transit trends and issues that emerged from this outreach included:



Source: 2019 Your Transportation Plan Public Input

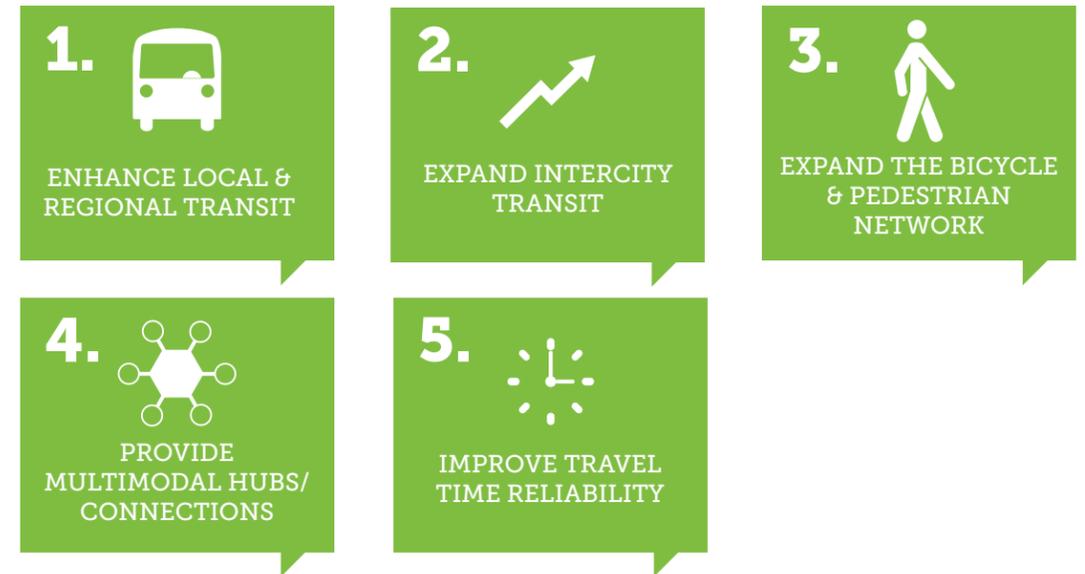


Montrose County Fair
Photo Credit: CDOT

Ranking of Potential Travel Option Improvements

Your Transportation Plan online survey respondents were asked to identify how much they value five potential multimodal transportation strategies that could help improve travel options in the GV TPR.

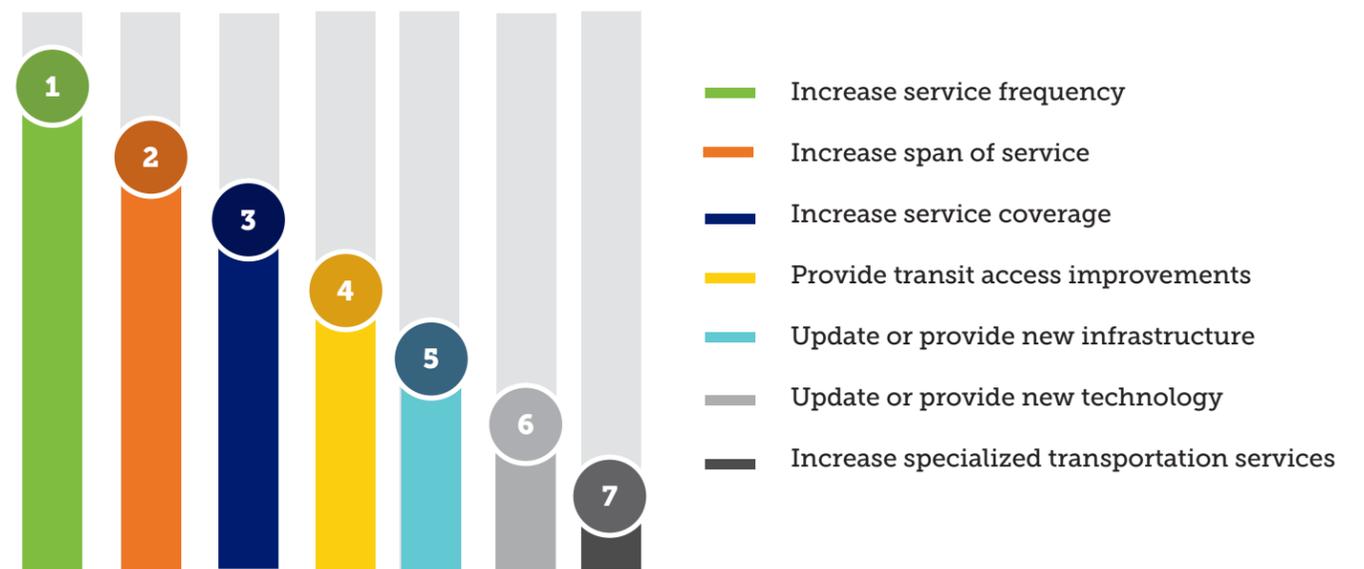
Preferred Travel Option Improvement Strategies:



Source: 2019 Your Transportation Plan MetroQuest Online Survey

Transit Provider Desired Transit Improvements

In fall 2019, a survey was distributed to transit and human services agencies in the GV TPR. One of the survey questions asked providers what improvements are most needed in the Region. As shown below, GV TPR providers indicated that increasing service frequency and span of service are the most desired improvements.

