

**GUNNISON VALLEY TPR
MEETING AGENDA
Hybrid Meeting
August 29, 2024
1:30 p.m. to 4:00 p.m.**

- 1. Introductions**
- 2. Approval of the minutes of the last meeting**
- 3. Planning Meeting #2**
 - a. DTD Presentation**
 - Long Range 2050 Plan**
 - 10 Year Plan**
 - b. Active Transportation Plan**
- 4. Region 3 & 5**
 - Region 3 list of Projects**
 - 2045 List**
 - Region 5 list of projects**
 - 2045 List**
- 5. Federal Lands Access Program**
 - a. Andrew Valdez, Federal Lands Access**
 - b. Joshua Handel, Transportation Planner NPS**
 - Uphill Bicycle Lane from 347/50**
 - Roundabout 347/50**



Gunnison Valley Transportation Planning Region Meeting
August 29, 2024
Via Zoom Video Conference

1. **CALL TO ORDER and INTRODUCTIONS** – Meeting was called to order at: 1:30 p.m.
 - a. Vince Rogalski (Chair, GVTPR & Statewide Transportation Advisory Committee), Courtney Tribble (Region 10), Michelle Haynes (Region 10), Patty Gabriel (Region 10 RGN)
 - b. CDOT Region 3: Jason Smith Transportation Director, Dave Cesark (Planning and Environmental Manager), Jessi Spencer (Planning Support), Angie Hanier, Nate Jean
 - c. CDOT Region 5: Julie Constan (Transportation Director,) Tim Funk (Planner), Kevin Curry (Program Engineer), Tony Cady
 - d. CDOT HQ: Phil von Hake, Tess Richey, Marrisa Guaghan, Jamie Grim, Aaron Willis, Emily Barden, Darius Pakbaz, George Gromke (CDOT)
 - e. Scott Murphy (City of Montrose), Martin Schmidt (Gunnison County), Robert Hurd (Hinsdale County Commissioner), Joe Gillman (City of Delta), Josh Smith (City of Ouray), Connie Hunt (Ouray County Manager), Anton Sinkewich (City of Gunnison Community Development Director), Laura Pucket Daniels (Gunnison County), David Averill (SMART), Scott Truex (Gunnison Valley RTA), Jim Lobe (Town of Mtn Village), Preston Niell (Town of Ridgway), Dave (City of Delta), Cody Tusing, Jim Atkinson (Town of Cedaredge), Greg Levine (Hinsdale County), Colleen Hannon (Gunnison County Alternate), Michelle Nauer (Ouray County Commissioner), Don Suppes (Delta County Commissioner), Mike Lane (Delta County Commissioner), Mike Bordogna (San Miguel County Manager), Michael Bacani (Town of Mt Crested Butte), Stephanie Spencer

2. **APPROVAL OF MINUTES for February 2024, Gunnison Valley Transportation Planning Region (GVTPR) Meeting**
Motion to approve minutes: M/S: Robert Hurd/Connie Hunt. None opposed.

3. **Update of HB 23-1101 | Mark Garcia**
 - a. STAC Bylaws Change: Looking at the boundaries of all the TPRs
 - i. The Chair of STAC can now run for two, 2-year terms. There is a vote coming up on the Chair and the Vice Chair. The election will take place in person at the meeting in October. Colleen pointed out the bylaws currently state that it is “encouraged” that the Chair and Vice Chair are one from an Urban Region and one from a Rural Region.

4. **Planning Meetings | Marissa Guaghan**
 - a. What will it look like to update the [Long-Range Plan](#)
 - i. Today is the “Plan Overview”: what are focus areas, mission/vision, changes & progress
 - ii. TPR Meeting #2, Oct-Dec, review project lists and the overview of the Long-Range revenue projections.
 1. Come up with an approach on how the TPR wants to prioritize projects. Some TPRs have an executive committee to look at project priorities and performance measures. The committee would meet in between the TPR Meetings #2 and #3 to do a lot of the work to present at Meeting #3.
 2. Region 3 went out to the counties and internally each county worked with the Region to determine active transportation, transit, etc.
 3. Are the project priorities readily available online? The ones we are familiar with are in the 10-year plan.
 - a. There are [Statewide Corridor Profiles](#) that can show how needs were prioritized. There are Fact Sheets for projects that made it into the 10-Year Plan; those can be requested as needed.
 - iii. TPR Meeting #3: Jan-Mar 2025 Prioritize the TPR’s list of projects
 - iv. TPR Meeting #4 Review a draft
 - v. TPR Meeting #5 Integration with the 10-Year Plan
 - b. Setting the Stage
 - i. 15 Regional Plans, that are integrated into the Statewide Transportation Plan
 - ii. Weighing both State and Federal Planning Factors
 - iii. Guiding Principles
 1. Advancing Transportation Safety
 2. Fix Our Roads
 3. Sustainably Increase Transportation Choice
 - iv. Timeline, we hope to have a draft of the Statewide Plan by mid-2025.

- c. Project Accomplishments from Last Plan
 - i. US 550 Almost Completed
 - ii. US 50 Grand Junction to Delta Repairs – Completed
 - iii. Rural Paving Projects
 - 1. Delta, Gunnison Hinsdale, Montrose are either under construction or completed.
 - iv. Planned FY 27:
 - 1. US 50 Asset Management North – 0% Scoping
 - 2. US 50 Safety East of Gunnison – 0% Scoping
 - 3. Shoulder Improvements in the GVTPR
 - 4. CO 92 Safety Improvements West of Hotchkiss – 30% Design
 - 5. US 550 Billy Creek Safety & Widening – Scoping, split project into 2
 - 6. Multimodal Improvements on CO 145 – Design,
 - 7. Hwy 141 and 145 completed.
 - 8. CO 141 North of Naturita
- d. Demographic Overview
 - i. There has been a slight trend in population growth and employment growth from 2018 to 2022.
 - ii. Varying levels of poverty by county in the region.
 - iii. As a state, there is a growth in the median age of the population.
 - iv. Disproportionately Impacted Communities, see slide.
 - v. Race is in line with the statewide average for the region.
 - vi. Languages Spoken—we will create a Spanish version of the Statewide Plan
 - vii. Vehicle Crashes by County: Totaled and then looked at in relation to the number of Vehicle Miles Traveled.
 - viii. Wildlife Crashes Link on slide takes you to the Dashboard by County.
 - ix. All Fatalities and Serious Injuries are mapped with a higher [concentration](#) between Montrose & Delta County.
 - x. Vulnerable Road User Fatalities: VRUS are defined as people walking, biking, scooters, skateboards, or people using personal mobility devices and people on foot working in work zones.
 - xi. Asset Management (Fix it First): how many years of drivable life does the pavement have. We will be looking at those areas that are medium and low.
 - xii. Current State of Transit:
 - 1. Slide Show Routes, major providers are: All Points, Gunnison Valley RTA, Mountain Express, Bustang,
 - 2. Scott Truex will give new information on the Gunnison Valley RTA.
 - xiii. New Regional Influences:
 - 1. What are the changes influencing regional and travel patterns? Growth in Tourism, Development, etc.
 - a. The Bridge did impact the region, so the region had to change and share different economic impacts that affected the economies in each county. Where is resiliency and how are we incorporating resiliency into the planning process.
 - b. Review Forest plans that were adopted in 2024 by the USFS for changes influencing travel, tourism, etc.
 - c. If you have information about trends and travel in your region you can send it to Aaron Willis.
 - xiv. Vision & Goals: There will be a follow-up survey to go over the goals in detail.
 - 1. Vision: Current vision stated in plan
 - 2. Goals: let us know if you think they need to be kept, removed or altered.
 - 3. 2045 Focus Areas are: Tourism and Federal Lands, Sustainability, Regional Transit, Freight and Rail, Road Conditions, Environmental Mitigation.
 - a. Question: Is Risk Assessments important, does that need to be added?
 - xv. Upcoming Engagement: Strategic Highway Safety Plan, see dates for participation in your region in the slides.
 - 1. Extended deadline for the Active Transportation Plan.
 - 2. Optional Transit/Active Transportation Session: focused on transit & active transportation priorities and needs. Is this something the TPR would like to have? And if so, when?
 - a. Tim Funk does recommend that the TPR opts into the meeting. Several TPR members proposed that the meeting be a special meeting separate from the next TPR Meeting. There are separate funding sources for Transit, and it would be beneficial for the transit providers to be in the room.
 - b. In the planning process we could look at having meetings every other month, to have 6 meetings instead of 4 meetings.

- c. CDOT does intend there to be work in between meetings. For example, after this meeting there will be a survey about the Vision and Goals from the 2045 Plan.

5. Regional Priority Programming (RPP) | Mark Rogers

- a. All finance runs through the Transportation Commission.
- b. The capital construction funds fall into 3 main categories, and all come to the region by various formulas and with various spending criteria.
 - i. Asset Management
 - ii. Safety
 - iii. Capital Construction
- c. In Region 3, historically an equal share of RPP has been distributed to each of the 4 TPR/MPOs in the Region. With each receiving 25%.
 - i. In the initial 4 years all the TPRs in Region 3 gave 20% to the I-70 Vail Pass
 - ii. New formula: 25% VMT, 20% Population, 40% Lane Miles, 15% Truck VMT. With that formula Region 3's funding would look like:
 - 1. GVTPR 17%
 - 2. MPO 20%
 - 3. Intermountain TPR 41%
 - 4. Northwest TPR 22%
 - iii. About 50% of maintenance costs go to the I-70 Corridor with the Intermountain TPR taking on most of that construction.

6. MMOF | Michael Snow

- a. Current Progress:
 - i. Many projects have suffered delays due to unanticipated project work or preparations, underestimated costs and technical, regulatory or logistical challenges. Most of these could have been avoided with a more thorough review by the applicable CDOT experts prior to awards being made. We want to work with you to improve the process for the next round of MMOF funding.
 - ii. 15 Awarded in GV
 - 1. 5 Completed, 4 in progress, 6 under contract but with zero expenditure. About 30% was expended, which is on par with the state average.
 - iii. Project Selection Considerations
 - 1. Updated match rates, with the year's data of being used.
 - 2. Funding Projections:
 - a. This program now has projected annual funding, which means you can award future year's funds to projects now so that they can be prepared when the funds become available.
 - b. Funds are significantly lower than we have seen in previous years.
 - 3. CDOT will review applications before they are submitted to the TPR for review. Evaluations will be based on a quantitative criterion; selections will be made using the same criteria.
 - iv. Gunnison Valley projected amount through FY 28 is \$2,301,303 and so the TPR could choose to award that amount of funding up to FY 28.
 - v. Scoring Evaluation:
 - 1. Network/Modal Connectivity, Safety, Greenhouse Gas (GHG) Reduction, Equity, Quality of Life and Public Health, Cost-Benefit, Local/Community Support, Application Quality. These are examples and the GVTPR can finalize their strategy for scoring evaluation.
 - vi. CDOT Review: Eligibility, Budget, Project Delivery, Scope and Feasibility. CDOT will not be scoring on the merit. The goal is to help identify potential challenges, etc.
 - vii. Updated Program Guide
 - viii. There will be applicant webinars scheduled in September
 - ix. Updated Application and Scoring Forms
 - x. New email for MMOF Applications and inquiries: mmof@state.co.us
 - xi. GVTPR needs to determine how projects will be evaluated. Select a subcommittee to review scoring criteria and bring that to the next meeting. Discussion followed:
 - 1. We should work on a scoring spreadsheet that has all the possible criteria. Circulate that and see if there are a lot of suggestions that need to be discussed. Need to create a scoring committee that can decide on the projects.
 - 2. MMOF covers both Region 3 & Region 5

- a. Hinsdale County needs additional funding in the amount of \$308,000. They are hoping to get \$100,000 and make additional adjustments to the project to cover the remaining \$208,000.
- b. Delta County is short about \$500,000
- c. All Points Transit was dedicated \$70,000 because they opted to have a funding shortfall in the previous round of MMOF.
3. Like the idea of a scoring rubric, but it needs to be achievable and attainable by communities of all sizes.
 - a. The CDOT review is to see if the cost is attainable and if the project constructability makes sense. Right of Ways and achieving those needed were a major problem for many projects so CDOT will be looking at those types of issues that may delay the ability for a project to be completed. That process is to help improve applications to be more competitive and weed out those that are likely not able to be constructed in the timeframe or budget.
4. We will have a special meeting on October 17th from 1:30-3:30pm to discuss MMOF.
5. Planning Meeting #2 is scheduled for November 14th from 1pm-4:30pm with a break.

