

**GUNNISON VALLEY TPR
MEETING AGENDA
Zoom Meeting
February 8, 2024
1:00 p.m. to 3:00pm**

- 1. Introductions**
- 2. Approval of the minutes of the last meeting**
- 3. Update HB 23-1101**
- 4. County Meetings**
- 5. Construction updates**
 - a. Region 3**
 - b. Region 5**
- 6. Planning**
 - a. Long range Plan 2050**
 - b. 10 Year Pan**
- 7. Update on Grants Available or coming**



Gunnison Valley Transportation Planning Region Meeting

August 10, 2023

In Person at Region 10 Office

145 S Cascade Ave, Montrose CO 81401

or Via Zoom Video Conference

1. **CALL TO ORDER and INTRODUCTIONS** – Meeting was called to order at: 10:06am
 - a. Michelle Haynes (Region 10), Vince Rogalski (GVTPR & STAC), Courtney Tribble (Region 10), Collen Hannon (Gunnison County Alternate), Michael Snow (CDOT Division of Transportation), Kevin Curry (CDOT Region 5 Program Engineer), Kris Holstrom (San Miguel County), Robert Hurd (Hinsdale County), Cody Tusing (City of Gunnison Engineer), Josh Smith (Ouray Mayor Pro Tem), Tony Cady (CDOT Region 5 Planning & Environmental Manager), Rob Johnson, David Hood (City of Delta), Angie Hainer (CDOT Region 3 Transit Project Manager), Michael Bacani (Mount Crested Butte), Kevin Collins, David Averill (SMART), Mike Bordogna (San Miguel County), Martin Schmidt (Gunnison County Public works), Jason Smith (CDOT Region 3), Dave Cesark (CDOT Region 3 Planning & Environmental Manager), TJ Burr, Alyssa Lewin (APT Transit & Mobility Manager), Jessie Spencer (CDOT Region 3), Mark Rogers (CDOT Region 3 Planning Manager), Nathan Jean (CDOT Region 3 Montrose Resident Engineer), Preston Neill (Town of Ridgway), Leia Morrison (Gunnison Valley RTA), Melissa Lewis (CDOT), Herman Stockinger (CDOT Transportation Commission Secretary) entered the meeting at 10:31am.
2. **APPROVAL OF MINUTES for May 11, 2023, GVTPR Meeting**
 - a. Corrections: Page 2, blank under item 5, DTD, last page item 8, Ohio Avenue not High Avenue. **Motion to approve minutes with corrections: M/S: Kris Holstrom/Robert Hurd.** None opposed.
3. **Funds Expiring: MMOF (Multimodal Transportation and Mitigation Options Fund)**
 - a. ARPA (American Rescue Plan Act) Funds that the state got from COVID must be encumbered by December 31, 2024 and expended by December 31, 2026. There is no process to get those extended now, so the expiration dates should be met.
 - b. On the spreadsheet in the packet, the projects not highlighted in grey do not yet have their awarded funds encumbered.
 - i. For the GVTPR (Gunnison Valley Transportation Planning Region), we are looking at the funds for Delta County and the Miner's Trail as the project could be at risk for losing those funds, \$1.4 million, if they are not encumbered by December 31, 2024. We are working with them and that should go out to ad this fall. It is the job of the local agency (community or county) to maintain the schedule.
 - c. Region 5 funding does not have any concerns about encumbering/expending the funding on their projects.
 - d. Questions/Comments:
 - i. For the Delta project are there any potential risks? What may cause a delay for the project? To clarify, when the project goes out to ad before, we can encumber the funds we have to clear it for ad. Which means that we must have the ROW (Right of Way) and access.
4. **Other Funding Opportunities:**
 - a. Region 10 has been sending out notices of funding of IJJA (Infrastructure Investment and Jobs Act) programs and you can reach out to Trish (trish@region10.net) or Colleen (channon@region10.net) in our office to get more information.
 - b. Grants & Grub is a meeting Region 10 is hosting where we have different agencies for funding opportunities and how to access them.
 - i. Colleen: Quick 1 hr. convo a month for member jurisdictions, agencies, and special districts.
 - ii. August 31, 12-1Pm Hotchkiss Fire Department Doug Fritz and they will be talking about FEMA (Federal Emergency Management Agency) Funding. September, October, and November we will be looking at "how to address Justice 40", "Benefit Cost analysis for USDOT (United States Department of Transportation) and CDOT (Colorado Department of Transportation)", "how to craft language to address labor force impacts".

- c. It was mentioned to be cautious of all the grants; it has become a business to obtain them and so just know who you are working with and if what they are putting in your grant applications are in line with your project needs, capacity, and ability to manage the grant.

5. Regional Construction Updates

a. Region 3 Construction Updates | Nathan Jean

- i. Little Blue: Most common question is, will it be finished this fall?
 - 1. Contractor is bringing on Subtractor to help with Wall 3. That needs to be completed so they can backfill and pave before winter. The hope is that bringing on the contractor will help to speed them along to finish by November. With current production, it would not get done, and they have a plan to finish it.
 - 2. The plan is to get as much paving done while it is warm. And they are paving sections up to the wall in case they leave that small section for paving.
- ii. Passing Lanes, 70% done, hope to start paving Aug 21/28. Projecting to be done about a week early, earthwork is going well. The traffic impacts are not as great on that type of work.
- iii. SH 114, first 8 miles in R3 and then the rest in R5. Projecting on schedule finish early October. Will have some shoulders in that area where they are available.
- iv. US 550: Box culvert expansion where the passing lane will be and they are pouring this week. Earthwork has been slower than normal, and they are behind on that. They are going to present us with a plan to get back on schedule. Want to start paving later this month. There is a concern with Traffic delays.
- v. SH 133 Culvert Failure: Temporary bridge is in, and we executed a change order with Wadsworth to install the permanent culvert solution and work on that started today. There may be some minor one-way flagging, but it should be minimal traffic impacts. Completion date of November 17, 2023, and they think that they will finish earlier.
- vi. Chips Seal on Hwy 92, near the Crawford area, that project is finished on road.
- vii. SH 133, Paonia Reservoir area with 7 sites, we are mitigating Rocks with some soil nail walls installation with a mid-Nov Completion date.
- viii. SH 92 Rogers Mesa: Ad with the project on 9/21. That will be a reconstruction from MP (Mile Point) 15.3 to 17.21. There are a lot of culvert installations and there will be impacts to irrigation ditches. That should start mid-December, with irrigation impacts completed first to minimize impacts. 235 days of work so it could extend into the next year.
- ix. Resurfacing on US 50, MP 77-86 goes out to ad 10/19. Construction begins mid-May-Sept. Paving will be happening and going through the town of Olathe main street.
- x. Questions:
 - 1. Vince: The area on Hwy 50 where it continues to fall, is there anything planned for that? There are no future plans for it, or money slated for that project. The cost to make the large improvement is substantial and so we are just looking at the maintenance fixes for now.
 - 2. Colleen: Read about Bustang getting ready to go through (US 50 and Little Blue Canyon) in November, does that seem in concert with the information in here. Will they still be starting in the Fall? No, the transit division will not put Bustang on it until the project is finished. The major roadway should be completed this year and so CDOT will be working with Bustang on the coordination to get that route up and running.

b. Region 5 Construction Updates | Kevin Curry

- i. Completed 2 season 550 Ouray to Colona surface treatment job, it finished in June.
- ii. Red Mountain Pass: The Ruby Walls near the summit on Blue Point, installing fixed avalanche controls systems to take care of the two slide areas there. This will help reduce the number of crews needed there. They got a late start but expected to be done in September.
- iii. US 550 Pa-Co-Chu-Puk and Billy Creek: Installing large animal underpass with associated deer fencing, intersection improvements and a small passing lane, ad in September for work in fall and spring
- iv. US 145: Crib wall repair, replacing old wooden crib walls, the cost kept going up and had to shelve a couple of other projects to finalize funding for it. It will be advertised in October for construction in the spring.