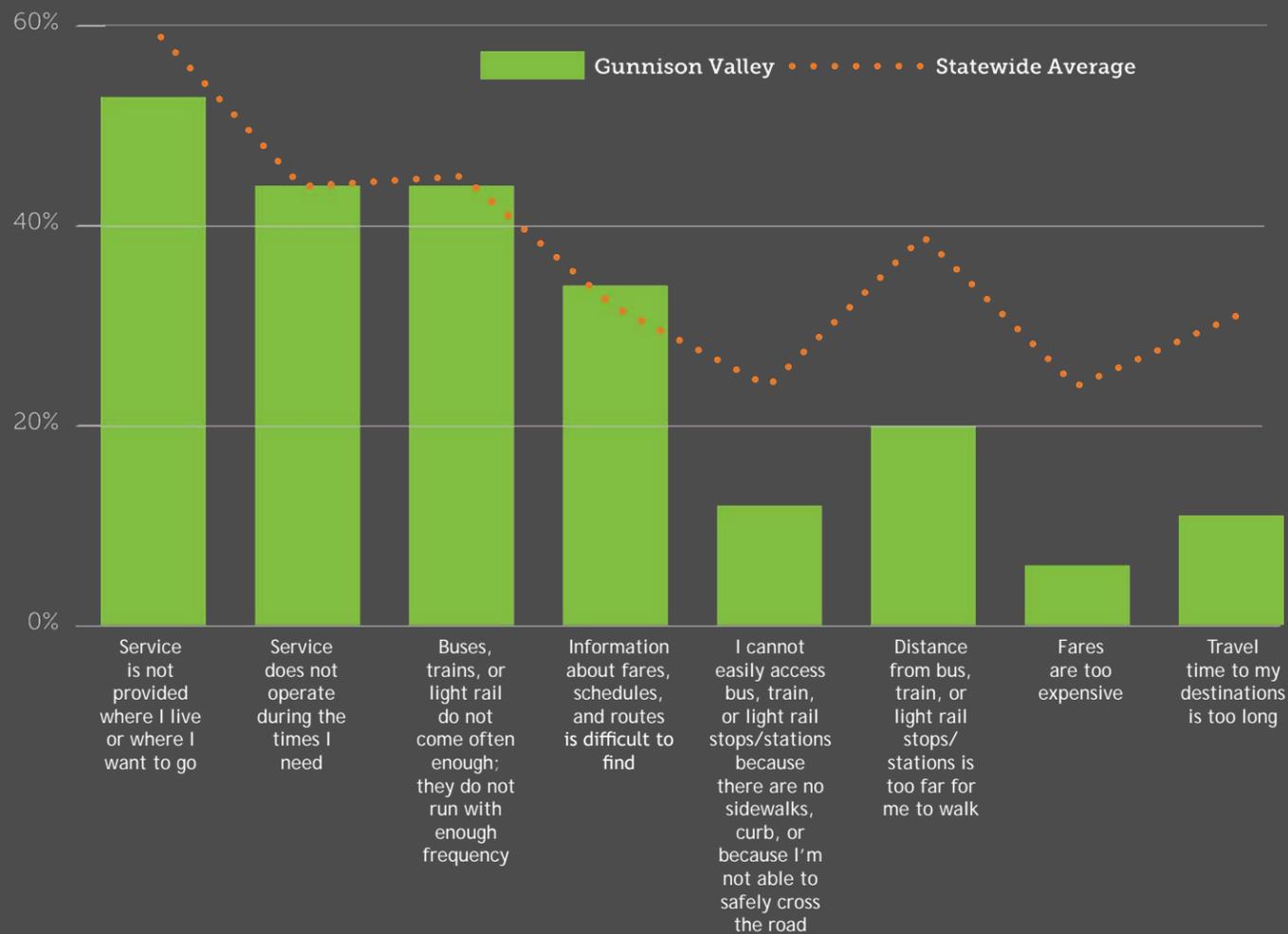


Source: 2019 Statewide Transit Plan Provider Survey

2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

In 2014, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. The survey was conducted again in 2019 to understand changes and trends of these populations over time. Several barriers including inadequate service coverage, difficulty finding service information, and high fares were ranked lower than the previous 2014 survey. However, difficulty finding transportation for work and medical appointments increased significantly since 2014. The findings from the 2019 survey relevant to the GV TPR are found below.

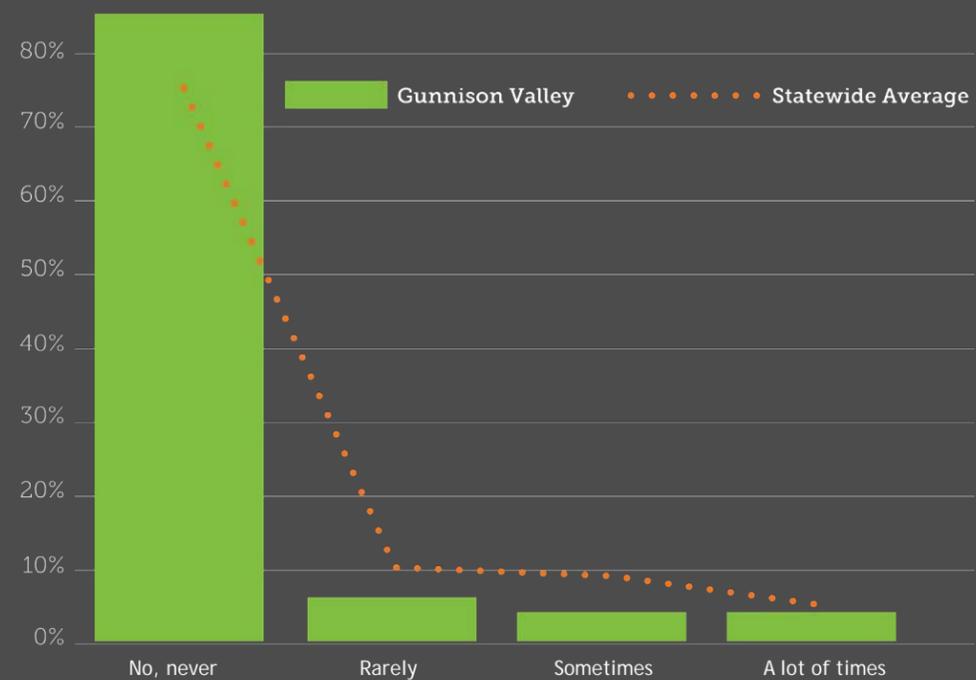
Barriers to Using Public Transportation Services



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The most common barrier identified in the GV TPR related to public transportation was coverage of existing services. Other common barriers included insufficient frequency of service and span of service. Barriers such as unsafe streets, distance to stops/stations, expensive fares, and travel time were ranked well below the state average.