7. Regional Construction Updates

a. Region 3 Construction Updates | Nathan Jean

- i. Construction
 1. Little Blue completion starts next week, and the remaining portion is the worst curve. We are encouraging them to finish as quickly as possible
 2. The same company (CC Enterprises) is doing Traffic Control for Little Blue, and the Bridge. They will work as efficiently as possible to coordinate those openings.
 3. Olathe North Resurfacing has begun.
 4. Slope Stability - opened bids this morning and we will be working on the contract to begin in June.
- ii. Us 50 Blue Mesa Reservoir Bridges
 1. FHWA contacted CDOT to do some inspections on this type of Bridge throughout the State.
 - a. Normally we do visual inspections on all bridges every 2 years.
 - b. Special inspection revealed issues with the middle bridge.
 - c. Started working with Gunnison County immediately upon closing the Bridge and then worked with them to get CR 26 opened up as an alternate route for travel. There are 4 openings for traffic to get through on CR 26
 - d. Working on Kebler Pass, with snow removal. We are facing some weather challenges, wind, and late spring snow.
 - e. Concrete Piers that hold up the girders look sound upon inspection. As we look at different solutions, we are analyzing what the limitations of the Piers may be with each option.
 - f. We found a crack and started looking at what quick solutions would be, but we found subsequent cracks and pulled traffic off the bridge. T-1 steel is brittle and cannot be welded in place.
 1. We are doing paint removal; we have done 80 spots and of those spots we have tested 40 of them and out of those there are 25 spots that have abnormalities. Abnormalities are not necessarily cracks but could be bad welds.
 - g. Overall goal is safety, in the short term we will facilitate emergency vehicles, mid goal is to facilitate local traffic.
 - h. Options including plating in areas needing support:
 1. Bottom Flange Only, plate the bottom flange with a large piece of steel.
 2. Global Plating: Underneath each span there will be reinforcement, as well as reinforcement on the top. Part of the Deck will need to be removed to make the repairs.
 3. Superstructure Replacement: Replacement of Spans 5-7, replacement of girders and the deck.
 4. Kiewit and Michael Baker are the firms working together on this.
 - i. We are working on procuring steel, it is fracturing critical steel, and it ranges from 1.5" – 3" thick. 88 tons if adding plating to the bottom only and 325 tons of steel if all the plating options are included.
 1. Question: What are thoughts on the other bridge? Visual inspection has been done and nothing found, once the team is finished inspecting Bridge B, they will begin removing paint and going through the same process on Bridge A.
 - j. The Transportation Commission has allocated \$20 million so far:

1. The FHWA does not see this as a catastrophic event because the bridge did not fail and therefore funding is not qualified.
2. CDOT can apply for grants, one is coming up in August that we will be applying for.
3. On the state level, the Governor did declare an emergency.

b. Region 5 Construction Updates | Tony Cady

- i. Construction
 1. 550 has started, they are fencing, hope to be done by November
 2. Chain Stations: started on 145 locations in fall
 3. 145 Wall Replacement in Ophir, it has been awarded and they have started pre- construction
- ii. Maintenance
 1. SH 90 towards Bedrock

8. Grant Funding Opportunities

- a. Revitalizing Mainstreet – small Multimodal Projects
- b. MMOF is coming up soon. Headquarters developed a form for the regions to review. TPR should have the materials for a call for projects next month. CDOT will be more involved this time. A mandatory CDOT review will be required for all applicants. If you were awarded funding in the previous round, you will still need to reapply even if it is for the same project.
- c. Safe Routes to School – Opening in August and it is expanding to Safe Routes to Parks or other critical locations.
- d. CMAQ – Specific to Region 5 and can only be used in San Miguel, Telluride and Mtn. Village
- e. Fed Opportunities
 - i. Bridge investment -Closes
 - ii. Safe Streets and Roads for All – Planning and Construction, closes 5-16. There are more planning dollars available than there have been applications coming in.
 - iii. Active Transportation – Probably better for Planning and Design,
 1. 3 Construction projects nationwide.
 2. Large trail, design costs above \$100,000 for construction projects that are likely \$
- f. Additional MMOF Funding,

9. Planning

- a. New 10 Year Plan and 2050 Plan
 - i. Focusing on Region Priority Project (RPP) and Strategic Funding that is governed by the Transportation Commission.
 - ii. Allocates \$50 million per year with regional percentages to each of the 5 CDOT Regions:
 1. Region 3 = 14.3% at about
 - iii. DTD is coming to each TPR with 4 meetings for each TPR, starting in the fall. They will likely be more frequent than quarterly.

10. Next GVTPR Meeting-MMOF discussion: October 29, 2024, 1:30-3:30pm

- a. **Next Planning Meeting:** November 14, 2024 1:30-4:00 p.m.

11. Next STAC Meeting: In-person, may be held in Grand Junction

12. Meeting adjourned at 3:02pm



1. **CALL TO ORDER and INTRODUCTIONS** – Meeting was called to order at 1:30 p.m.
 - a. Vince Rogalski (Chair, GVTPR & Statewide Transportation Advisory Committee), Michelle Haynes (Region 10), Patty Gabriel (Region 10 RGN), Mark Rogers (CDOT R3), Timothy Funk (CDOT R5), Medora Bornhoft (CDOT MMOF Program), Phile von Hake (CDOT MMOF), Colleen Hannon (Gunnison County Alternate), Kris Holstrom (San Miguel County), Mike Bordogna (San Miguel County Manager), Cody Tusing (City of Gunnison), Carl Holm (Town of Cedaredge), Laura Pucket Daniels (Gunnison County), David Averill (SMART), Jim Lobe (Town of Mtn Village), Preston Niell (Town of Ridgway), Joe Dillsworth (Town of Telluride), Wendall Koontz (Delta County Commissioner), Jim Loebe (Town of Mountain Village), Troy Russ (Crested Butte), Tyler Schumaker (City of Delta)
2. MMOF Program Overview: Discussion of program goals, eligible projects, eligible applicants, and match requirements. Information is available at CDOT webpage: [Multimodal Transportation and Mitigation Options Fund \(MMOF\) – Colorado Department of Transportation](#)
3. Discussion of Funding Availability: It was suggested that the committee consider allocating all remaining funding available thru FY 2028, as the amount is smaller than the previous round, and less funds may not be sufficient for successful project.
4. Discussion of Schedule for Call for Projects, Review and Award: the committee reviewed the proposed schedule and adjusted. Draft applications will be due to CDOT MMOF email by December 6 and final applications due (after CDOT review) by January 24, 2025, and voting at the February 13 GVTPR meeting. A schedule will be sent out with the call for projects.
5. Discussion of Evaluation Sheet: the committee discussed the scoring criteria and made adjustments to the evaluation scores and ratings to reflect GVTPR priorities. The final scoring sheet will be sent with the call for projects email.
6. Discussion of scoring committee: need for members to score applications. If a jurisdiction is submitting an application, they may have a representative on the committee to score other applications, but will not be able to score their own application. Several members offered to participate in the scoring committee including: Colleen Hanson, Vince Rogaski, Wendall Koontz, Jim Loebe and David Averill if needed. CDOT representatives will participate in the process, but will not vote on the final allocations. Other GVTPR members may be added if they express interest. All applicants will be requested to attend the final scoring meeting in the event the scoring committee has questions regarding the application.
7. **Next GVTPR Meeting:** November 14, 2024 1:30-4:00 p.m. (Planning Meeting #2)
8. Meeting adjourned at 2:45 pm



YOUR
TRANSPORTATION
PRIORITIES



POWERED
BY YOU

Gunnison Valley TPR
Meeting #2
November 14, 2024



Meeting Purpose

Establish a set of guided conversations that will help you (as a TPR) develop your 2050 Regional Transportation Plan (RTP).

Provide refresher on RTP planning context

Provide a status update on TPR projects

Seek concurrence on vision, goals and focus areas based on TPR Member survey input

Offer ideas and seek TPR guidance on establishing 2050 RTP priority projects

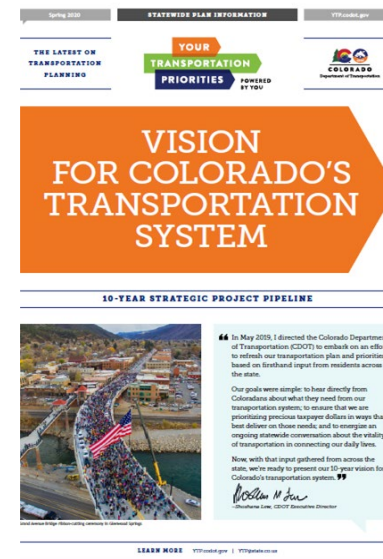
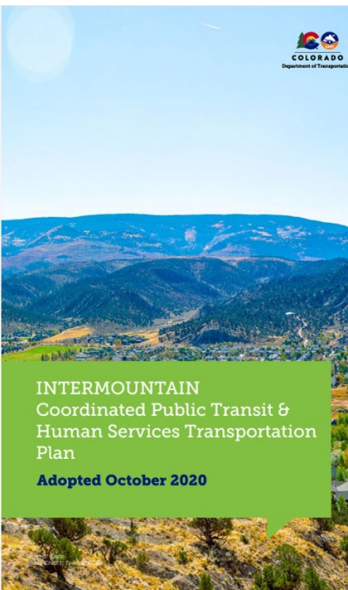


What We Need From You Today

1. Your concurrence (or changes to) the revised vision, goals, and focus areas
2. Decisions on the approach that should be used to establish priority projects for 2050 RTP
 - Selected approach will be executed between now and TPR Meeting #3 (February 13, 2025)



Plan Development



Colorado
Statewide Transportation Improvement Program
Fiscal Years 2024 – 2027



Adopted by
Colorado Transportation Commission
May 18, 2023



Regional Plans

Statewide Transportation & Transit Plans

10-Year Plan

4-Year STIP

Data Integration • Stakeholder and Community Input



Policy Directive (PD) 14

Guiding Principles for Plan Development & Implementation



Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.



Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.