- v. Chain Stations: Was advertised once already and bids came in too high and so we repackaged it. Scheduled for ad this November, locations on SH 145 La Veta, Cumbres and Wolf Creek

6. TPR Study | Herman Stockinger:

- a. At this point many are familiar with the TPR Study. In the Advisory Committee review:
 - i. IGAs (Inter Governmental Agreements)-it is important that they follow the open meeting process of “public bodies”. A lot of the work that we have done up to this point is looking at IGAs, bylaws and websites. For the GVTPR, you are one of the TPR’s that have a good set of IGAs and bylaws and the website, there are some small improvements to make there. CDOT needs to be better at indicating what are the “best practices”.
- b. Region observations:
 - i. We are comparing how the boundaries of TRP Regions and the CO Planning Regions match up. Some of the COGs (Council of Governments) match the boundaries, and some of them also provide the administration. 6 of the 15 TPRs match the COG boundaries and the COG provides the administration.
 - ii. Specific to the Gunnison Valley, it is a TPR that is in 2 different CDOT regions. None of the data or mapping suggests that we need to split the TPR in half.
 - iii. When we look at the boundaries we look at:
 - 1. Commute patterns: The western counties of the Intermountain are headed to Grand Junction the Eastern go to Denver and then there is a lot of travel through.
 - 2. Vehicle Crashes:
 - 3. The Grand Valley MPO (Metropolitan Planning Organization), it does make sense to keep that single county.
 - 4. The West Area, because the GVTPR is in two regions it is good to note that in the SW TPR there are tribal nations and they do have a vote on the STAC (State Transportation Advisory Committee).
 - 5. Chaffee County: There are some conversations happening surrounding it.
 - a. The Chaffee County Shuttle does leave Chaffee County and it does go through the San Luis Valley.
 - 6. La Plata and Montrose County:
 - a. They keep getting called up because of their populations.
 - b. VMT (Vehicle Miles Traveled) & Truck VMT, those counties do have more VMT than any of the other counties in their region.
 - c. They have a higher degree of commuters into the counties from outside of the counties in their Region.
 - d. They also have a higher rate of vehicle crashes which is to be expected.
- c. Next Steps;
 - i. All 5 of the CDOT Region public meetings are completed. Survey is out until Aug 31 and went out to 5,000. It went to TPR members and elected officials. You can watch the public meetings.
 - ii. Starting in September we will start to make some recommendations. What we see on paper may reveal recommendations, but we want to talk through all those items with people who know the regions.
- d. Questions/Comments:
 - i. David Averill: This is the second time I have seen this presentation, and I think the focus needs to be on the TPR boundaries. As a member of the TRAC (Transit & Rail Advisory Committee) and as part of this process you all are looking at the TRAC and so I am wondering if you could shine a light on that?
 - 1. The legislation that went through required that a member of a transit agency be a voting member of the each TPR and so then we started looking at the interface from TRAC to STAC and vice versa. We are wondering if there should be more transit representation on STAC from TRAC, so we hope to gain that. We are looking to present at the next TRAC meeting in September.
 - ii. Cody Tusing: Does it look at potential changes to how the funding is allocated for each TPRs and is there criteria being developed to determine that?
 - 1. It depends on the type of funding. One is the small amount of money for TRPs administrative support, and we are looking at that funding as we see that as an underutilized fund as we have been doing lots of virtual meetings. Do we need to look at what else that money can be

utilized for, ie websites, etc. Potential funding changes with the TPRs? At the beginning of the process, we were saying that we were just looking at boundaries and that the study was not related to funding. Now that we have been in the process of the study, we are seeing that there potentially could be changes to MMOF and RPP (Regional Priority) funding. The other sources of funding that go to the CDOT regions and prioritizing projects are not potentially impacted. The formula for the MMOF could change the dollar amount that goes to each TPR. The bigger question is the RPP and we have had multiple conversations about what could be impacted. IF the TPRs change in the Region, headquarters is not involved in what the distribution is within the region and so you would work that out in each Region. The Region can work with the TPRs and determine if there is a necessary change in the formula. If there are changes in the boundaries, it could impact how much money is spent in each TPR.

- a. Colleen: For full transparency include a slide that talks about this.
 - b. We are evaluating the admin \$ and that it could affect MMOF and RPP.
 - e. Vince: Region 3 Chairs have considered putting a letter that states that we are in opposition of modifying the TPR and MPO boundaries that are in CDOT Region3, and I need to know if it is feasible for Vince to sign it. An example of the letter is:
 - i. "The current configuration of the TPR boundaries in Region 3 work for the participating agencies. Similar transportation challenges for each TPR make them able to relate, correlate and determine transportation priorities and help each other solve infrastructure or transit service problems. Over the years these relationships have grown and through respect and understanding of the TPR participating agencies needs and a synergy and supportive team has been formed, even when competing needs exist."
 1. What we are saying is that we do not want our boundaries changed because we all work together nicely now in Region 3.
 2. Each TPR or MPO could put together an individual letter for the opposition to modifying the boundary.
 - ii. Do you have your documents together and are you operating as you should be. Do you have your IGAs, do you have your bylaws, do you notify the public, do you invite the public, are you operating the meetings as you should be.
 1. Should we oppose the boundaries of the 1101 or not do anything.
 2. From my perspective, Region 3 & 5 and myself have worked very well together.
 3. Does the committee want you to sign the Region 3 letter with the other TPRs?
 4. Does the committee want you to submit an individual letter in support of keeping the current boundaries.
 - iii. Colleen: I would like to see the results of the study first and then have our TPR consider our position on signing the letters.
 - iv. Kris: We could make a letter and state that we appreciate the process and we will likely have some comments and we will make those once the process is complete.
 - v. Vince: For now, I will sign the group letter for Region 3 and hold on an individual letter from our TPR.
7. **Next Meeting:** November 9th, 2023 10am-12noon. SLV (San Luis Valley) TPR is that day as well. Northwest is choosing a different month than we are. We will plan on a hybrid meeting.
8. Meeting adjourned at 11:40 am