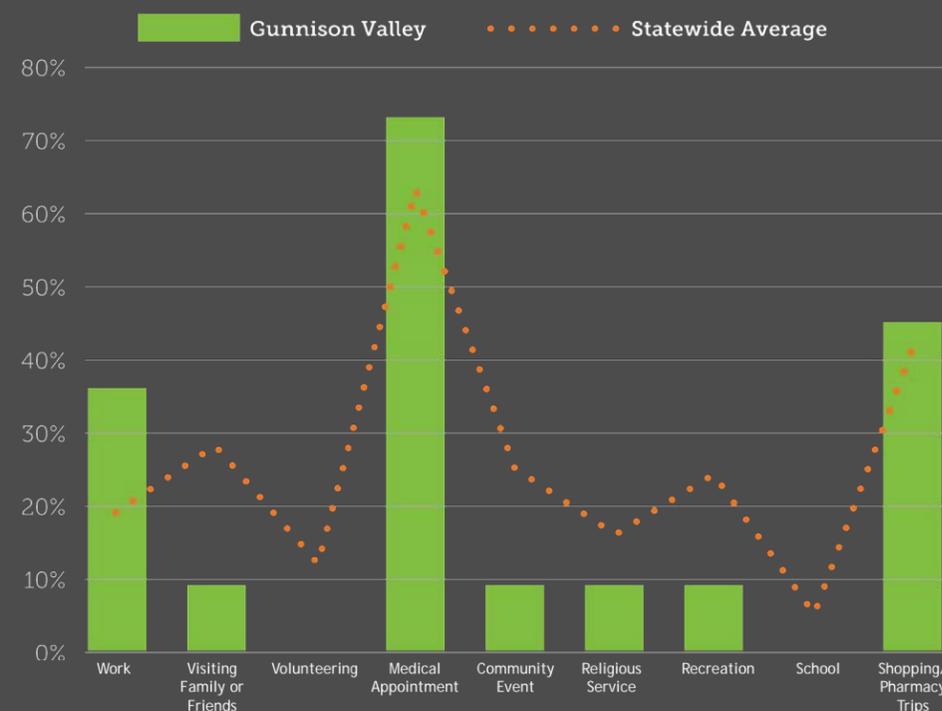
Do you ever have trouble finding transportation for trips you want or need to make?



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

Compared to the statewide average, the GV TPR survey respondents had a higher proportion of people who said they never have trouble finding transportation for trips. All other results were ranked lower than the statewide findings.

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



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The GV TPR survey respondents said they have the most trouble finding transportation for medical appointments, work, and shopping/pharmacy trips. All other trip types were ranked lower than the statewide average.

Existing Providers & Coordination Activities

All transit service provider information and associated data for the GV TPR was collected from the 2019 Statewide Transit Plan Provider Survey, National Transit Database, previous plans, CDOT's Division of Transit and Rail, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

Bustang Outrider

Bustang, CDOT's interregional express bus service, is funded by CDOT and operated by a local provider. Two Bustang Outrider routes serve the GV TPR.

Gunnison-Denver Outrider Route -

Connects the GV TPR to the Greater Denver Area through the San Luis Valley and Central Front Range TPRs. Gunnison is the only stop within the GV TPR on this route. Monarch Mountain serves as an additional seasonal stop during the winter recreation period. The route is operated by Alpine Express.

Gunnison Valley stop: Gunnison, Monarch Mountain (seasonal stop)

Durango-Grand Junction Outrider Route -

Connects the GV TPR with the Southwest TPR and the Grand Valley Region. The line makes five stops in the GV TPR. The route is operated by the Southern Colorado Community Action Agency.

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

Interregional Public Transit

San Miguel Authority for Regional Transportation (SMART)

Operates an interregional route that connects Telluride and Rico.

Gunnison Valley stop: Telluride

Town of Mountain Village

Operates a commuter shuttle for town employees and non-town employees who live outside the town. Three routes are offered; service connecting Mountain Village and Cortez is the only interregional route provided.

All Points Transit

Operates a route twice monthly between Montrose and Grand Junction that is appointment based. Also provides service from the West End of Montrose County to the City of Montrose and Grand Junction. Additionally, rides are also offered between Montrose and Delta and from Montrose, Olathe, Delta to Grand Junction. All interregional transit is pre-scheduled on the dial-a-ride service.

Tri-County Health Network

TCHN contracts with All Points Transit to operate a regional medical shuttle.

Interregional, Regional, & Local Transit Providers

The GV TPR has a range of interregional, regional, and local public transit providers that provide fixed-route, deviated fixed-route, vanpool, commuter bus, demand response, aerial tramway, and specialized services.

Provider	Service Area	Types of Service	Span of Service	Fares	2018 Annual Ridership	2018 Ops & Admin Budget	2018 Vehicle Revenue Miles	2018 Vehicle Revenue Hours
All Points Transit	Regional Multi-county: Delta, Montrose, Ouray, San Miguel	 	M-F 6:30AM - 7:00PM	\$4/local ride \$10/regional or demand response	79,927	\$1,430,153	390,996	38,052
Gunnison Valley Regional Transportation Authority (RTA)	Gunnison County		Daily: 5:30AM - 12:15AM (varies by season)	Free	194,953	\$1,381,452	357,051	13,856
Mountain Express	Municipalities: Crested Butte, Mount Crested Butte, Gothic	 	Daily: 7:10AM - 12:00AM (varies by season)	Free	690,774	\$1,567,386	218,361	19,575
Town of Mountain Village	Multi-county: San Miguel, Montrose, Ouray Interregional: Gunnison Valley and Southwest TPRs Gondola Service between Mountain Village and Telluride	   	Daily: 6:30AM - 12:00AM (varies by season)	Free (except commuter routes: \$2/ride)	3,094,448	\$3,766,949	4,263,448	363,854
Town of Telluride	Municipality	 	Daily: 7:00AM-10:00PM (varies by season)	Free	301,154	\$854,709	195,565	16,927
San Miguel Authority for Regional Transportation (SMART)	County & Interregional: Gunnison Valley and Southwest TPRs	 	Daily: 6:50AM-10:00PM	Free rides on Lawson Hill route; \$1-\$3 for all other routes	Not available	Not available	Not available	Not available

Note: Ridership, budget, mileage, and revenue hours are 2018 numbers from the National Transit Database and include all service types.

Source: 2018 National Transit Database and 2019 CDOT Statewide Transit Plan Provider Survey

Legend

-  Fixed-Route Bus
-  Demand Response
-  Commuter Bus
-  Specialized Services
-  Vanpool
-  Aerial Tramway
-  Deviated Fixed-Route

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.