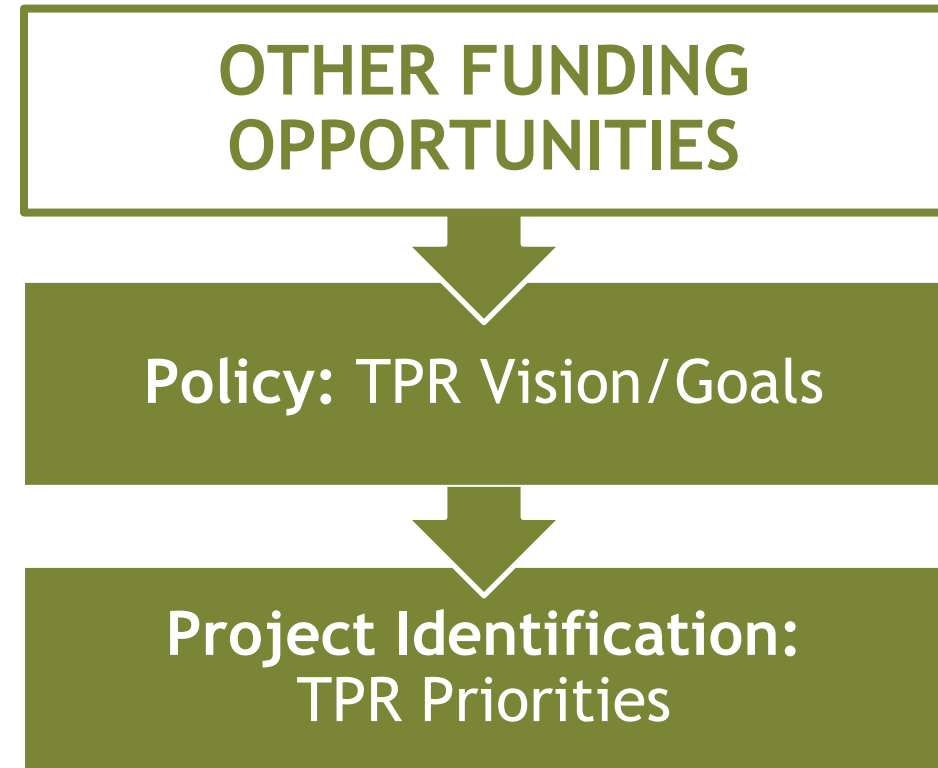
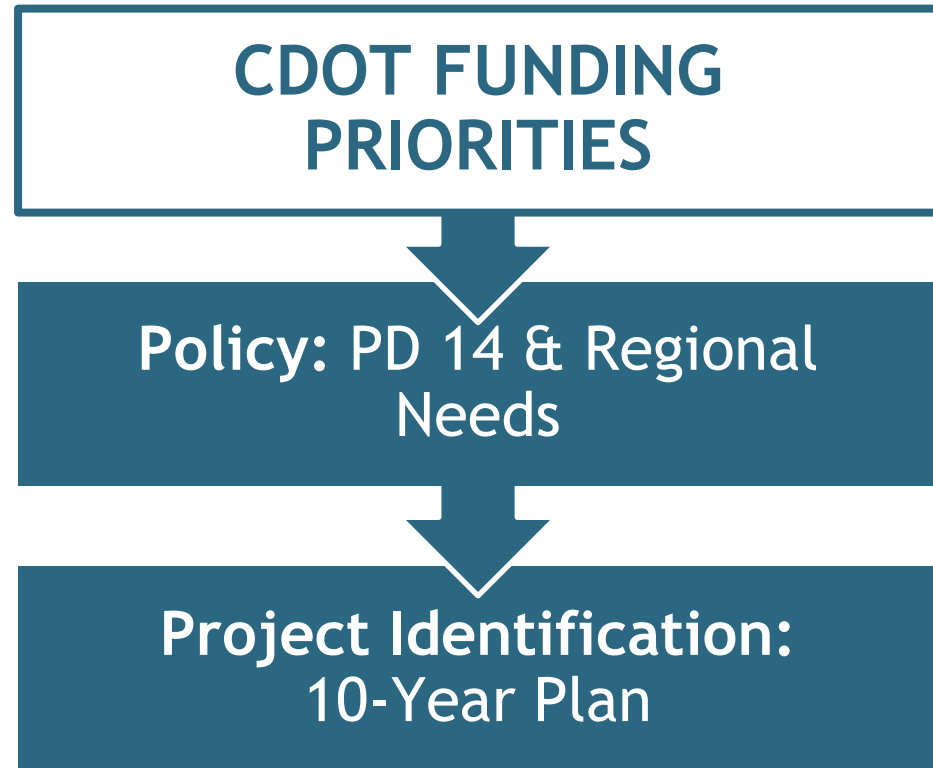


Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.



Transportation Funding





Region 3 Strategic Highway Safety Plan (SHSP) Hybrid Workshop

Region 3 Strategic Highway Safety Plan Key Takeaways:

1. **Data Gaps and Representation** - speeding, clarifying severity crash data, standardizing data for weather related crashes, improve impaired crash data
2. **Infrastructure and Project-Specific Funding** - more funding for innovative safety projects (intersection redesigns, acceleration/deceleration lanes, safer off-ramps, and roundabouts)
3. **Collaboration and Stakeholder Engagement** - align state and local policies, bridging relationships, access management alignment
4. **Community-Led Safety Improvements** - success in community led multimodal improvement and transit expansion
5. **Inclusion of Diverse Communities** - strengthen regional safety culture, more inclusion of underrepresented groups, utilize cross-state collaboration
6. **Data-Driven Targeted Enforcement** - strong partnerships, motorcycle crash trends, explore speed cameras use for vulnerable road users



Strategic Highway Safety Plan (SHSP) Listening Session Takeaways- Region 5

Region 5 Strategic Highway Safety Plan Key Takeaways:

1. **Technology and Behavior-Driven Risks** - Increased reliance on navigation apps, distracted driving, aggressive driving, drowsy driving, marijuana and alcohol use among younger adults, mental health as a factor
2. **Data Gaps** - missing Tribal data, winter conditions and unfamiliarity crash data, medical emergency crash data, distracted driving data, VRU underreported
3. **Need for Enhanced Education and Training** - affordable/accessible driver education, training for law enforcement, commercial vehicle training
4. **Rural-Specific Challenges** - limited rideshare and modal options, tourist unfamiliar with mountain roadways, longer emergency response times
5. **Infrastructure and Resource Needs** - infrastructure needed to improve signage, roadway design issues, low visibility areas, wildlife fencing, bike lanes, etc.
6. **Collaboration and Community Involvement** - media engagement has been successful, need stronger community engagement, need for leadership to model safe behaviors
7. **Barriers to Access** - DICs have limited access to driver's education, language and cultural barriers, need support for grant navigation



Common Themes from all Workshops

Safety as a Priority

Enhanced Driver's Education Programs

Increased Funding for Safety Improvements

Grant Navigation Support

Comprehensive Educational Campaigns

Expansion of Partnerships



Additional Information and Resources

Additional feedback and questions regarding SHSP can be received through the following methods:

- Project Team email: shsp@state.co.us
- Online engagement platform: <https://cdot-shsp.mysocialpinpoint.com>





Data Visualizer

2050 Long Range Transportation Plan Visualizer

The map displays a network of roads and highways across Colorado, with five numbered regions (2, 3, 4, 5) highlighted in blue. Region 2 is in the south-central area, Region 3 is in the northwest, Region 4 is in the northeast, and Region 5 is in the southwest. Major cities like Denver, Fort Collins, and Colorado Springs are visible.

Instructions for Use

- To view the legend, click this button.
- To change the basemap, click this button.

Viewing Layers

Within the map layers popup window, layers can be turned on and off. To turn layers on and off, click on the checkbox next to each layer.

Layers in the layer list are organized by categories into groups. To view layers in a group, click the arrow next to the group name. To activate

Layer List

- Highway Symbols
- Advancing Transportation Safety (Safety)
- Fix Our Roads (Asset Management)
- Sustainably Increase Transportation Choice (Mobility)
- Highways
- General Population Data/Boundaries

Instructions

Accessibility

Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS Powered by Esri

<https://experience.arcgis.com/experience/c9ec4c30351143caaa995b6ad5ce5f44>



Gunnison Valley **VISION, GOALS, and FOCUS AREAS**



Gunnison Valley Vision

The Gunnison Valley 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 of the Region.



Gunnison Valley Vision - Proposed Changes

The Gunnison Valley 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 businesses—~~and tourists~~** of the Region.



2045 Gunnison Valley RTP Goals & Survey Results

2045 Goal	Modify	No Change
Provide mobility to the traveling public at an acceptable level of service		100%
Preserve and enhance the Region’s overall economic health , providing for energy development and freight movement reliability		100%
Maintain the transportation system in the most efficient manner possible		100%
Provide new integrated intermodal access and mobility options with particular emphasis on developing new bike and transit travel options	100%	
Preserve, maintain, and enhance existing transit services		100%
Provide additional general public transit service within and between communities	50%	50%
Improve and promote transportation options		100%
Increase transit funding through public and private mechanisms		100%
Integrate general public and human transit services		100%



2045 Gunnison Valley RTP Goals & Survey Results

2045 Goal	Modify	No Change
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		100%
Support the transportation system to function as a complete system with effective connectivity both within the Region and to the rest of the state		100%
Embrace new technology as it becomes available		100%
Leverage the existing transportation network to support emergency response efforts		100%



Survey Result Themes

Connect transportation options to opportunities for economic development

Lack of housing impacts regional transportation patterns

Additional and enhanced multimodal infrastructure to connect to activity centers locally and regionally





2050 Gunnison Valley RTP Modified Goals

2050 Goal	Modify	No Change
Provide new integrated intermodal access and , mobility options, and facilities with particular emphasis on developing new bike and transit travel options	100%	
Provide additional general public transit service within and between communities to connect to activity centers across the region	50%	50%



Focus Areas & Potential Modifications

Focus areas tell a story about what you want people to know about your TPR that's most important.

2045 Focus Areas and Potential Modifications:

- Tourism and Federal Lands
- Sustainability
- Regional Transit and Economic Development
- Freight and Rail
- Road Conditions
- Environmental Mitigation
- Regional Growth



Status Update: Gunnison Valley TPR Projects



Projects Overview/Background

Project Database - This includes all projects that were identified during the 2045 Statewide/Regional Transportation Plan development process.

TPR Priority Projects - The Gunnison Valley 2045 RTP identifies 25 Priority Projects (unranked, including 10 highway projects in Region 3, 10 highway projects in Region 5, and 5 transit projects).

10-Year Plan Projects - CDOT's strategic document that outlines the state's transportation priorities and planned investments over a 10-year period.

- FUNDED: 2019-2026 (first 8 years of the plan)
- UNFUNDED: 2027-2028 (last 2 years of the plan)



Gunnison Valley TPR Project Overview

		Number of Projects	Total Cost (in millions, 2024\$)	Number of Projects Complete or Under Construction
TPR Priority Projects	FUNDED in 10-Year Plan	9	\$121.0	4
	FUNDED Other funding source(s)	1	\$2.75	1
	OUTYEARS of 10-Year Plan	1	\$15.0	0
	UNFUNDED (<i>not</i> in 10-Year Plan)	14	\$298*	0
TPR Priority Projects		25	\$436.75*	5

*Project costs for unfunded projects are in 2019\$ and will be inflated to 2024\$



Gunnison Valley TPR Project Overview (cont.)

		Number of Projects	Total Cost (in millions, 2024\$)	Number of Projects Complete or Under Construction
Database Projects (non-TPR Priority Projects)	FUNDED in 10-Year Plan	17	\$125.5	10
	FUNDED Other funding source(s)	5	\$6.7	5
	OUTYEARS of 10-Year Plan	8	\$57.3	4
	UNFUNDED (<i>not</i> in 10-Year Plan)	59	\$268.7*	0
Database Projects		89	\$458.2*	19
All Projects		114	\$895.0*	24

*Project costs for unfunded projects are in 2019\$ and will be inflated to 2024\$



Gunnison Valley TPR Project Types

		Highway	Rural Paving	Transit	Highway + Transit	With Bike/Ped Component
TPR Priority Projects	FUNDED in 10-Year Plan	5	0	4	0	1
	FUNDED Other funding source(s)	0	0	1	0	0
	OUTYEARS of 10-Year Plan	1	0	0	0	0
	UNFUNDED (<u>not</u> in 10-Year Plan)	14	0	0	0	6
TPR Priority Projects		20	0	5	0	7



Gunnison Valley TPR Project Types (cont.)