GVTPR - Region 3 Construction Updates

Design Projects	Highway	Mile Points	Construction Start	Construction Completion	Scope	Comments
Little Blue	US 50	123-127	Mar-24	Aug-24	Curve soften, Shoulders, drainage	Project going in to another season, start and completion dates are estimates
US 550 Improvements	US 550	117.5-126.4	Mar-24	Aug-24	Intersection alignments, passing lane, drainage, wildlife fencing	Project going in to another season, start and completion dates are estimates
Olathe North Resurfacing	US 50 & US 50 Business Loop	77-86, 0-1.54	Apr-24	Oct-24	1.5" Leveling, 2" overlay	
Slope Stability	SH 133	21-27	Jun-24	Nov-24	Fencing netting	

GVTPR - Region 3 Upcoming Projects

Design Projects	Highway	Mile Points	Current Status	Ad Date	Construction Start	Construction Completion	Scope	Comments
Rogers Mesa Phase I	SH 92	15.3-16.71	Post FOR/Redesign	9/19/2024	Winter 2024	Fall 2025	Shoulders, Drainage Improvements, Access Control	Project is in a redesign due to budget constraints
Rogers Mesa Phase II	SH 92	16.71-18	Not Started				Shoulders, Drainage Improvements, Access Control	
Slope Stability	SH 133	21-27	FOR	4/4/2024	Summer 2024	Fall 2024	Fencing, netting	
US 50 Delta Resurfacing	US 50		Shelf	Fall 2025	Spring 2026	Fall 2026	Resurfacing	Will exclude resurfacing through the City of Delta
SH 348 Resurfacing	SH 348	0.3-16.8	Scoping	11/13/2025	Spring 2026	Fall of 2026	Mill and Fill (where there is curb), Leveling and overlay, ADA Ramps, culvert replacement	
SH 65 Resurfacing	SH 65	0-6.5	FIR	11/14/2024	Spring 2025	Fall of 2025	1" Leveling, 1.5 Overlay, Mill and Fill in specific areas	
Cedar Creek Culvert Replacement	US 50	89.93	Scoping	5/15/2025	Fall 2025	Spring 2026	Replacement of the Cedar Creek Culvert that goes under US 50	



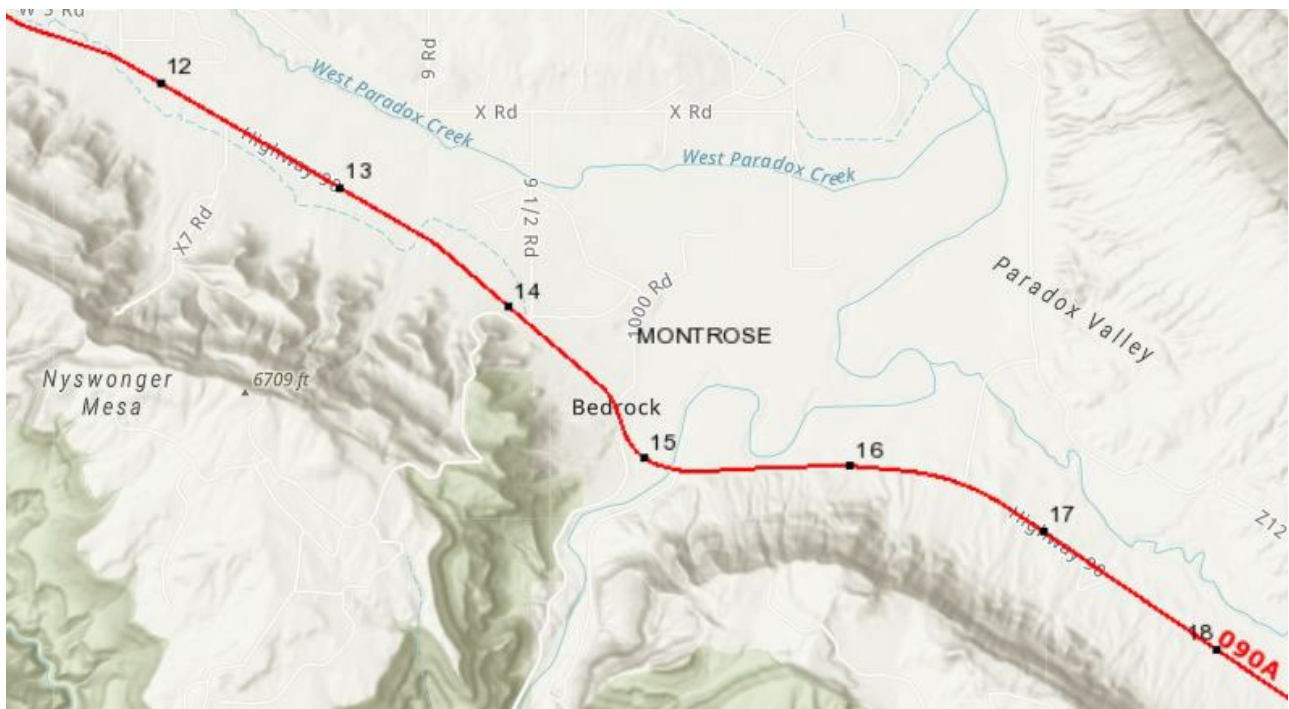
GVTPR- FY 24 Maintenance Projects (Completed)

SH 90 MP 12.5-14, 14.9-16.2

County: Montrose

Treatment: Repave

Status: Completed October 2023



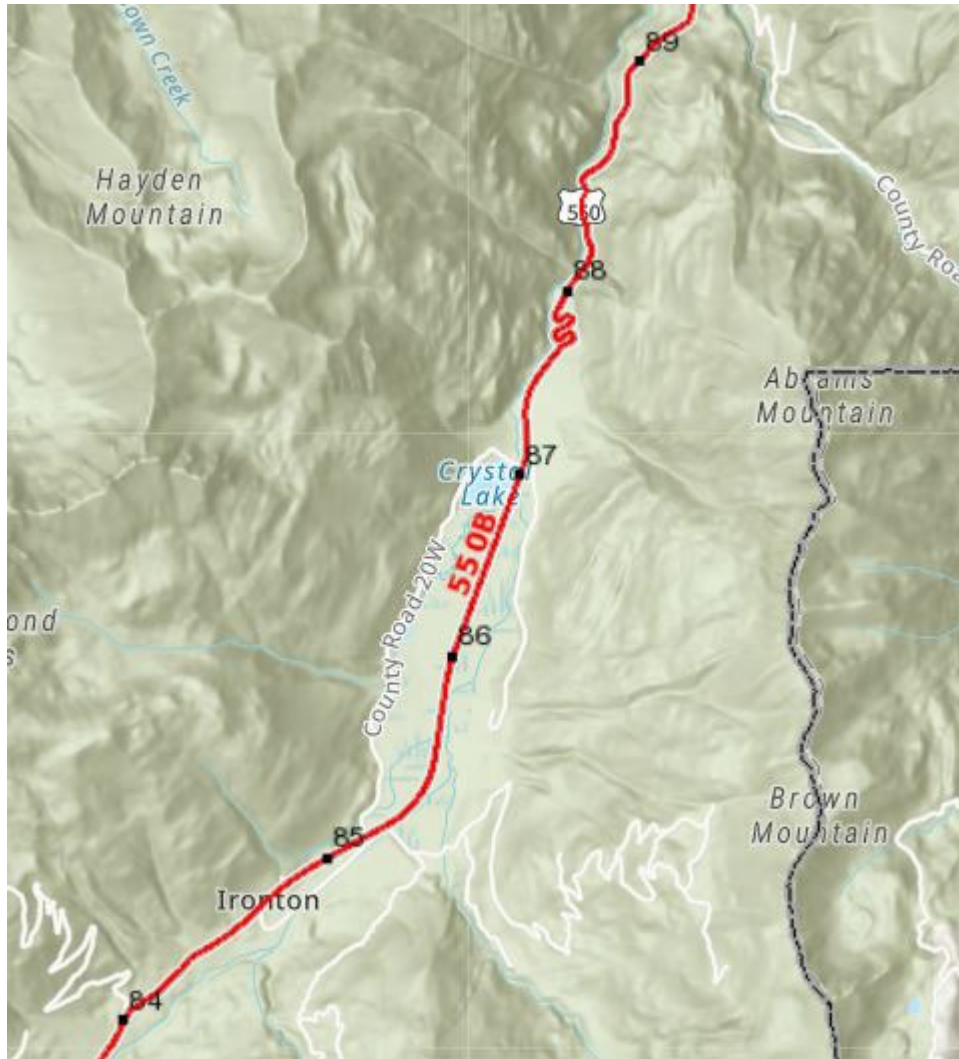
GVTPR- FY 24 Maintenance Projects (Upcoming)