Demand Response: Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).

Vanpools: Service that is organized in advance by a group of people who travel to and from similar locations at the same time.

Transit Service Categories

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.

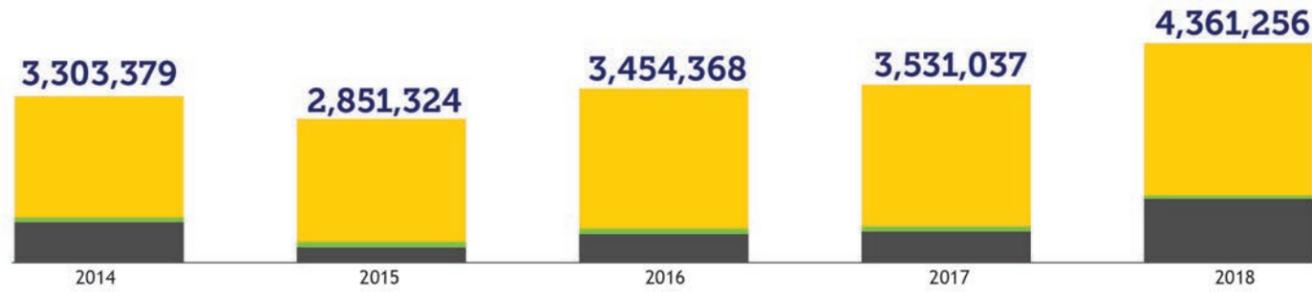
Human Services Transportation: Service provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, and veterans.

Private For-Profit Transportation: Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

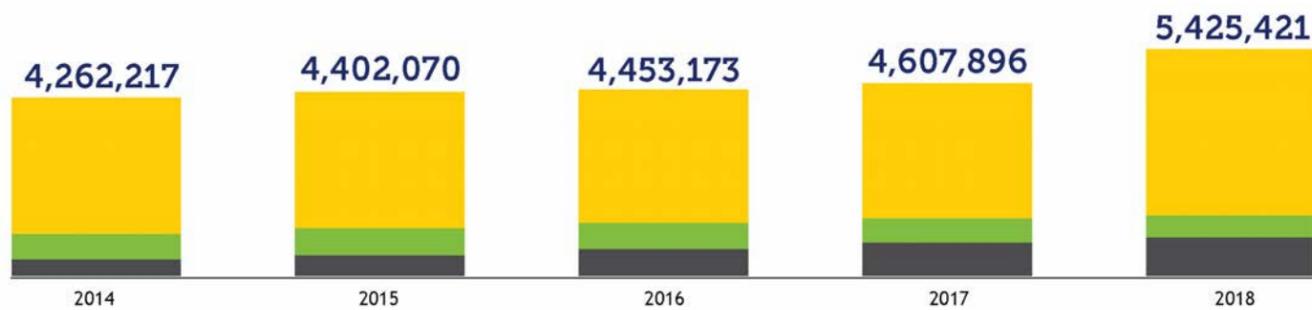
5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for GV demand response, fixed-route, and aerial tramway services show overall growth from 2014-2018. Ridership increased by over 30 percent during this period. SMART performance data is not included in the data below as service did not begin until November 2018.

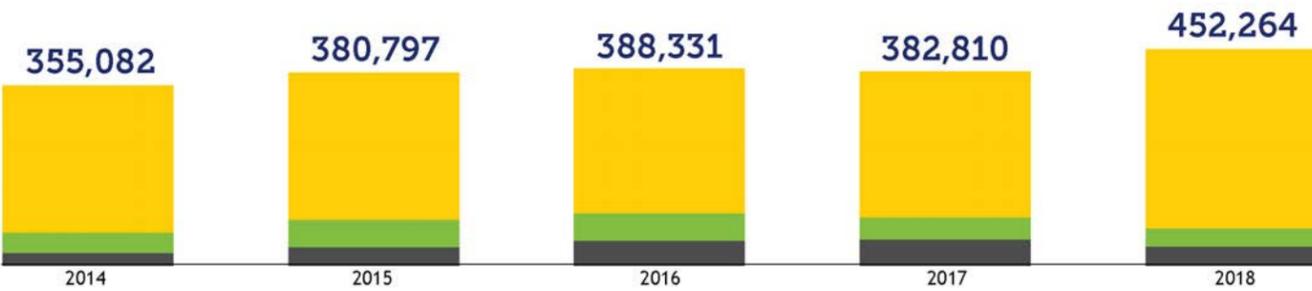
Total TPR Annual Ridership



Total TPR Vehicle Revenue Miles



Total TPR Vehicle Revenue Hours



■ Demand Response
 ■ Fixed-Route Bus
 ■ Aerial Tramway

Source: 2014-2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency's service operations. GV TPR cost/trip, cost/revenue hour, and cost/revenue mile are shown below. SMART performance data is not included as the service was not initiated until November of 2018.