		Highway	Rural Paving	Transit	Highway + Transit	With Bike/Ped Component
Database Projects (non-TPR Priority Projects)	FUNDED in 10-Year Plan	2	9	6	0	0
	FUNDED Other funding source(s)	0	0	4	0	0
	OUTYEARS of 10-Year Plan	2	6	0	0	0
	UNFUNDED (<u>not</u> in 10-Year Plan)	34	2	24	0	7
Database Projects		38	17	34	0	7
All Projects		58	17	39	0	14



New Projects for Consideration

Region 3 and Region 5 staff and Transit Agencies reviewed all projects in the Gunnison Valley TPR and provided updated status, cost, and project description (including identification of opportunities to add bicycle, pedestrian, transit, and safety elements)

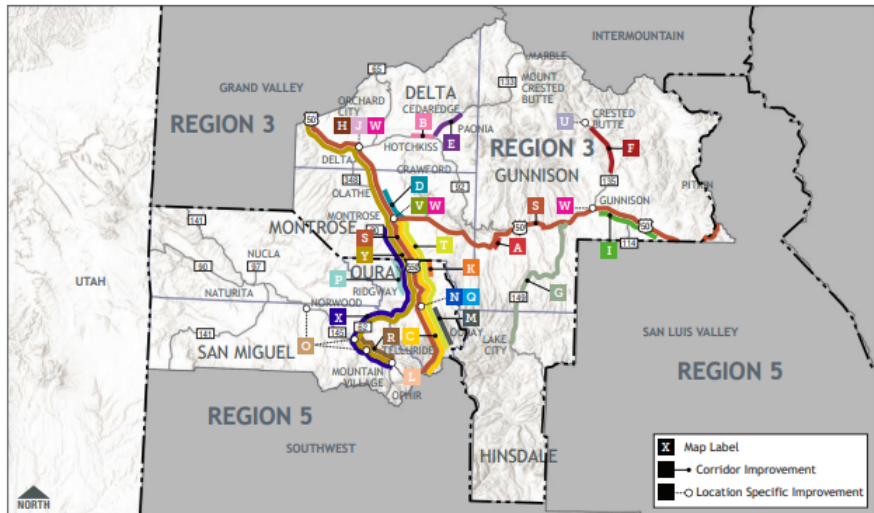
Discussion: Are there new projects you want to add to your plan?



2045 RTP Priority Projects

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 highway priorities shown on the map below and listed on page 13 are grouped by CDOT Region and do not represent a ranked order. 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 \$420 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 B.



Priority Highway Projects in CDOT Region 3

- A** US 50 reconstruction, drainage improvements and safety improvements through Little Blue Canyon
- B** SH 92 safety including shoulders, geometric and intersection improvements
- C** US 550 safety improvements including turn lanes, geometric improvements, deer fencing, and passing lane
- D** US 50 corridor improvements from Montrose to Olathe including safety and access improvements at Montrose Airport
- E** SH 133 reconstruction with shoulder widening from Hotchkiss to Paonia
- F** SH 135 corridor improvements including intersection improvements at CR 738 and 740
- G** SH 149 safety improvements from US 50 to the Town of Lake City
- H** US 50 Main Street improvements in Delta including bike lanes
- I** US 50 safety and mobility improvements including intersections and shoulders east of Gunnison
- J** SH 92 intersection improvements at Meeker Street

Priority Highway Projects in CDOT Region 5

- K** US 550 shoulder improvements and wildlife fencing and underpass between Uncompahgre River and Colona
- L** SH 145 underpass between Lawson Hill and Mountain Village
- M** US 550 shoulder widening between Ridgway and Ouray
- N** US 550 and SH 62 multimodal intersection improvements in Ridgway
- O** SH 145 multimodal improvements in Sawpit, Placerville, Norwood, and Rico
- P** US 550 Pachochopek-CR 8 passing lanes and wildlife mitigation
- Q** SH 62 pedestrian overpass or underpass at Amelia Street in Ridgway
- R** SH 145 Down Valley Connector Trail between Placerville and Iltium
- S** US 50 and US 550 ITS fiber installation
- T** US 550 completion of Uncompahgre Trail from Montrose to Ouray

Priority Transit Projects

- U** Crested Butte storage facility
- V** Western Slope maintenance and storage facility
- W** Outrider stop and shelter improvements in Montrose, Delta, and Gunnison
- X** New fixed-route regional transit service between Montrose and Telluride
- Y** Essential bus service between Grand Junction and Telluride (proposed Outrider service)

Gunnison Valley TPR Priority Project List

Map Label	Planning Project ID	Highway(s)	Project Name	Region	Cost (\$M)	Primary Project Type	Additional Project Benefits	SWP Goal Areas
Priority Highway Projects in CDOT Region 3								
A	0033	US 50	US 50 reconstruction, drainage improvements and safety improvements through Little Blue Canyon	3	\$39.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
B	1107	SH 92	SH 92 safety improvements including shoulders, geometric and intersection improvements	3	\$32.92	Asset Management	Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
C	0032	US 550	US 550 safety improvements including turn lanes, geometric improvements, deer fencing, and passing lanes	3	\$17.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
D	2427	US 50	US 50 corridor improvements from Montrose to Olathe including safety and access improvements at Montrose Airport	3	\$25.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
E	1479	SH 133	SH 133 reconstruction with shoulder widening from Hotchkiss to Paonia	3	\$100.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
F	1480	SH 135	SH 135 corridor improvements including intersection improvements at CR 738 and 740	3	TBD	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
G	2339	SH 149	SH 149 safety improvements from US 50 to the Town of Lake City	3	\$100.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
H	1463	US 50	US 50 Main Street improvements in Delta including bike lanes	3	TBD	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
I	1469	US 50	US 50 safety and mobility improvements including intersections and shoulders east of Gunnison	3	\$15.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
J	1475	SH 92	SH 92 intersection improvements at Meeker Street	3	\$0.40	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
Priority Highway Projects in CDOT Region 5								
K	1133	US 550	US 550 shoulder improvements and wildlife fencing and underpass between Uncompahgre River and Colona	5	\$30.57	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
L	2424	SH 145	SH 145 underpass between Lawson Hill and Mountain Village	5	\$2.50	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
M	1132	US 550	US 550 shoulder widening between Ridgway and Ouray	5	\$6.93	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
N	1489	US 550	US 550 and SH 62 multimodal intersection improvements in Ridgway	5	\$1.50	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
O	1482	SH 145	SH 145 multimodal improvements in Sawpit, Placerville, Norwood, and Rico	5	\$5.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
P	0085	US 550	US 550 Pachochopek-CR 8 passing lanes and wildlife mitigation	5	\$8.40	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
Q	2425	SH 62	SH 62 pedestrian overpass or underpass at Amelia Street in Ridgway	5	\$3.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
R	2441	SH 145	SH 145 Down Valley Connector Trail between Placerville and Iltium	5	\$5.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
S	1026	US 50, US 550	US 50 and US 550 ITS fiber installation	5	TBD	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
T	2426	US 550	US 550 completion of Uncompahgre Trail from Montrose to Ouray	5	\$16.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
Priority Transit Projects								
U	1110	SH 135	Crested Butte Storage Facility	3	\$3.00	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
V	2340	US 50	Western Slope maintenance and storage facility	3	\$2.70	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
W	2454	US 50	Outrider stop and shelter improvements in Montrose, Delta, and Gunnison	3	\$0.25	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
X	1028	SH 62, SH 145, US 50, US 550	New fixed-route regional transit service between Montrose and Telluride	3, 5	\$4.23	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management
Y	1027	SH 62, SH 145, US 50, US 550	Essential bus service between Grand Junction and Telluride (proposed Outrider service)	3, 5	\$2.75	Asset Management	Economic Vitality, Public Health, Resilience, Environment, Freight	Safety, Mobility, Asset Management

- Complete or Under Construction
- Funded and/or in Design

PROJECT TYPES:

- Pedestrian
- Bicycle
- Safety
- Operations
- Capacity
- Transit
- Asset Management

PROJECT BENEFITS:

- Economic Vitality
- Public Health
- Tourism
- Mobility Options
- Aviation
- Quality of Life
- Bike/Ped
- Resilience
- Environment
- Freight

STATEWIDE TRANSPORTATION PLAN GOAL AREAS:

- Safety
- Mobility
- Asset Management

Asset Management:

- Transit
- Safety



2050 RTP PROJECT PRIORITIES



Discussion Question: Projects to be Evaluated

TPR	Total Projects
Central Front Range	99
Eastern	85
Gunnison Valley	114
Intermountain	263
Northwest	174
San Luis Valley	106
South Central	49
Southeast	62
Southwest	117
Upper Front Range	161
Total	1,230

With over 1,200 projects across 10 TPRs, we would like to focus the prioritization process on projects that are most needed.



Discussion Question #1

CDOT will be using a data-informed project evaluation process to prioritize projects throughout the State for inclusion in the 10-Year Plan update. The prioritization will be informed by the PD 14 Goals:



Advancing Transportation Safety



Fixing Our Roads



Sustainably Increase Transportation Choice

Do you want to:

1. Retain the TPR Project Priorities from the 2045 Plan?
2. Complete a data-informed project prioritization process using the PD 14 Goals and/or TPR Goals (holding harmless those projects that are funded)?



Discussion Question: Retain TPR Priorities

Since there are **six** projects (4 highway + 2 transit) from your list of 25 Priority Projects that are either complete or under construction, **six** new projects can be added to the list. Would you like to:

- Discuss and agree on **six** additional projects?
 - 2 projects in Region 3, 2 projects in Region 5, and 2 transit projects?
This would retain the same structure as last time.
 - What process would you like to use to determine these priorities?



Discussion Question: Data-Informed Project Prioritization

CDOT's role is to support you in the development of your 2050 RTP. Would you like to:

- A. Complete the prioritization as a TPR (or a subcommittee) using readily available data that CDOT can provide
- B. Provide CDOT with guidance on the evaluation criteria and CDOT will complete the data-informed project prioritization

NOTE: The draft prioritization needs to be complete prior to TPR Meeting #3, which is scheduled for February 13, 2025



Discussion Question: Guidance for CDOT to Complete Project Prioritization

Which evaluation categories would you like to include in the data-informed project prioritization? PD-14 goals are recommended at a minimum, for optional alignment with the 10-Year Plan

PD-14 Goals

Advancing
Transportation
Safety

Fix Our Roads

Sustainably
Increase
Transportation
Choice

TPR Goals/Focus Areas

Risk & Resilience

Economic
Vitality:
Tourism

Economic
Vitality:
Freight

Mobility

Equity

Cost
Effectiveness

Transit Ridership
Potential



Summary of TPR Decisions & Guidance

- Approach to identifying project priorities:
- Who is responsible:
- Evaluation categories:
- Projects to be evaluated:



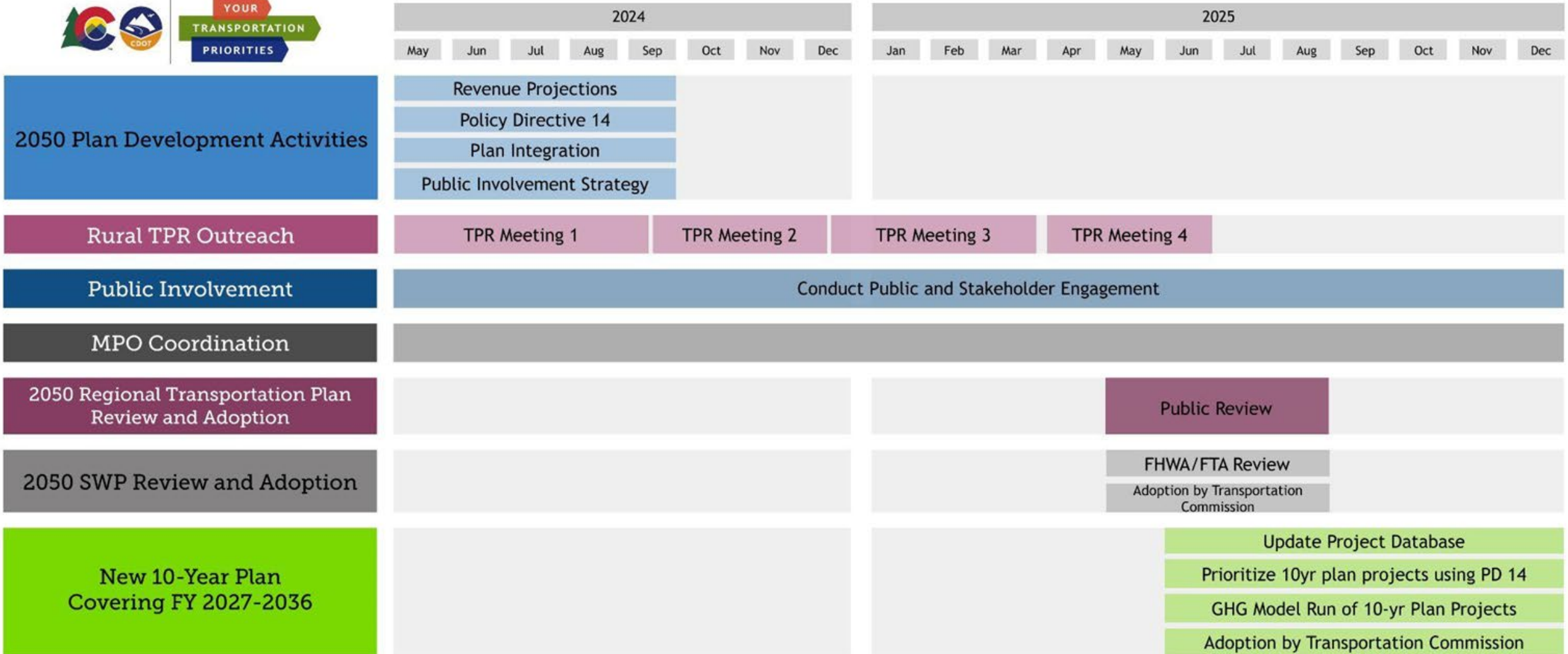
SCHEDULE & NEXT STEPS



2050 Statewide and Regional Plan Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 9/3/2024





Next Steps

- **Transit / Active Transportation Session**
 - Discuss the benefits of investing in transit and active transportation
 - Share ongoing transit and active transportation planning efforts
 - Discuss opportunities to create “Complete Projects”
- **Meeting # 3 (Winter 2024-25)**
 - Summarize & discussion of public input
 - Present and discuss draft project priorities
- **Virtual Town Hall with TC Commissioner (Winter 2025)**
- **Meeting # 4 (Spring 2025)**
 - Review draft RTPs
- **TPR Chair Meeting (Spring / Summer 2025)**

[Check Out the ‘Your Transportation Priorities’ Website for More Information](#)





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PRIORITIES



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Questions and Discussion



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Gunnison Valley TPR

Active Transportation/Transit Session

November 14, 2024



Meeting Purpose

- Bring forward the best possible projects in Gunnison Valley TPR
- Review benefits of active transportation and transit
- Provide an update on current CDOT led active transportation and transit projects and correlation to RTP update and implementation
- Discuss importance of intentional integration of active transportation and transit projects with roadway, safety, maintenance projects
- Identify opportunities for project integration



Importance of “Complete Project” Approach



Project Integration Approach

Complete projects consider the needs of people and places and use context-sensitive solutions to improve access, mobility, and safety

- Complete projects often, but not always, integrate multiple travel modes
- Projects designed as “Complete Projects” are more comprehensive in addressing diverse needs, making them more compelling for future funding opportunities.
- Identifying needs early on helps secure appropriate funding



“Complete Project” Considerations



Focus on the needs and experiences of all users; equitable access to transportation options

People



Ensure safe, accessible streets for everyone—whether they walk, bike, drive, or take transit

Choice



Prioritize the safety of everyone using the transportation system

Safety



Plan for current and future transportation needs, considering changes in population, technology, and land use

Demand



Balance costs with benefits delivered; identify solutions that provide the best value

Cost Effectiveness



Fit the local community and environment using context-sensitive solutions that respect the character, culture, and environment of the area

Context



Provide efficient and reliable travel across all modes of transportation

Mobility



Active Transportation

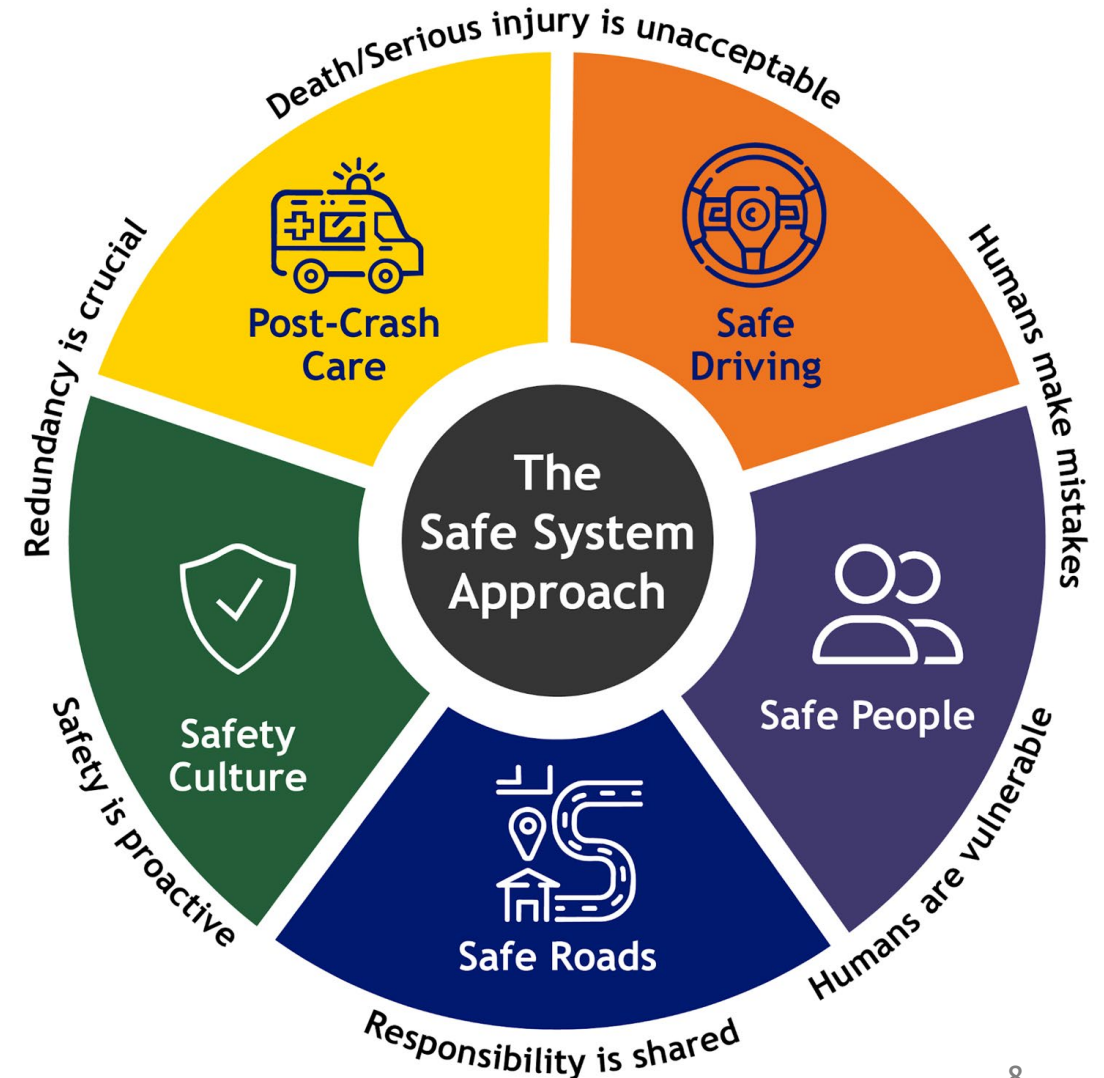
What is Active Transportation?

Active transportation is any human-scale and typically human-powered mode of transportation, such as walking, running, bicycling, roller blading, or using an electric bicycle, kick scooter or electric scooter, skateboard, wheelchair, or other personal assistive mobility device.



What is a Vulnerable Road User (VRU)?

- Vulnerable Road Users include:
 - Pedestrians
 - Cyclists (including those on e-bikes)
 - People using personal mobility devices (e.g. wheelchairs)
 - People using rideable toys (e.g. scooters, skateboards)
 - People working in roadway work zones



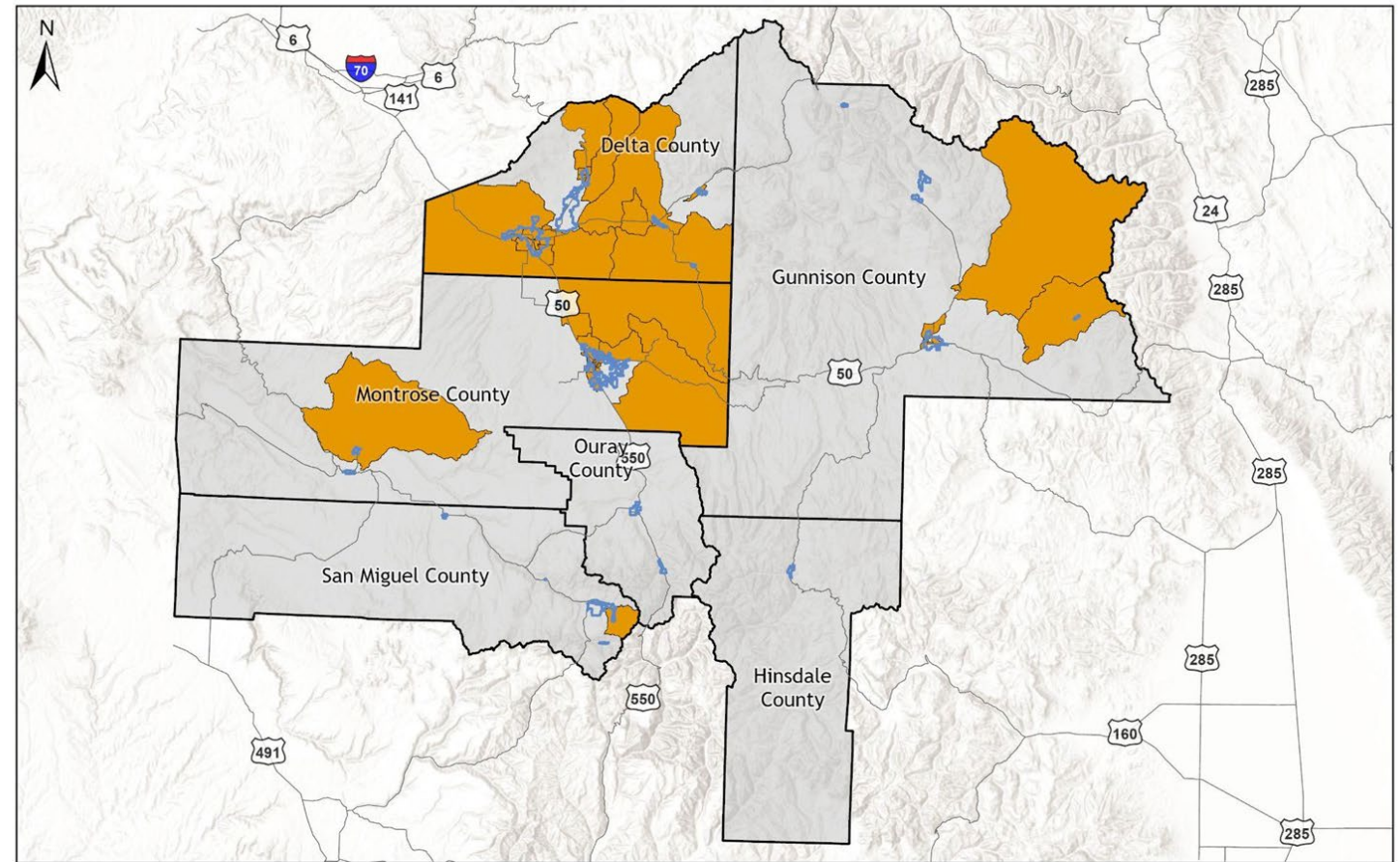


What are Disproportionately Impacted (DI) Communities?