US 550 MP 84-89

County: Ouray

Treatment: Chipseal

Status: Tentatively Scheduled for May - June 2024

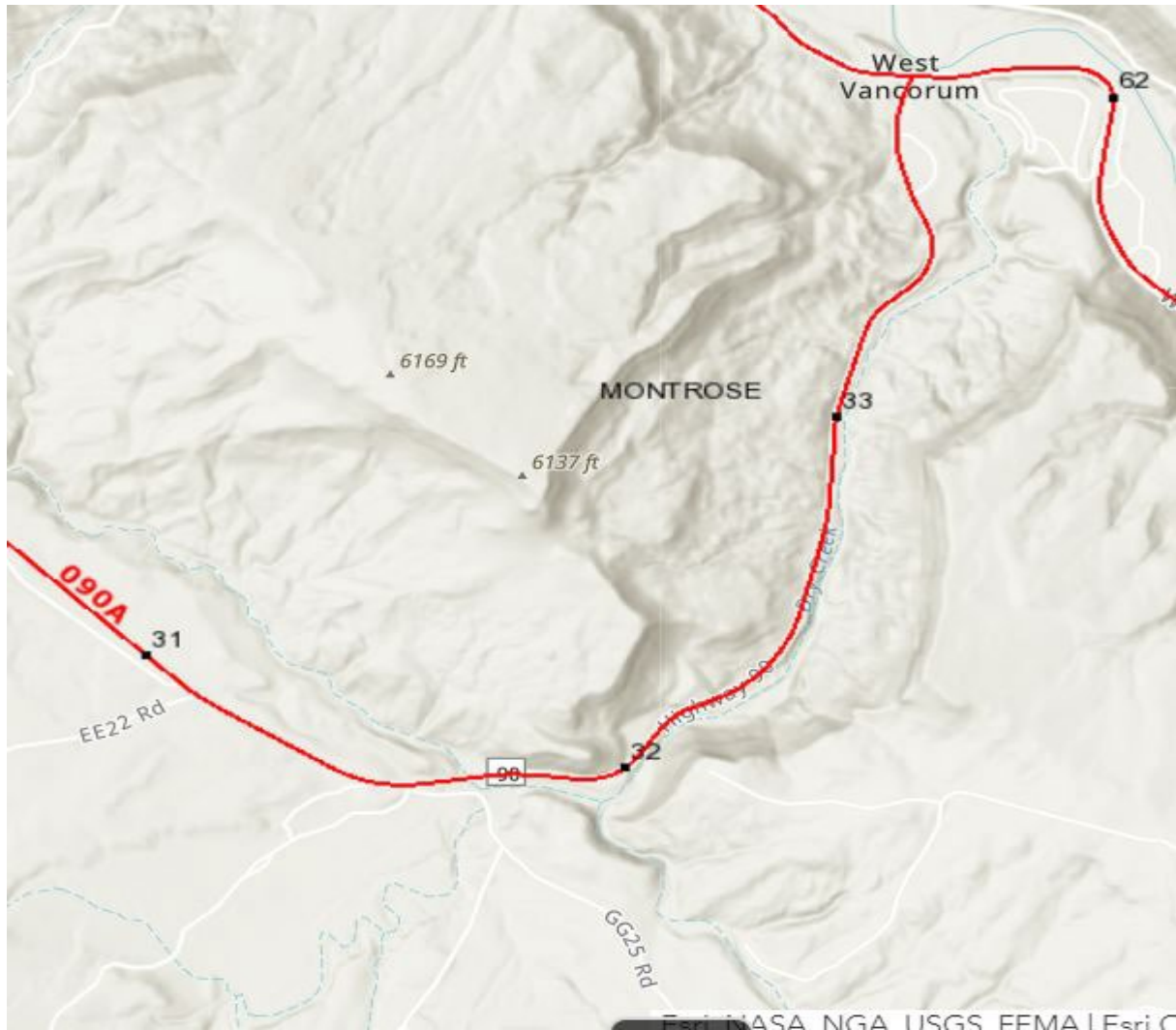


SH 90 MP 31.5-32.4

County: Montrose

Treatment: Repave

Status: Tentatively Scheduled for April-June 2024, funding dependent





GVTPR- RECENTLY COMPLETED PROJECTS

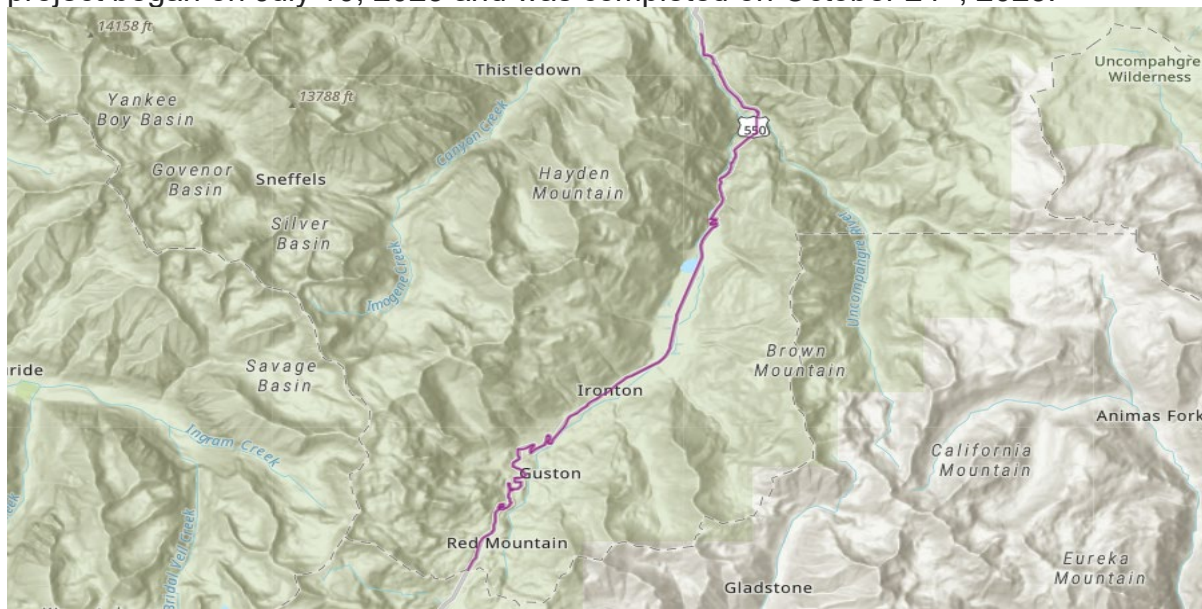
US 550 MP 81 & 89 Bluepoint Avalanche Mitigation- 23623

Budget: \$926k

Funding Type: GeoHaz

Awarded: Geovert

This project was located on US 550 at approximate MP 81- 89 in Ouray County. This avalanche mitigation project installed a Gasex avalanche system on a known avalanche slide, Bluepoint and an Obelex system on the Mother Cline slide. The installation of these systems will allow maintenance crews to trigger avalanches remotely when needed. This project began on July 10, 2023 and was completed on October 24th, 2023.



GVTPR- UPCOMING PROJECTS

US 550 Pacochupuk South Mobility & Billy Crk Safety Improvements- 23601

Budget: \$14 million

Funding Type: SUR/SB-267

Awarded: FNF Construction, Inc.

This project will take place on US 550 in Ouray County, between approximately MP 106 and 114.5, just north of the Ridgway State Park entrance. The scope of work includes limited shoulder widening, repairing existing deer fencing and connecting new deer fencing to the existing at MP 212.5. A large animal underpass will be constructed at Billy Creek, between MP 114 and 115. HMA patching will take place between Pacochupuk

campground and the CR 8 intersection and passing lanes will be added. This project has been awarded. Construction to begin in Spring 2024.



SH 145 MP 63.4 Wall Replacement- 24148

Budget: \$3.7 mill

Funding Type: Walls