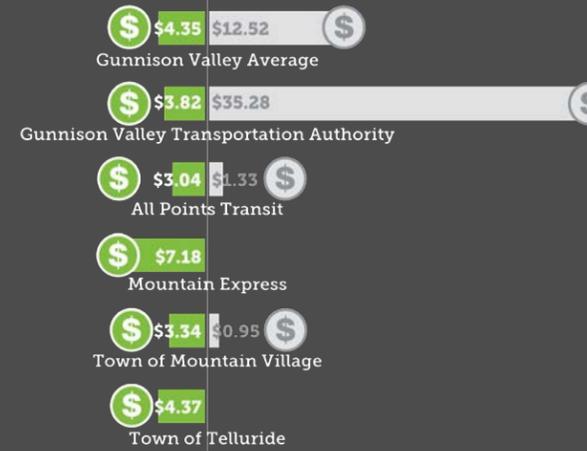
ANNUAL COST/TRIP



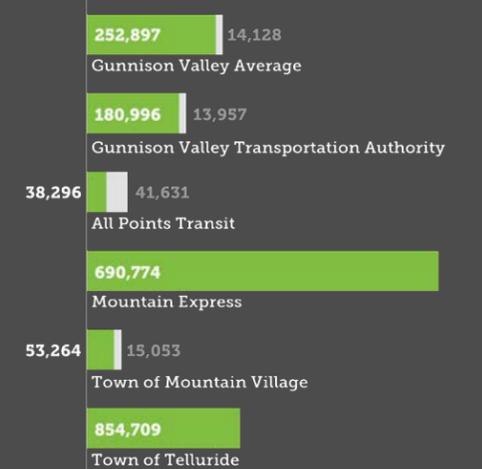
ANNUAL COST/REVENUE HOUR



ANNUAL COST/REVENUE MILE



ANNUAL RIDERSHIP



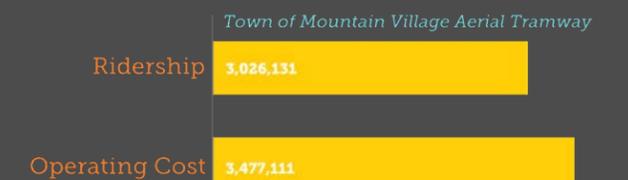
ANNUAL OPERATING COSTS



KEY PERFORMANCE METRICS



RIDERSHIP & OPERATING COST



■ Fixed-Route Services
 ■ Demand Response Services
 ■ Aerial Tramway

Source: 2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

Human Services Transportation Providers

Several human services agencies operate transportation services in the GV TPR; however, for many of these providers, transportation is only one of the services they provide. The table below identifies human services agencies in the Region that provide transportation services and the populations they serve. The list below is limited to those that responded to the 2019 Statewide Transit Plan Provider Survey and may not be comprehensive.

Provider	Service Area	Days of Service	Passenger Eligibility	Types of Service
Community Options, Inc.	Multi-county: Delta, Gunnison, Hinsdale, Montrose, Ouray, San Miguel	Based on available resources and client needs	People with disabilities, Medicaid recipients	
Disabled American Veterans	Multi-county: Montrose, Delta, Grand Junction, Ridgway, Gunnison, Ouray	M-F	Veterans	
Gunnison Valley Health	3-mile radius around Gunnison City limits	Daily	Older adults (55+), people with disabilities	
Neighbor to Neighbor	Municipalities: Ridgway and Ouray	Every Thursday to Montrose, all other days on-demand	Older adults (60+), people with disabilities	
Senior Community Care (Volunteers of America)	Multi-county: Delta, Montrose	Based on available resources and client needs	Older adults (65+)	
TransCare Ambulance	Western Slope	Daily	Medical transport	
Tri-County Health Network (TCHN)	Nucla, Naturita, Norwood, Telluride, Placerville, Ridgway, Montrose, Grand Junction	7 trips/month (2 trips/month to Grand Junction)	Trips to medical appointments	

Note: Hinsdale County is listed in the CDOT database of providers that receive federal funding, but no data is available about what services they provide or if they are still providing service.

Source: 2019 CDOT Statewide Transit Plan Provider Survey

Legend

- Demand Response
- Contract with other Providers
- Fixed-Route Bus

Other Human Services Providers

Other human services providers may not offer transportation services but may offer transportation related services, fund transportation programs, or coordinate with transportation providers in the Region. Human services providers in the Region that responded to the 2019 Statewide Transit Plan Provider Survey include Delta County Department of Human Services, Delta Workforce Center, Montrose County Human Services, and Region 10.

Private Transportation Providers

The GV TPR has a range of private, for-profit transportation providers. The existing known providers include several airport shuttles like Telluride Express, Mountain Limo, Alpine Express, Telluride Car Service (taxi service also offered), and Rocky Rides. Ridehailing services like Uber and Lyft are also available in the Region. Western Slope Rides offers transportation to events, outdoor activities, and airports. Sunshine Rides provides Medicaid-related transportation trips.

State of Good Repair Data

CDOT's DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2018. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, 25 percent of CDOT tracked transit vehicles in the GV TPR are beyond their state of good repair.

Agency	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
Gunnison Valley RTA	7	0	0%	\$0
All Points Transit	32	8	25%	\$466,500
Mountain Express	20	7	35%	\$2,898,200
Town of Mountain Village	90	35	39%	\$1,581,600
Town of Telluride	11	2	18%	\$164,100
Community Options, Inc.	58	46	79%	\$1,898,100
Hinsdale County	1	0	0%	\$0
San Miguel Regional Authority on Transportation (SMART)	7	0	0%	\$0
TOTAL - Gunnison Valley TPR	226	98	25%	\$7,008,500

Source: CDOT Statewide Transit Asset Inventory, July 2019

Regional Coordination Activities

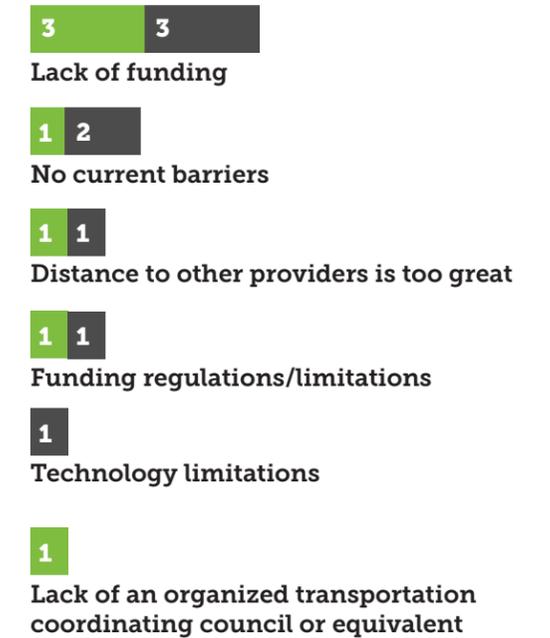
Coordination of transportation services, funding sources, information, vehicles, and equipment is paramount when looking for ways to minimize service duplication, create more efficient and productive systems, and provide trips to as many people as possible. A variety of existing coordination activities are occurring between transit providers and human services agencies in the GV TPR. The 2019 Statewide Transit Plan Provider Survey gathered information from providers in the GV TPR about coordination to better understand current activities and identify barriers.

Current Coordination Activities



- Human Services Providers
- Transit Providers

Barriers to Coordination Activities



Source: 2019 Statewide Transit Plan Provider Survey

Local/Regional Coordinating Council

The Three Rivers Regional Transit Coordinating Council (3RRTCC) was established in the GV TPR in 2011 to review transit plans, projects, and proposals, and to approve budgets. This includes expenses and funding sources for planning and implementing projects. The 3RRTCC meets quarterly, or as necessary, to work on strategic coordination within the TPR and to assist in providing transportation information and services to residents, employees, and visitors.