DI Communities meet one or more of the following criteria:

- **Low Income** - 40% or more are below 200% of the federal poverty level
- **Housing Cost Burdened** - 50% or more spend over 30% of household income on housing
- **Communities of Color** - 40% or more identify as people of color
- **Linguistic Isolation** - 20% or more speak a language other than English and speaks English less than very well
- **Historically Marginalized** - History of environmental racism, such as redlining
- **Cumulative Impact** - Justice40 or ES80
- **Tribal Lands**
- **Mobile Home Parks**

Gunnison Valley Disproportionately Impacted Communities



Legend:
Orange square: DI Communities
Blue outline: City and Town Boundaries
Grey square: Gunnison Valley Transportation Planning Region



0 10 20 Miles

Data Sources: CDOT June 2024 and U.S. Census Bureau 2020
Created: July 2024



Why Invest in Active Transportation?

*Policy Directive (PD) 14 Goal Areas

*** Safety ***

*** Sustainably Increase Transportation Choice ***

Economic Growth

Community Connections

Equity

Public Health



Why Invest in Active Transportation?

*Policy Directive (PD) 14 Goal Areas

*** Safety ***

600+ VRUs seriously injured or killed each year in Colorado, an 80% increase from 2013

*** Sustainably Increase Transportation Choice ***

Transportation causes 28-30% of all GHG emissions
Travel options provide choice

Economic Growth

Contributes \$1.5B+ annually to Colorado's economy

Community Connections

Human-scaled transportation supports placemaking

Equity

VRU crashes occur 2x more often in DI communities

Public Health

Increase physical activity, promote mental health



How to Fund Active Transportation

- **CDOT-Managed Grant Programs**

- [RMS](#) - Revitalizing Main Streets
- [MMOF](#) - Multimodal Transportation & Mitigation Options Fund (awarded by TPRs)
- [SRTS](#) - Safe Routes to School
- [TAP](#) - Transportation Alternatives Program
- [HSIP](#) - Highway Safety Improvement Program

- **Other State Agencies**

- [GOCO](#) - Great Outdoors Colorado
- [CDPHE](#)'s Demonstration Project Funding
- [DOLA's EIAF](#) - Energy/Mineral Impact Assistance Fund Grant

- **USDOT-Managed Grant Programs**

- [ATIIP](#) - Active Transportation Infrastructure Investment Program
- [SS4A](#) - Safe Streets and Roads for All
- [RAISE](#) - Rebuilding American Infrastructure with Sustainability and Equity
- [RCP](#) - Reconnecting Communities Pilot

- **As part of highway projects**

- 10-year plan fund sources

- **Resource: [USDOT Pedestrian and Bicycle Funding Opportunities Table](#)**



What makes a good location for AT investment?

- Unmet and existing demand for active transportation
 - Near schools, parks, main streets, or residences
- Closes a network gap
- Enhances safety at location where VRU crash(es) or near miss(es) have occurred
- Within 1-mile of existing or planned transit stop
- Serves a Disproportionately Impacted (DI) community



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Active Transportation Plan (ATP) Overview



Active Transportation Plan (ATP)

- Set goals, policy recommendations, and action steps
- Integrate with local and regional bicycle and pedestrian plans
- Create tool to prioritize active transportation investments/priorities
- Integrate with other statewide planning initiatives
- ***Not a project-based plan***



DRAFT Active Transportation Goals

SAFETY: Enhance the safety of active transportation users by reducing crashes, injuries, and fatalities.

EQUITY: Ensure equitable access to safe and convenient active transportation facilities for all communities, particularly underserved and vulnerable populations.

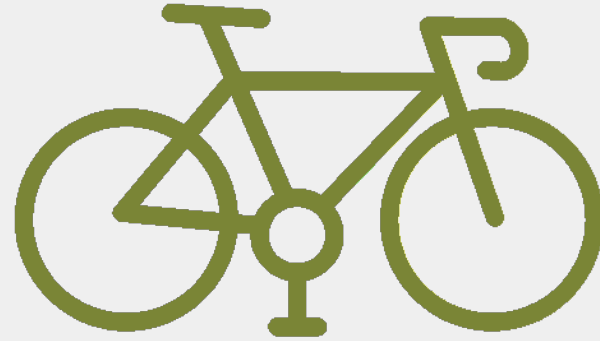
MOBILITY CHOICE: Increase the availability, accessibility, and convenience of active transportation to create a complete network that provides sustainable alternatives to driving and improves air quality.

CONNECTED COMMUNITIES: Promote connections among active transportation, transit, and the built environment to maximize the impact of investments in active transportation infrastructure and programs.



ATP Public Involvement

- Phase I: Public survey on active transportation activity, barriers, facility preferences, and vision
- Phase 2: Vision, goals and strategies
- Phase 3: Implementation Plan
- Statewide Community Advisory Committee
 - Consists of local and state agency representatives, MPO and TPR representatives, and bicycle and pedestrian advocates
 - Will meet 2 more times between now and April 2025 (first meeting was Sept 25)
 - To join, email Annelies at annelies.vanvonno@state.co.us