Awarded: Hank Williams, Inc.

This project will take place on SH 145 near Ophir, at approximately MP 63.4. At this location, there are two wooden walls that will be replaced. This project has been awarded and construction is planned for Spring 2024.

Region 5 Projects All Jan 2021: SH 145 MP 63.4 WALL REPLACEMENT

AD_Date	November 16, 2022
BE	
BMP	62.90
Const_Yr	2,023
EMP	63.90
LA	0
Other	0
Priority	0
Proj_Desc	OPHIR, WALL REPLACEMENT OF 2 WALLS
Proj_Name	SH 145 MP 63.4 WALL REPLACEMENT



R5 FY22 Chain Stations- 24425

Budget: \$5.2 mill

Funding Type: Freight

Awarded: Hank Williams, Inc.

This chain station project will be located on SH 145 in San Miguel County, as well as US 160 Wolf Creek Pass and La Veta Pass, and SH 17 Cumbres Pass. Four new chain stations will be constructed. In addition to chain stations, 4 VMS signs will be replaced in both Region 3 and Region 5. This project originally went to Ad in February 2023. The bids

came in too high and were rejected. The project was repackaged for re-advertisement and has been awarded. Construction planned for Spring 2024.

- SH 145, MP 71.5 (west of roundabout)
- SH 145, MP 68.9 (paving and no parking signs)
- US 160, La Veta Pass MP 276.7
- SH 17, Cumbres Pass MP 0.1
- US 160, Wolf Creek Upper East MP 173.7 (Paving Only)

SH 145, MP 68.9 and MP 71.5



US 160- La Veta



SH 17- Cumbre



US 160- Wolf Creek

Region 5 Projects All Jan 2021: R5 FY22 CHAIN STATIONS  

AD_Date	December 1, 2021
BE	
BMP	173.60
Const_Yr	2.023
EMP	173.80
LA	0
Other	0
Priority	1,618,157
Proj_Desc	US 160 (MP 173.7,176.6,276.7), SH 17 (MP 0.1), CHAIN STATIONS FOR US 160 AND SH 17
Proj_Name	R5 FY22 CHAIN STATIONS
Route	160A
Safety	0
SAP_Num	24,425