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.

Mobility Management

The 3RTCC currently does not have a mobility manager representing the Region. However, there are efforts to provide joint marketing and information sharing. Information about transportation options in the TPR are publicly available on the Region 10 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.

All Points Transit has a mobility manager 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.

Coordinated Services

DHS, Neighbor to Neighbor, All Points Transit, Gunnison Valley RTA, Mountain Express, SMART, and the Town of Telluride all reported coordinating their services and schedules with other providers. All Points Transit provides scheduling and dispatch services for the Disabled American Veterans local and regional routes.

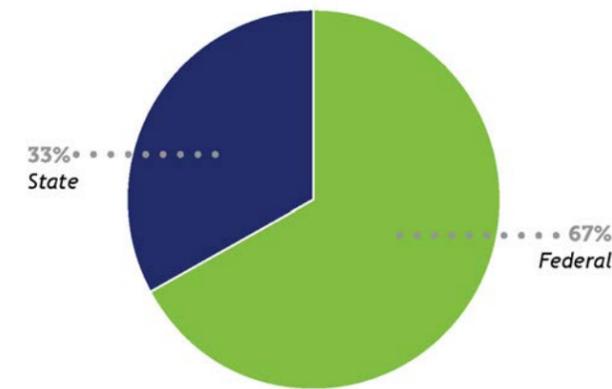
The Gunnison Valley RTA and Mountain Express provide a combined winter service to the subdivision of CB South, located 8 miles south of the Town of Crested Butte. Neither the Gunnison Valley RTA, nor Mountain Express has sufficient resources to provide this service on its own. In spring 2015, the Gunnison Valley RTA initiated service to the subdivision by routing all of its northbound and southbound vehicles off Hwy 135 to the new bus stop built at Red Mountain Park. This service is not offered during the winter season due to passenger capacity constraints on vehicles. Mountain Express provides peak season service, which means that the subdivision is served year-round.

All Points Transit, Community Options, Delta County DHS, Delta Workforce Center, and Montrose County Human Services all reported that they refer clients to other providers in the Region.

Financial Snapshot

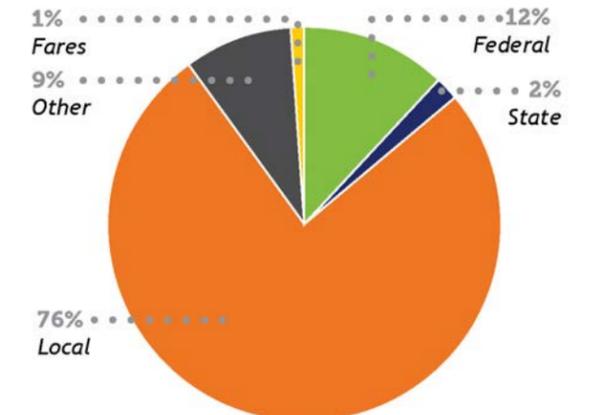
Transit funding is complex and Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from the FTA. Based on 2014-2018 budget data, most of the GV TPR's capital revenues and nearly half of its operating revenues were from federal sources. Operating revenues were supplemented by state and local funds, from fares, and from donations and partnerships.

Capital Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

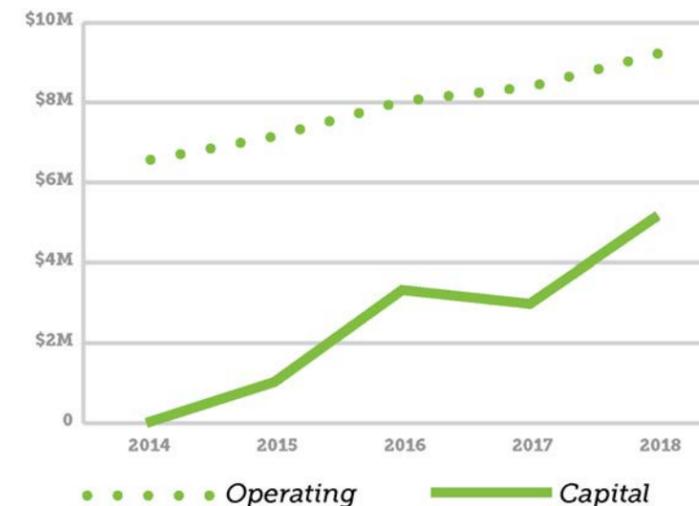
Operating Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

Historic Revenue Data

The chart below shows five-year GV TPR operating and capital funding trends. Operating funds increased by nearly 50 percent since 2014. The addition of new services in the Region, including SMART, has increased operating and capital revenues.



Source: National Transit Database 2014-2018 and 2019 Statewide Transit Plan Provider Survey

Additional 10-Year Capital & Operating Needs

Additional capital and operating projects were identified by GV TPR participants, transportation providers, CDOT staff, and other key transit stakeholders throughout the Region. Project needs identified do not include any anticipated fleet replacement funds needed to maintain all assets in a state of good repair. See pages 22 and 23 for the full list of additional project needs.

Capital Project Needs: \$169.6M
Operational Project Needs: \$59.0M
Total Identified Need: \$228.5M

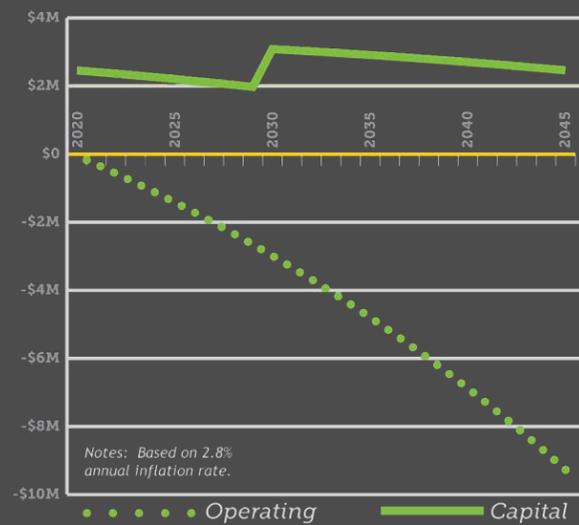
Regional Transit Revenue Trends

Annual Operating/Capital Projections

Annual operating and capital funding projections for the GV TPR provide a framework for planning for transit in the future. However, while planning projections are informative, they are in no way predictions of the future. Many factors influence revenue projections, including: (1) availability and allocation of federal, state, and local funds; (2) economic volatility; and (3) the rate of inflation. To provide a foundation for future planning, annual operating and capital projections for the GV TPR were developed based on 2018 National Transit Database data and survey responses from the 2019 Statewide Transit Plan Provider Survey.