YOUR
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PRIORITIES

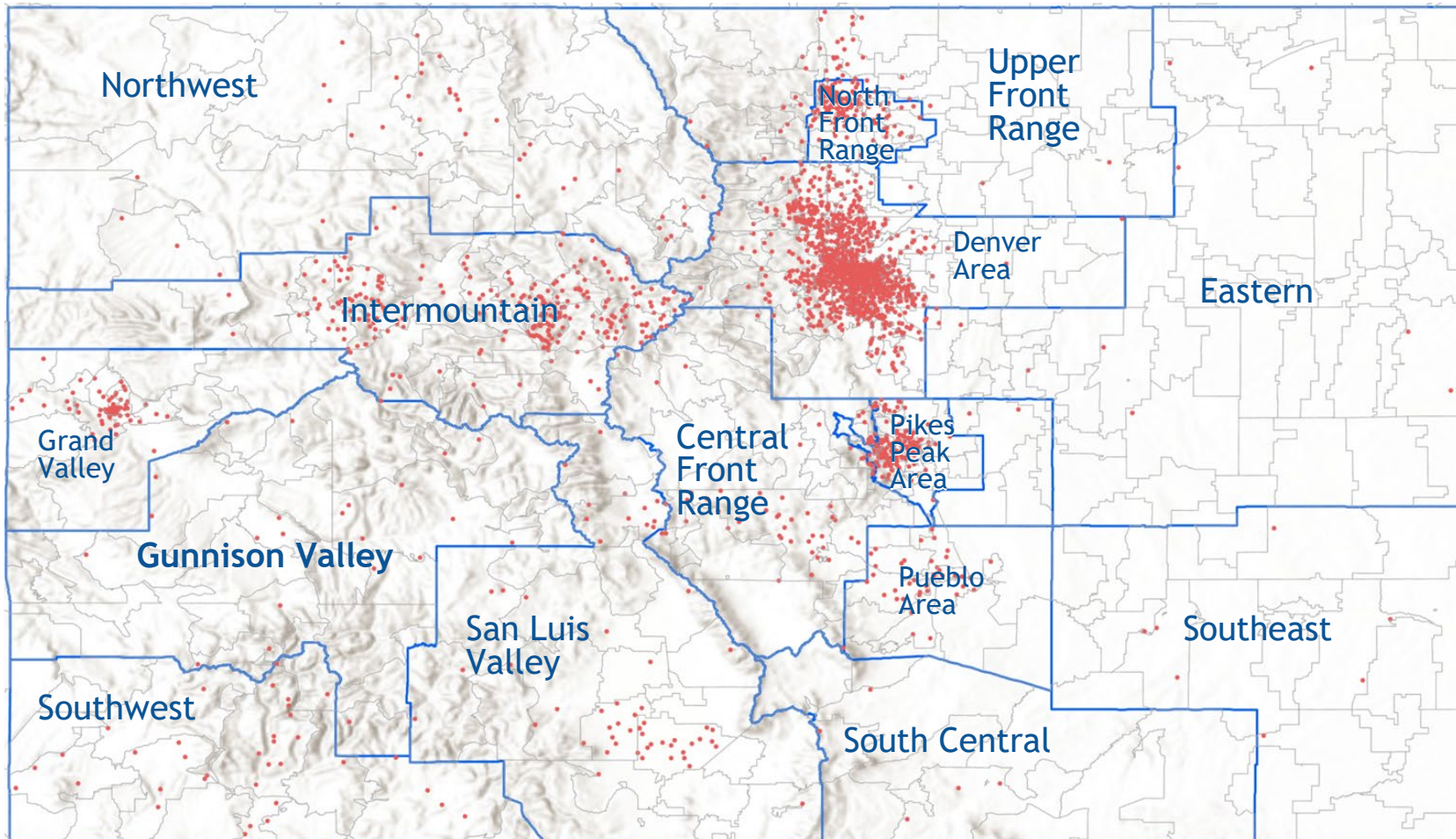


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ATP Survey Results



ATP Survey Responses

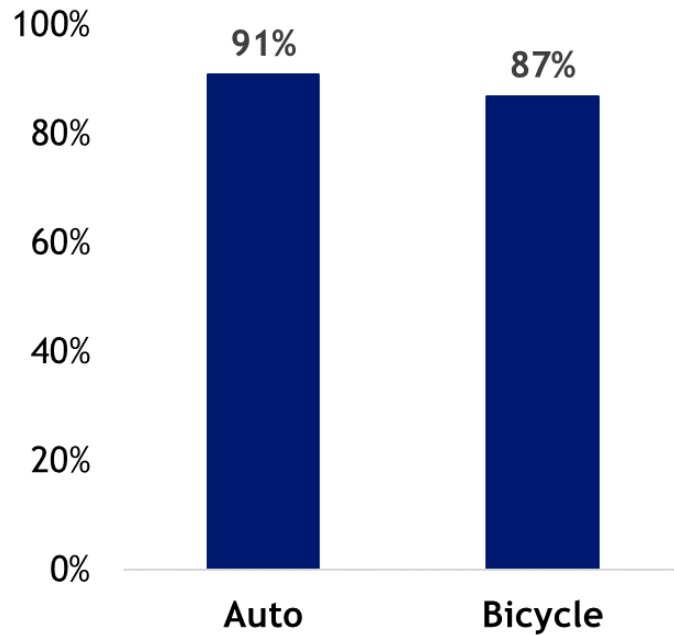


- 3,099 respondents statewide
- 23 respondents in the Gunnison Valley TPR

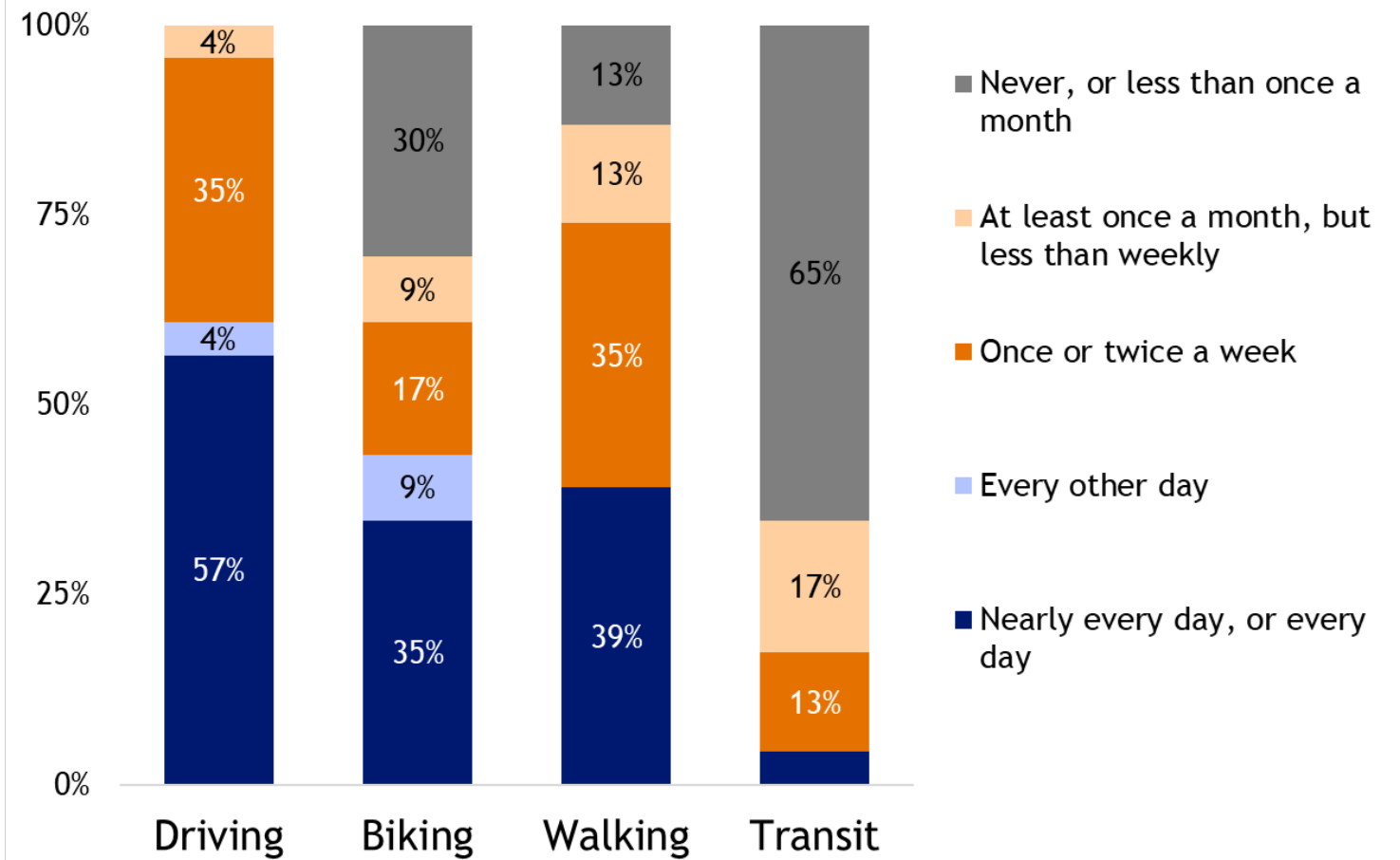


GVTPR Survey Results: Vehicles and Modes

Vehicle Access



Travel Modes





GVTPR Survey Results: Pedestrian Facilities

Percentage of respondents confident or comfortable:

100%



78%



87%



17%



14%



5%



GVTPR Survey Results: Bicycle Facilities

Percentage of respondents confident or comfortable:

91%



81%



67%



38%



29%



5%

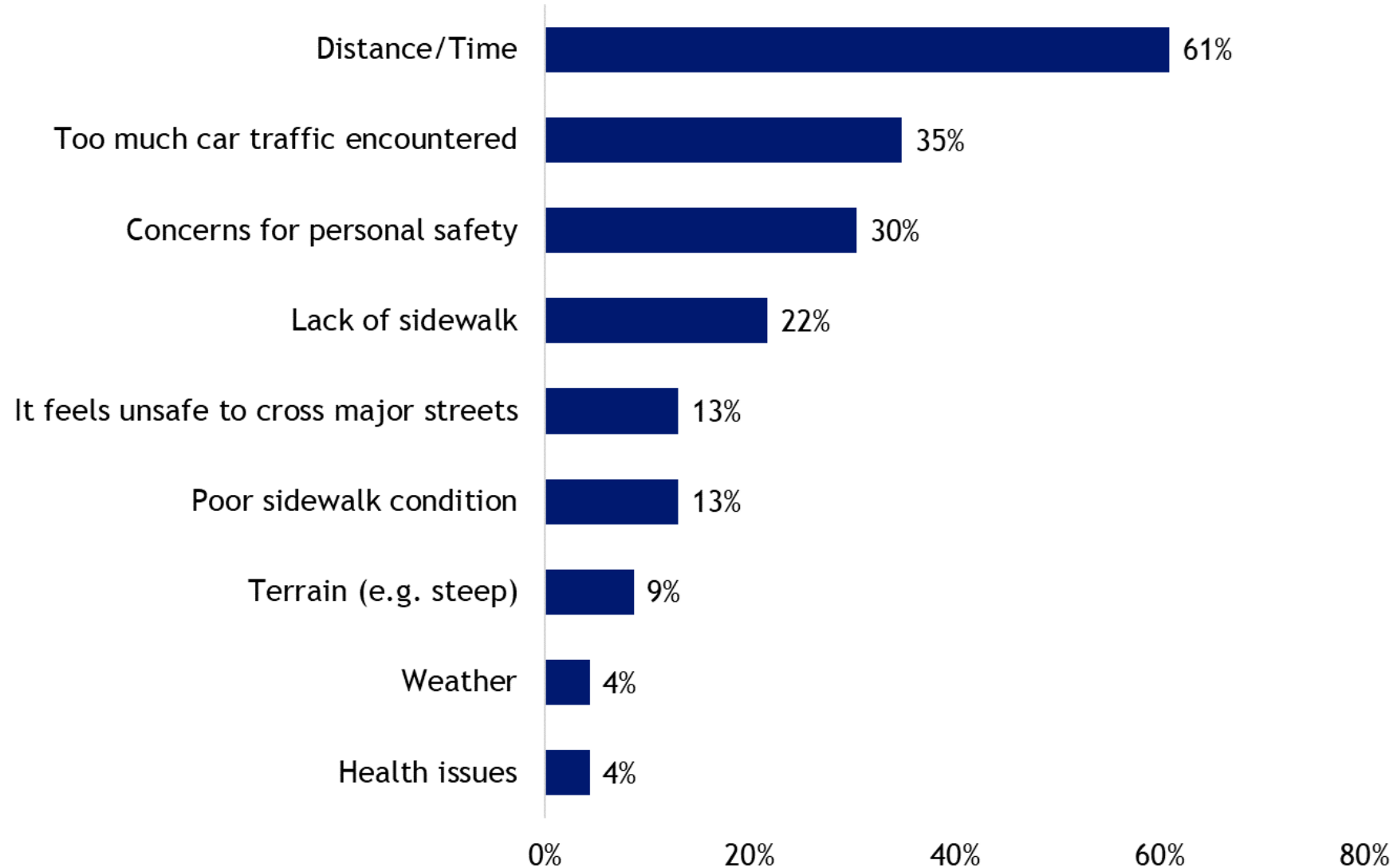


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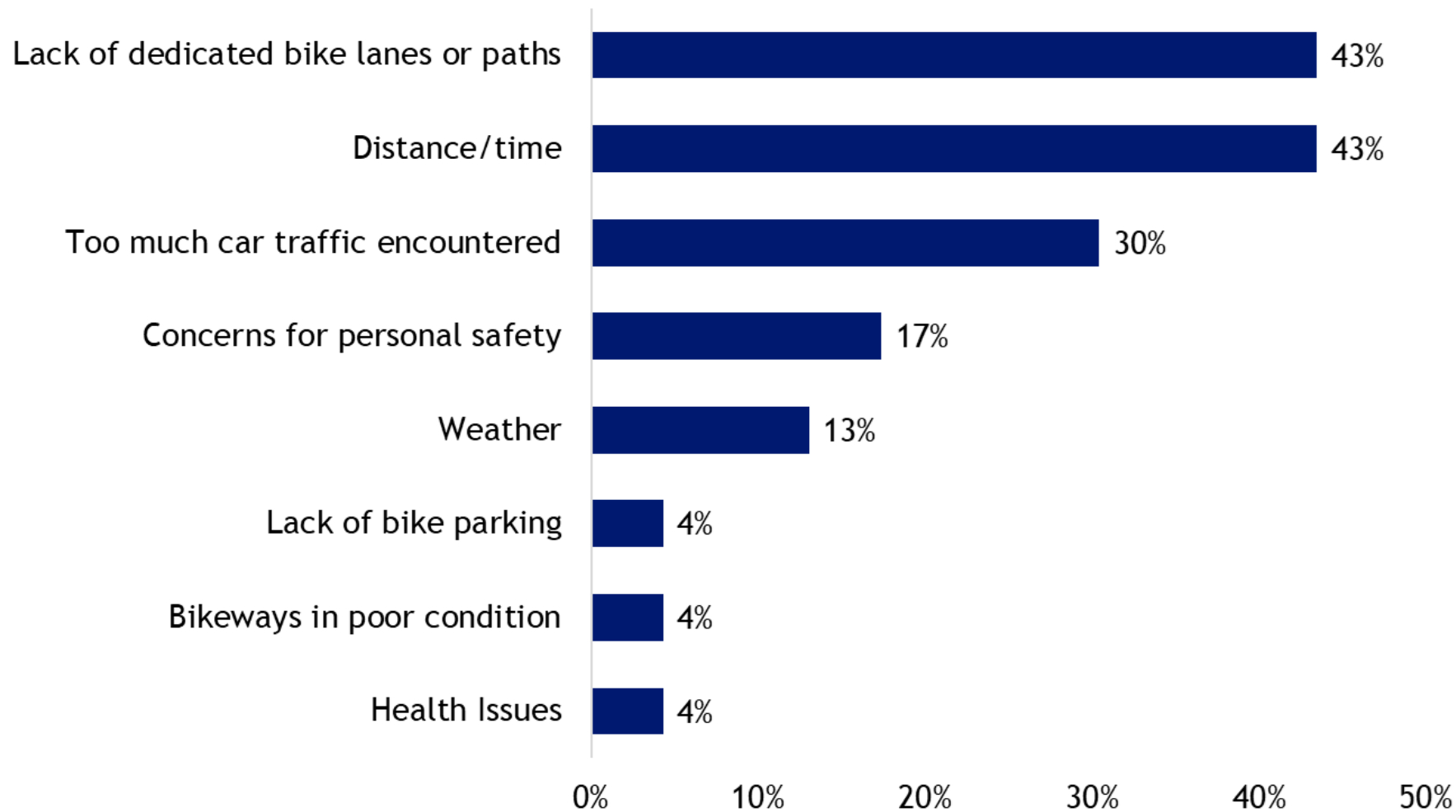




GVTPR Survey Results: Barriers to Walking



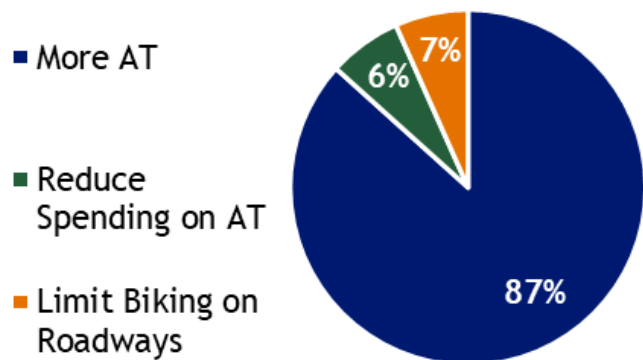
GVTPR Survey Results: Barriers to Biking and Rolling