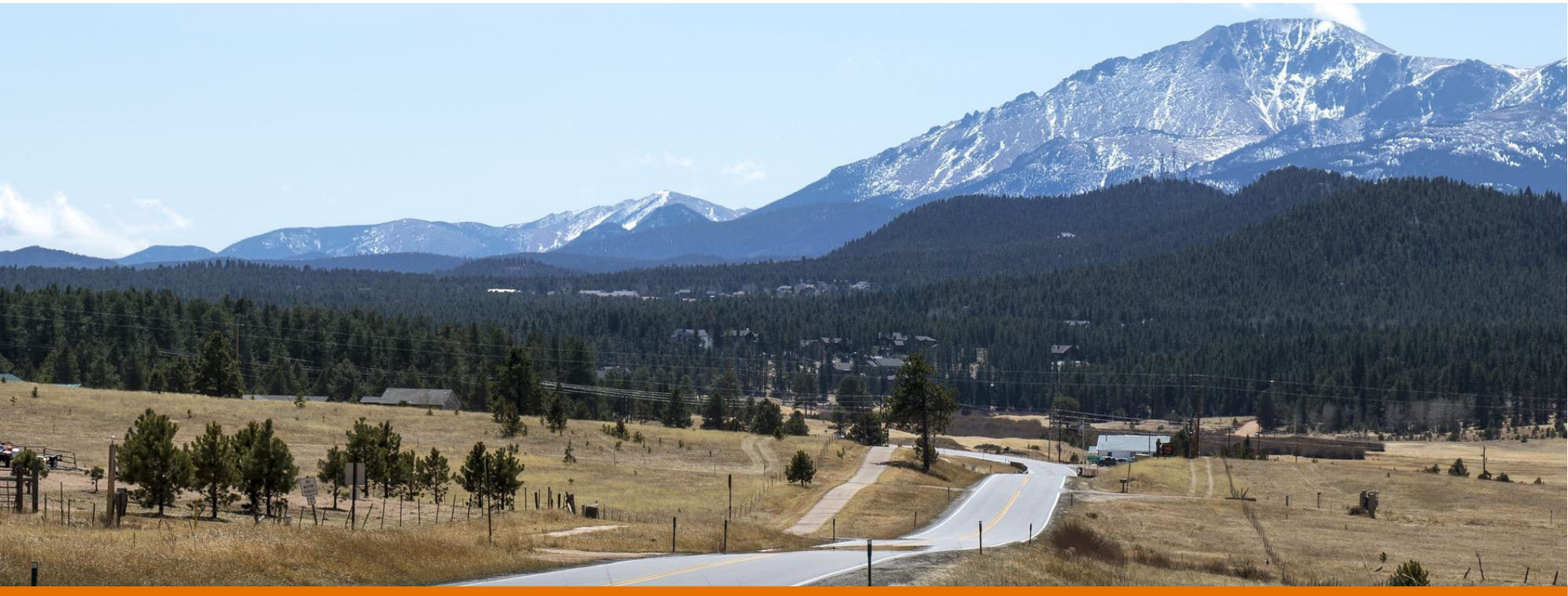
CDOT R5 GRANTS UPDATE

- **Revitalizing Main Streets (RMS)**
 - Currently Open for Small Multimodal & Economic Resiliency
 - Max \$250K per project; Min \$10K
 - Closes 2/28/24 (Note that February has 29 days this month)
- **Multimodal Transportation and Mitigation Options Fund (MMOF)**
 - Next call for projects likely in May-June 2024
 - To be awarded by the TPR
- **Transportation Alternatives Program (TAP)**
 - 3-year Call for Projects (FY24-FY26) closed last year.
 - San Miguel County award winner within GVTPR
 - Next call anticipated in spring 2026



CDOT R5 GRANTS UPDATE - Continued

- **Safe Routes to School (SRS)**
 - Next Grant Period to open August 2024
- **Congestion Mitigation & Air Quality (CMAQ)**
 - Only available for use in Telluride, Mountain Village, and a small part of San Miguel Co.
 - Next call for projects likely in March 2024
 - Anticipated amount available - \$700k
- **Federal Opportunities**
 - Bridge Investment Program - Currently Open, closes 3/19/24
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) - closes 2/28/24
 - Several more opening February-March



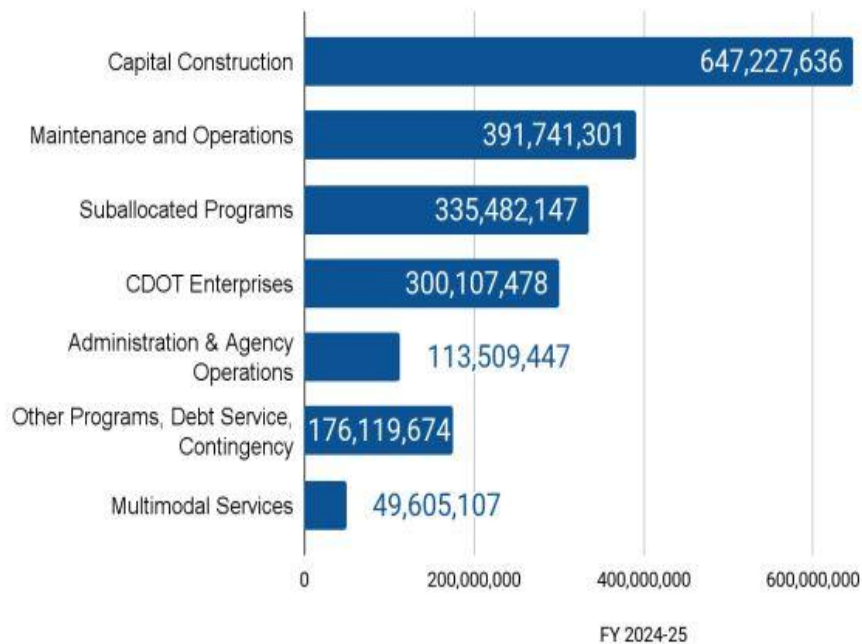
COLORADO
Department of Transportation

Gunnison Valley TPR Planning

9/21/23

Region 3 Revenue/Budget

FY 2024-25 Budget Allocation



Budget Category / Program	FY 2024-25 Proposed Budget
COLORADO DEPARTMENT OF TRANSPORTATION	
Capital Construction	\$647.2 M
Asset Management	\$403.2 M
Safety	\$132.0 M
Mobility	\$112.0 M
Maintenance and Operations	\$391.7 M
Asset Management	\$355.3 M
Safety	\$12.2 M
Mobility	\$24.3 M
Multimodal Services & Electrification	\$49.6 M
Mobility	\$49.6 M
Suballocated Programs	\$335.5 M
Aeronautics	\$67.6 M
Highway	\$154.6 M
Transit and Multimodal	\$113.3 M
Administration & Agency Operations	\$113.5 M
Debt Service	\$134.5 M
Contingency Reserve	\$6.7 M
Other Programs	\$344.9 M
TOTAL - CDOT	\$1,713.7 M

Region 3 Revenue Budget

Statewide HUTF Revenue - Forecasted Distribution by Recipient

	FY24	FY25	FY26	FY27	FY28
Off-the-Top Distributions	\$192,255,856	\$199,946,091	\$207,943,934	\$216,261,692	\$224,912,159
CDOT	\$607,288,178	\$628,466,327	\$641,885,246	\$656,365,924	\$660,099,271
Counties	\$230,614,340	\$238,290,308	\$243,383,520	\$248,886,727	\$250,376,554
Municipalities	\$162,804,878	\$170,822,300	\$176,151,922	\$181,887,911	\$184,990,839
Total HUTF Distributions	\$1,192,963,252	\$1,237,525,026	\$1,269,364,621	\$1,303,402,253	\$1,320,378,823

Category (millions)	FY 2021-22 Actual	FY 2022-23 Actual	FY 2023-24 Budgeted	FY 2024-25 Forecasted
Highway Users Tax Fund	\$445.2	\$446.6	\$489.5	\$488.1
Highway Users Tax Fund - FASTER	\$103.0	\$83.3	\$112.7	\$135.4
Legislative Initiatives	\$1,086.6	\$59.1	\$1.0	\$107.5
Federal Revenue	\$818.9	\$768.0	\$833.7	\$849.9
Aeronautics Revenue	\$46.4	\$60.8	\$68.7	\$68.4
Miscellaneous Revenue	\$29.3	\$37.1	\$34.1	\$34.3
State Infrastructure Bank	\$0.7	\$0.9	\$0.9	\$0.9
State Multimodal Transportation Funding	\$112.5	\$122.9	\$16.2	\$28.0
State Safety Education Programs	\$3.6	\$3.4	\$2.8	\$1.3
Grand Total	\$2,646.1	\$1,582.2	\$1,559.8	\$1,713.7



Region 3 Planning Gunnison Valley TPR

- Shown are the TPR priorities from the Regional Long Range Plan that can be found at:

<https://www.codot.gov/programs/yourtransportationpriorities/regional-transportation-plans>

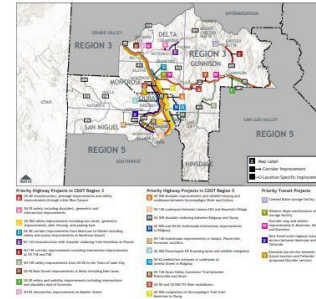
- CDOT will be reviewing the current priorities during the next 6-9 months and determine if they are still applicable.