Scenario 1: Maintain the Status Quo

Projected Surpluses/Deficits 2020-2045

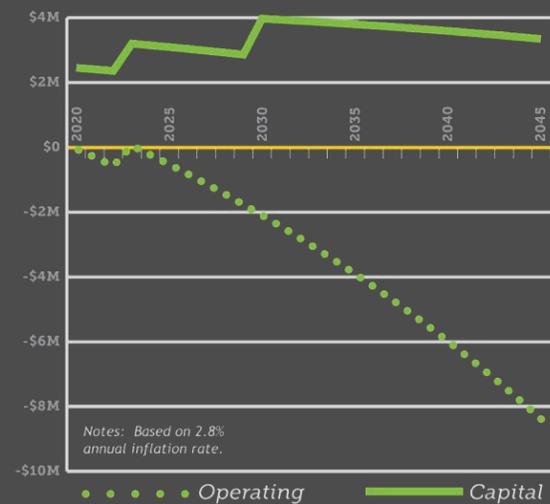


Source: CDOT

Scenario 1 assumes that no additional operating or capital funds are available for transit through 2045. Due to inflation, operating funds continue to diminish over the 25-year planning horizon. Capital revenue declines slightly through 2029 with a spike in revenues in 2030. This is due to the annual investment required to retire the current backlog of vehicles operating beyond their useful lives by 2029 and ensuring that all other vehicles are replaced on time to maintain a state of good repair.

Scenario 2: Maintain the Status Quo + New State Funding

Projected Surpluses/Deficits 2020-2045



Source: CDOT

Scenario 2 builds on Scenario 1 by assuming an additional \$50 million in state funds are allocated to transit each year through 2045. The projection is based on the SB-267 funding allocation formula. The Region's allocation of state transit funding from 2023-2045 is split 50/50 between capital and operating. As shown, operating revenues continue to see a decline due to annual inflation with capital revenue maintaining a surplus over the planning horizon.

Funding Programs & Opportunities

Federal funding is the primary revenue source for transit and human services providers in the State of Colorado for both operating and capital projects. CDOT serves as the designated recipient for Enhanced Mobility of Seniors and Individuals with Disabilities (5310) and Grants for Rural Areas (5311). 5311 funding is allocated based on a Colorado-defined rural funding allocation methodology. CDOT allocates Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers in the State.

Historically, limited funding for operating and capital transit needs has been available. In 2017, the state legislature approved Senate Bill 267 (SB-267), which allocates \$500 million in general funds for each of four years to address transportation needs. SB-267 mandates that at least 10 percent, or \$50 million, is allocated to transit capital projects annually. Twenty-five percent of the SB-267 transit funds are allocated to CDOT projects, including Bustang; approximately 50 percent of funds are to be allocated to CDOT and partner agency projects; and 25 percent of funds are allocated to local agency transit improvement projects. SB-267 is only a four-year program; for the funding to continue, the state legislature would have to approve such legislation.

Given the limited state funding for transit, many transit agencies in the state rely heavily on local funds to support their service, especially operating dollars. Alternative funding sources to support transit services locally and regionally include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorship/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees

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 & Bus Facilities - 5339(a)
- Grants for Rural Areas - 5311
- Human Resources & 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 & Standards Development - 5314(a)

GUNNISON VALLEY TPR SENATE BILL-267 PROJECTS

CDOT's Transportation Commission approved SB-267 transit projects in December 2019, with \$7.61 million allocated to the GV TPR over four years. Projects include:

- Western Slope maintenance and storage facility (to be shared by Outrider, All Points Transit, and CDOT Region 3)
- Crested Butte bus storage facility (to be shared by Outrider and Mountain Express)
- Outrider stop and shelter improvements in Montrose, Delta, Gunnison, Placerville, Ridgway, and Telluride
- Partner/capital call for projects (TBD)



Chimney Rock
Photo Credit: Colorado.com

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 (see project list on pages 22-23)
- 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-and-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.



City of Ouray
Photo Credit: Ouray Colorado



Town of Telluride
Photo Credit: Telluride Government

GUNNISON VALLEY TRANSIT PROJECTS

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1	2340	Western Slope Storage and Maintenance Facility	New Bustang storage and maintenance facility near Montrose. Will serve Bustang/Outrider to Grand Junction and Durango and other local partner agencies. Approved funding is for design; funding for construction will be determined at a later date	\$2.70	---	
2	1028	New Regional Transit Service between Montrose and Telluride	New Montrose-Telluride general public fixed-route service via US 550, CO 62, and CO 145; 2 full size buses, 7 days/week, 4 trips/day; Potential stops include Montrose, Colona, Ridgway, Placerville, and Telluride	\$1.20	\$3.03	
3	1027	Essential Bus Service between Grand Junction and Telluride (Proposed Outrider Service)	Outrider bus service between Grand Junction and Telluride; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on \$4.20 per mile	\$0.85	\$1.90	
4	1096	Montrose Regional Transit Center	Plan and construct a regional transit center (including vehicle bays and fuel stations)	\$4.00	\$1.20	
5	1110	Crested Butte Storage Facility	Initial phasing of new bus storage facility in Crested Butte for Bustang storage. Serves Crested Butte Mountain Express, Gunnison Valley RTA, and Bustang/Outrider Gunnison to Salida and Denver	\$1.42	\$1.58	
6	2454	Outrider Improvements at Montrose, Delta, and Gunnison	Stop and shelter improvements in Montrose, Delta, and Gunnison along two existing Outrider routes between Durango and Grand Junction and Denver to Gunnison	\$0.25	---	
7	2455	Outrider Improvements at Placerville, Ridgway, and Telluride	Stop and shelter improvements at Placerville, Ridgway, and Telluride along the Durango to Grand Junction Outrider Line	\$0.25	---	
8	1120	Major Upgrade of the Town of Mountain Village Intercept Parking Garage	Alternative to full gondola replacement	\$25.20	\$4.00	
9	1103	Essential Bus Service between Montrose and Gunnison (Proposed Outrider Service)	Outrider bus service between Montrose and Gunnison; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles, cost based on \$4.20 per mile	\$0.85	\$1.05	
10	1130	New Regional Ouray County Combined General Public/Human Services Transportation	New Ouray County combined general public/human services transportation; 7 days/week; 1 vehicle	\$0.08	\$2.11	
11	1098	New Regional Transit Service between Montrose and Delta	General public fixed-route/flex-route between Montrose and Delta via US 50; 1 vehicle; 5 days/week, 8 trips/day	\$0.20	\$1.44	
12	1129	Ridgway Park-n-Ride	Construct a Park-n-Ride in Ridgway	\$0.20	---	
13	2429	Delta Public transit/human services		\$0.06	\$0.25	
14	1101	New Inter-regional Service between Montrose and Grand Junction	General public fixed-route service via US 50; 5 days/week, 8 trips/day; 1 medium sized bus	\$0.20	\$4.13	
15	1102	Gunnison Transit Center and Parking Facility	Design and construct transit center and parking in Gunnison	\$2.50	\$0.36	
16	1123	SMART Purchase of Existing Real Property for Administration and Maintenance Facility	Purchase of two buildings and land for maintenance and storage of existing SMART fleet of buses and vans, allowing for maintenance to be done in-house and fleet and service expansion. Facility may also be used by partner agency Montrose County Senior Citizens Transportation, Inc. (All Points Transit) for medical shuttle underwritten by SMART	\$5.00	\$2.00	
17	1128	Montrose Park-n-Ride	Construct a Park-n-Ride in Montrose (SH 550) to replace the current IC and regional stop at the gas station; 120 spaces	\$1.20	\$0.25	
18	1099	Expanded City of Montrose Demand Response Human Services Transportation	Additional City of Montrose human services transportation, 5 days/week; 3 additional vehicles	\$0.23	\$6.34	
19	1127	New Hinsdale County Demand Response Human Services Transportation	New Hinsdale County human services transportation	\$0.15	\$0.60	

Legend

- Public Health
- Quality of Life
- Environmental
- Aviation
- Tourism
- Asset Management
- Mobility

GUNNISON VALLEY TRANSIT PROJECTS

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
20	1113	Gunnison Valley RTA Bus Maintenance and Storage Facility	Design and construct new maintenance and storage facility	\$4.00	\$0.60	
21	1100	New Local Fixed/Flex-Route Transit Service in City of Delta	General Public fixed-route/flex-route; 1 vehicle; 5 days/week, 12 trips/day	\$0.08	\$3.28	
22	1097	Delta Park-n-Ride	Construct a Park-n-Ride in Delta to replace the current stop; 120 spaces	\$1.20	\$0.25	
23	2430	Vehicle Replacements	Replacement of vans and buses	\$0.41	\$0.00	
24	1115	Essential Bus Service between Crested Butte and Gunnison (Proposed Outrider Service)	Outrider bus service between Crested Butte and Gunnison; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on \$4.20 per mile.	\$0.85	\$0.42	
25	1029	New Regional Transit Service between Montrose and Placerville	Regional transit service from Montrose to Placerville 5 days/week, 8 trips/day	\$0.20	\$4.00	
26	1112	Shared Crested Butte Storage Facility for Outrider and Gunnison Valley RTA	1 acre lot; 6 bays; 6,000 square feet facility for bus storage	\$2.25	\$0.24	
27	1118	Expansion of the Town of Mountain Village Intercept Parking Garage (Phases 1 & 2)	Expand the intercept parking garage from 460 spaces to 760	\$12.00	\$0.60	
28	1114	Gunnison Valley RTA Bus Stop Improvements	Upgrading of current bus stops and construct new bus stops	\$1.50	\$0.12	
29	1117	Nucla/Naturita Park-n-Ride	Construct a Park-n-Ride in Nucla/Naturita area	\$1.00	\$0.20	
30	1030	Expanded Inter-regional Transit Service between Telluride and Rico	Two full size expansion buses	\$1.60	\$1.10	
31	1124	Replacement of the Town of Mountain Village Gondola	Replacement of the gondola including demolition of current lift and stations, Re-design and construction of lift, stations, and associated infrastructure	\$49.8	\$4.00	
32	1119	Completion of the Town of Mountain Village Intercept Parking Garage	Completion of the intercept parking garage to 920 spaces	\$10.00	\$0.75	
33	1121	Telluride Shandoka Parking Structure	New structure; 1,000 spaces	\$36.00	\$1.50	
34	1122	Telluride Facility Expansion and Remodel	Remodel and expand facilities	\$0.50	---	
35	2440	SH 145 Bus Pullout and Shelters	Bus pullouts and shelters for SMART service where necessary as volumes and congestion grow; requires corridor study to determine locations; current estimate at \$0.5M each stop/pullout (assumes 3 total)	\$1.50	---	
Unranked	2055	SH 149 Demand Response	New limited local demand response service 2 days per week connecting with Hinsdale County Primary service South Fork - Creede. Possibly reduce service in winter and added service in summer. Operating cost of \$75,000 per year, requires 1 new cutaway at \$80,000	\$0.85	\$0.75	
Unranked	2475	All Points Transit Montrose Flex Route Services Expansion	Expanded City of Montrose general public fixed route services	\$0.08	\$1.50	
Unranked	2476	All Points Transit Charging Stations for Vehicles	Purchase and installation of 2 stations	\$0.05	---	
Unranked	2481	Gunnison Valley RTA Expansion Buses	Expand existing fleet by 3 buses	\$2.40	---	
Unranked	2482	Gunnison Valley RTA - Expanded Service Hours	Extend existing operating hours; \$850k/year	---	\$8.50	
Unranked	2708	Essential Bus Service between Montrose/Gunnison and Salida	Essential bus service between Montrose/Gunnison and Salida; assumes one roundtrip per day, 365 days/year, purchase of 2 vehicles; cost based on \$4.20/ mi	\$0.85	\$0.90	



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