- Also shown is the 10-year Pipeline of capital projects that is pulled from the Regional Long Range Plan.

<https://www.codot.gov/programs/yourtransportationpriorities/your-transportation-plan/assets/cdot10yearplan.pdf>

Gunnison Valley TPR's Project Priorities

The Gunnison Valley TPR's priority projects are shown on the map below. These projects were identified as priorities because they address the Region's most pressing needs and align with the guiding principles. Implementation of these projects will help the Region achieve its goals. Because the Gunnison Valley TPR is split between two CDOT Regions (Region 3 and Region 5), the highest priorities shown on the map below are listed on slide 2 and are shared by CDOT Region 3 and Region 5. The remaining priorities shown on the map below are listed on slide 3 and are shared by CDOT Region 5 and Region 3. The top five priority transit projects are listed for the Gunnison Valley TPR as a whole. The priority projects for the Gunnison Valley TPR are estimated to cost over \$400 million. The priority Highway projects focus on safety improvements that add shoulders, mitigate wildlife crashes by adding fencing and wildlife overpasses, and intersection improvements. The priority transit projects include new transit service between Montrose and Telluride and between Grand Junction and Telluride, and regional transit and storage facilities. The project list reflects the Region's top priority projects, most of which are currently unfunded. The timing for project completion will depend on transportation funding availability. The full project list can be found in Appendix A.



Gunnison Valley TPR Priority Project List

CDOT Region	Priority Project ID	Project Name	Priority	Est. Cost	Priority Project Type	Additional Project Details	Map Location
Region 3	A-1003	US 50 Intersection, drainage improvements and safety improvements between Cottonwood Canyon and US 50	3	\$30.0M	Intersection		
	A-1007	US 50 Safety Improvements including left-turn lanes, protected bike lanes, and widening shoulders	3	\$12.0M	Safety		
	C-1003	US 50 Safety Improvements including left-turn lanes, protected bike lanes, and widening shoulders	3	\$12.0M	Safety		
	E-1007	US 50 Safety Improvements including left-turn lanes, protected bike lanes, and widening shoulders	3	\$12.0M	Safety		
	E-1009	SR 52 Intersection with shoulder widening from 10 feet to 12 feet	3	\$10.0M	Intersection		
	F-1000	SR 52 Intersection with shoulder widening from 10 feet to 12 feet	3	\$10.0M	Intersection		
	F-1001	SR 52 Intersection with shoulder widening from 10 feet to 12 feet	3	\$10.0M	Intersection		
	G-1009	SR 52 Safety Improvements including left-turn lanes, protected bike lanes, and widening shoulders	3	\$10.0M	Safety		
	H-1000	US 50 Safety Improvements including left-turn lanes, protected bike lanes, and widening shoulders	3	\$10.0M	Safety		
	J-1005	SR 52 Intersection improvements at double street	3	\$5.0M	Intersection		
Region 5	A-1002	US 50 Intersection, drainage improvements and safety improvements between Montezuma Street and US 50	5	\$30.0M	Intersection		
	B-1002	US 50 Intersection, drainage improvements and safety improvements between Montezuma Street and US 50	5	\$30.0M	Intersection		
	B-1010	US 50 Shoulder widening between Montezuma and Durango	5	\$6.5M	Safety		
	B-1009	SR 44 and SR 42 Intersection improvements in Montezuma	5	\$1.5M	Intersection		
	B-1008	SR 44 Intersection improvements in Montezuma	5	\$1.5M	Intersection		
	D-1005	US 50 Project 2A Planning, design and construction of a new transit station and parking garage at Montezuma and US 50	5	\$4.0M	Transit		
	D-1002	US 50 Project 2B Planning, design and construction of a new transit station and parking garage at Montezuma and US 50	5	\$1.5M	Transit		
	E-1001	SR 44 Street Safety Construction from Montezuma to Durango	5	\$1.5M	Safety		
	F-1004	US 50 and SR 100 T Intermodal Station	5	\$10.0M	Transit		
	F-1006	US 50 and SR 100 T Intermodal Station	5	\$10.0M	Transit		
Region 3 & 5	A-1001	Central Basin Storage Facility	3	\$13.0M	Transit		
	F-1000	Regional Rapid Response and storage facility	3	\$1.7M	Transit		
	M-1004	Central Basin Storage Facility	3	\$13.0M	Transit		
	N-1008	Central Basin Storage Facility	3	\$13.0M	Transit		
	N-1009	Central Basin Storage Facility	3	\$13.0M	Transit		
	N-1010	Central Basin Storage Facility	3	\$13.0M	Transit		
	N-1011	Central Basin Storage Facility	3	\$13.0M	Transit		
	N-1012	Central Basin Storage Facility	3	\$13.0M	Transit		
	N-1013	Central Basin Storage Facility	3	\$13.0M	Transit		
	N-1014	Central Basin Storage Facility	3	\$13.0M	Transit		

PROJECT PIPELINE ADOPTED MAY 2020 | UPDATE ADOPTED SEPTEMBER 2022

Project Name	Total Est. Cost	Total Strategic Funding	Other Funding	Funded FY 2022	Funded FY 2023	Planned FY 2024	Project Status	Planning Project ID
Highway 9 Transit - Region 3								
A-1001	\$13.0M	\$13.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	001
A-1002	\$30.0M	\$13.0M	\$17.0M	\$0.0M	\$0.0M	\$0.0M	Planned	002
A-1003	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	003
A-1004	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	004
A-1005	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	005
A-1006	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	006
A-1007	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	007
A-1008	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	008
A-1009	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	009
A-1010	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	010
A-1011	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	011
A-1012	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	012
A-1013	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	013
A-1014	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	014
A-1015	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	015
A-1016	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	016
A-1017	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	017
A-1018	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	018
A-1019	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	019
A-1020	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	020
A-1021	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	021
A-1022	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	022
A-1023	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	023
A-1024	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	024
A-1025	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	025
A-1026	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	026
A-1027	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	027
A-1028	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	028
A-1029	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	029
A-1030	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	030
A-1031	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	031
A-1032	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	032
A-1033	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	033
A-1034	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	034
A-1035	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	035
A-1036	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	036
A-1037	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	037
A-1038	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	038
A-1039	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	039
A-1040	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	040
A-1041	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	041
A-1042	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	042
A-1043	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	043
A-1044	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	044
A-1045	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	045
A-1046	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	046
A-1047	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	047
A-1048	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	048
A-1049	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	049
A-1050	\$12.0M	\$12.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	Planned	050



Region 3/5 Planning Gunnison Valley TPR - Top Planned FY27+ Projects

Planning Project ID	Project Name	Est. Funding*
1462	US 50 Asset Management North of Montrose	\$15,000,000
1469	US 50 Safety East of Gunnison	\$15,000,000
1107	CO 92 Safety Improvements West of Hotchkiss	\$15,000,000
1484	Shoulder Improvements in the Gunnison Valley Transportation Planning Region	\$14,000,000
R5 1133	US 550 Billy Creek	\$12,420,000
R5 1482	Multi Modal Improvements to CO 145	\$2,700,000

Multimodal Mitigation Options Fund
Local MMOF Projected Funding

As of Feb 2024	Projected Local MMOF Funds (state\$) - based on STAC 2023-24 recommended formula										
TPR Name	Allocation*	FY2023 (actual)	FY2024	FY2025	FY2026**	FY2027**	FY2028**	FY2029**	FY2030**	FY2031**	FY2032**
Pikes Peak Area	9.66%	\$ 619,157	\$ 658,783	\$ 1,590,048	\$ 1,631,756	\$ 1,712,801	\$ 1,802,621	\$ 1,902,108	\$ 2,012,041	\$ 2,133,152	\$ 2,194,599
Denver Area	58.14%	\$ 3,725,530	\$ 3,963,964	\$ 9,567,477	\$ 9,818,441	\$ 10,306,095	\$ 10,846,551	\$ 11,445,177	\$ 12,106,653	\$ 12,835,389	\$ 13,205,121
North Front Range	7.70%	\$ 493,203	\$ 524,768	\$ 1,266,588	\$ 1,299,812	\$ 1,364,370	\$ 1,435,918	\$ 1,515,167	\$ 1,602,736	\$ 1,699,210	\$ 1,748,157
Pueblo Area	2.96%	\$ 189,384	\$ 201,504	\$ 486,354	\$ 499,112	\$ 523,901	\$ 551,375	\$ 581,805	\$ 615,431	\$ 652,475	\$ 671,270
Grand Valley	2.55%	\$ 163,483	\$ 173,946	\$ 419,839	\$ 430,852	\$ 452,251	\$ 475,968	\$ 502,236	\$ 531,263	\$ 563,242	\$ 579,466
Eastern	1.56%	\$ 100,073	\$ 106,478	\$ 256,996	\$ 263,737	\$ 276,836	\$ 291,354	\$ 307,434	\$ 325,202	\$ 344,777	\$ 354,708
Southeast	1.23%	\$ 78,914	\$ 83,965	\$ 202,658	\$ 207,974	\$ 218,304	\$ 229,752	\$ 242,432	\$ 256,443	\$ 271,879	\$ 279,711
San Luis Valley	1.58%	\$ 101,176	\$ 107,651	\$ 259,829	\$ 266,644	\$ 279,888	\$ 294,565	\$ 310,822	\$ 328,786	\$ 348,577	\$ 358,618
Gunnison Valley	2.98%	\$ 190,836	\$ 203,050	\$ 490,084	\$ 502,939	\$ 527,919	\$ 555,603	\$ 586,267	\$ 620,150	\$ 657,479	\$ 676,418
Southwest	1.79%	\$ 114,652	\$ 121,990	\$ 294,437	\$ 302,160	\$ 317,168	\$ 333,800	\$ 352,223	\$ 372,580	\$ 395,006	\$ 406,385
Intermountain	4.24%	\$ 271,439	\$ 288,811	\$ 697,078	\$ 715,363	\$ 750,894	\$ 790,271	\$ 833,886	\$ 882,081	\$ 935,176	\$ 962,114
Northwest	1.14%	\$ 72,932	\$ 77,600	\$ 187,297	\$ 192,210	\$ 201,756	\$ 212,336	\$ 224,055	\$ 237,005	\$ 251,271	\$ 258,509
Upper Front Range	1.91%	\$ 122,240	\$ 130,063	\$ 313,922	\$ 322,156	\$ 338,157	\$ 355,890	\$ 375,532	\$ 397,236	\$ 421,147	\$ 433,278
Central Front Range	1.95%	\$ 124,733	\$ 132,716	\$ 320,326	\$ 328,728	\$ 345,055	\$ 363,150	\$ 383,193	\$ 405,339	\$ 429,738	\$ 442,117
South Central	0.63%	\$ 40,589	\$ 43,186	\$ 104,235	\$ 106,970	\$ 112,282	\$ 118,171	\$ 124,692	\$ 131,899	\$ 139,838	\$ 143,867
TOTAL	100.00%	\$ 6,408,342	\$ 6,818,476	\$ 16,457,168	\$ 16,888,855	\$ 17,727,676	\$ 18,657,324	\$ 19,687,030	\$ 20,824,845	\$ 22,078,355	\$ 22,714,337

*Based on STAC recommended formula of Sept 2023; Transportation Commission adoption of Distribution Formula expected in March-April 2024

**FY26-32 projections do not include 2% admin set-aside

MMOF Planning Allocations (2024)

TPR Name	Alloc%*	Returned Admin\$ (FY22)	Retail Fees Actual (FY23)	Retail Fees (FY24)	Retail Fees + General Funds (FY25)	TOTAL
Pikes Peak Area	9.66%	\$ 289,852	\$ 619,157	\$ 658,783	\$ 1,590,048	\$ 3,157,840
Denver Area	58.14%	\$ 1,744,069	\$ 3,725,530	\$ 3,963,964	\$ 9,567,477	\$ 19,001,039
North Front Range	7.70%	\$ 230,888	\$ 493,203	\$ 524,768	\$ 1,266,588	\$ 2,515,448
Pueblo Area	2.96%	\$ 88,658	\$ 189,384	\$ 201,504	\$ 486,354	\$ 965,901
Grand Valley	2.55%	\$ 76,533	\$ 163,483	\$ 173,946	\$ 419,839	\$ 833,802
Eastern	1.56%	\$ 46,848	\$ 100,073	\$ 106,478	\$ 256,996	\$ 510,395
Southeast	1.23%	\$ 36,943	\$ 78,914	\$ 83,965	\$ 202,658	\$ 402,480
San Luis Valley	1.58%	\$ 47,365	\$ 101,176	\$ 107,651	\$ 259,829	\$ 516,020
Gunnison Valley	2.98%	\$ 89,338	\$ 190,836	\$ 203,050	\$ 490,084	\$ 973,308
Southwest	1.79%	\$ 53,673	\$ 114,652	\$ 121,990	\$ 294,437	\$ 584,753
Intermountain	4.24%	\$ 127,071	\$ 271,439	\$ 288,811	\$ 697,078	\$ 1,384,400
Northwest	1.14%	\$ 34,143	\$ 72,932	\$ 77,600	\$ 187,297	\$ 371,972
Upper Front Range	1.91%	\$ 57,225	\$ 122,240	\$ 130,063	\$ 313,922	\$ 623,450
Central Front Range	1.95%	\$ 58,393	\$ 124,733	\$ 132,716	\$ 320,326	\$ 636,168
South Central	0.63%	\$ 19,001	\$ 40,589	\$ 43,186	\$ 104,235	\$ 207,012
TOTAL	100.00%	\$ 3,000,000	\$ 6,408,342	\$ 6,818,476	\$ 16,457,168	\$ 32,683,987

Recommended Allocations for 2024 Project Selection

**Based on STAC recommended distribution formula (Sept 2023)*