GVTPR Survey Results: Active Transportation Vision

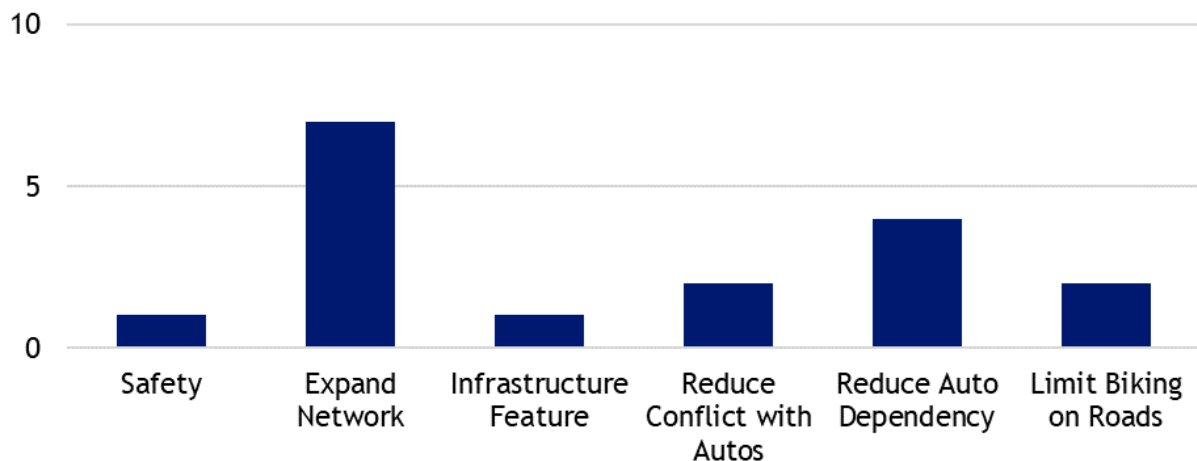


Vision Categories



“Walk when close, ride when close enough, public transport when available, drive when necessary”

Vision Themes



“An interconnected network of bike paths ”



Transit

Regional Transit, TCS, & Complete Transit Projects



Gunnison Valley's Transit Vision (2019)

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.

Statewide Transit Goals

Mobility

A modally integrated transit system that provides local, regional, and interregional connectivity and is affordable, efficient, and easy to use.

Safety

A resilient transit network that makes travelers feel safe and secure.

Asset Management

A high-quality system that is financially sustainable and operates in a state of good repair.



Advancing Priorities through Transit

Benefits of Transit

- Connectivity
- Accessibility
- Affordability
- Travel choice
- Reduced congestion
- Reduced air pollution
- Improves public health and quality of life

Advancing Transit

1. Planning & Promoting
2. Prioritizing
3. Funding
4. Implementing

Transportation Focus Areas

- Make travel safer
- Fix our roads and maintain our current system
- Expand transit service to Coloradans
- Reduce GHG emissions from the transportation sector



Transit in the Regional Plans

Planning Requirements for Transit

- Regional Transit Plans serve as the Regional Coordinated Transit and Human Services Plans that meet FTA requirements for On-Demand Transit Providers to receive funding (23 CFR Part 450; 49 CFR Part 613).
 - CDOT will get the information in the Transit Provider Survey (expected early 2025) and this information needs to be in the RTP appendix
 - Infrastructure projects are required to be in a plan to receive federal funds
 - [Gunnison Valley's previous Coordinated HST Plan for example](#)



Transit in the Regional/Statewide Plans

- 5 years out - Where are we now?
 - Updating previous Regional/Statewide Plan
 - Have needs, conditions, or priorities changed?
 - Keep in mind - who will be running this project and are they prepared for it?
 - Is there a financial plan for sustainable funding? Does it need to be updated?
 - Examples
 - Projects scope could change within reasonable bounds based on additional study or design
 - Lead Agency could be changed
 - SB24-230 and alternative transit funds coming up - could local agency projects use new transit funds



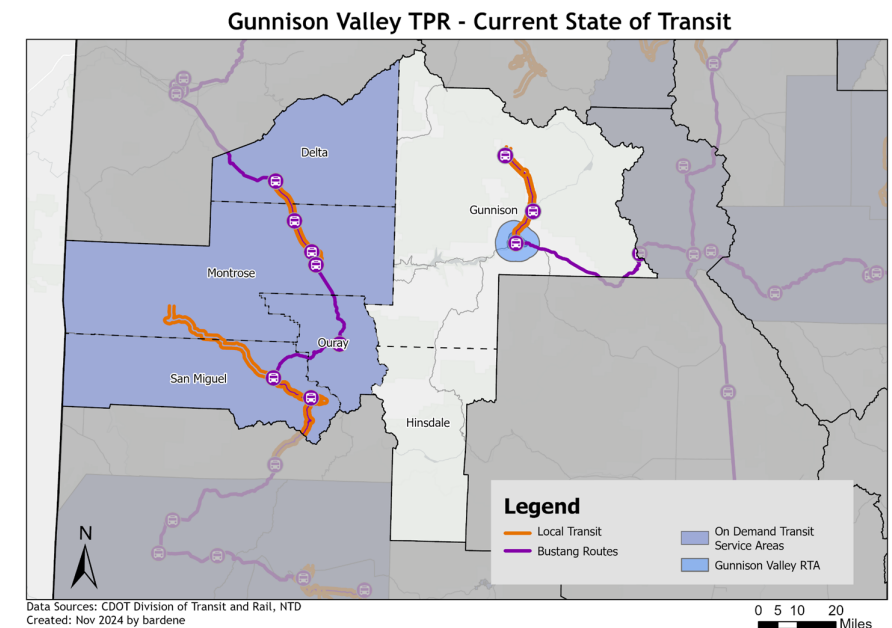
CDOT Transit Connection Study (TCS) Update

- **Drafted/Underway:**Data collection and analysis identified through TCS.

- Ridership potential
- Connections to existing centers
- Equitable transit access
- Populations with unmet needs
- Connections to other modes
- Statewide transit network integration

- **Upcoming: TCS Outcomes**

- “Heat map” of gaps and needs
- Prioritization of identified gaps and needs, opportunities for connections
- State-supported transit connections, improvements, and expansion

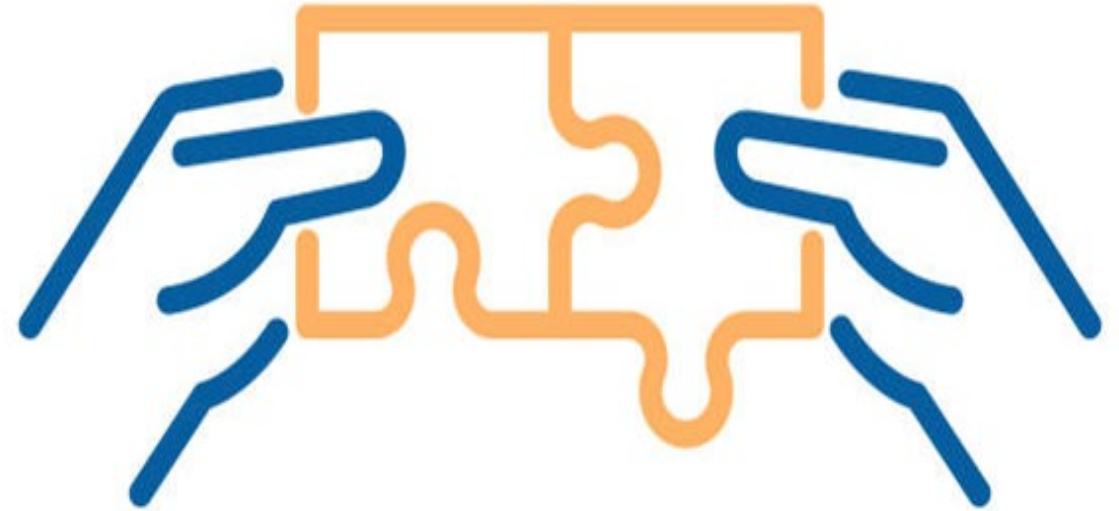


Regional Transit Plan

- The Regional Plan provides input for the Region's priorities for projects
- This is where Gunnison Valley's insight & priorities informs statewide planning

Transit Connections Study

- TCS will *not* provide recommendations; it will serve as a resource for planning partners, transit agencies, & CDOT
- Ex. How does Bustang/Outrider fit into Colorado's transit network? How might CDOT improve it?





Examples of Transit Project Integration: “Complete Project”

Projects that are considered “Highway” and “Transit” Projects

- Examples for Gunnison Valley RTP -

Complete Project Ideas

Corridor Studies

- Corridors with heavy bus usage: how does this impact road condition?
- High traffic areas: could transit alleviate some car traffic?

Road Improvements

- Bus pull outs/slip lane stops - Moving Transit stops away from flowing traffic
- Reinforcing bus stop areas (pads) with concrete



“Complete Project” Development



“Complete Project” Discussion

CDOT Region Planners have reviewed your project list and identified some “Complete Project” ideas!

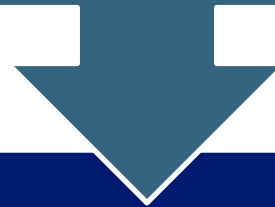
TPR Discussion:

What ideas do you have for integrating project elements to create “Complete Projects”?



Additional “Complete Project” Submission

In partnership with CDOT, regional partners and colleagues, TPR members are encouraged to develop additional “Complete Project” ideas



Submit new “Complete Projects” to CDOT:
Aaron Willis and Tim Funk or Mark Rogers
by December 4th

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	10/3/2024	Winter 2024	Fall 2025	Shoulders, Drainage Improvements, Access Control	Project is being awarded
Rogers Mesa Phase II	SH 92	16.71-18	In Design	TBD			Shoulders, Drainage Improvements, Access Control	
US 50 Delta Resurfacing	US 50	68.5-77	DOR	Fall 2025	Spring 2026	Fall 2026	Resurfacing	Will not include section though the City of Delta, since the City Main Street Project is delayed a year. The downtown portion will be completed with the 348 Resurfacing may be completed at a later date or part of the Cities Project
SH 348 Resurfacing	SH 348	0.3-16.8	Scoping	Spring 2026	Fall 2026	Fall of 2027	Mill and Fill (where there is curb), Leveling and overlay, ADA Ramps, culvert replacement	Will include US 50 through downtown Delta and a replacement of the culvert at Ironstone Canal
US 50 Various Culverts	US 50	Various Locations	FIR	April of 2025	Summer 2025	Summer 2025	Including 6 culverts along US 50	All of these will be CIPP culvert repairs.
Cedar Creek Culvert Replacement	US 50	89.93	FIR	5/15/2025	Fall 2025	Spring 2026	Replacement of the Cedar Creek Culvert that goes under US 50	



GVTPR- RECENTLY COMPLETED PROJECTS

SH 145 MP 63.4 Wall Replacements- 24148

Budget: \$3.7 mill

Funding Type: Walls

Awarded: Hank Williams, Inc.

This project took place on SH 145 near Ophir, at approximately MP 63.4. At this location, three wooden walls were replaced with two new walls. This project began on May 15th, 2024 and was accepted on November 5th, 2024.



GVTPR- CURRENT 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 is located on US 550 in Ouray County, between approximately MP 103.8 and 117, 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 began on March 25th, 2024, and should be complete by mid-November.



R5 FY22 Chain Stations- 24425

Budget: \$5.2 mill

Funding Type: Freight

Awarded: Hank Williams, Inc.

This chain station project is 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. Three new chain stations will be constructed and three will be improved. In addition to chain stations, 2 VMS signs will be replaced in Saguache. 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. Construction began in April 2024 and should be complete by the end of November, weather permitting.

- 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



GVTPR- UPCOMING PROJECTS

R5 Timber Beam Bridge Repair- 25564

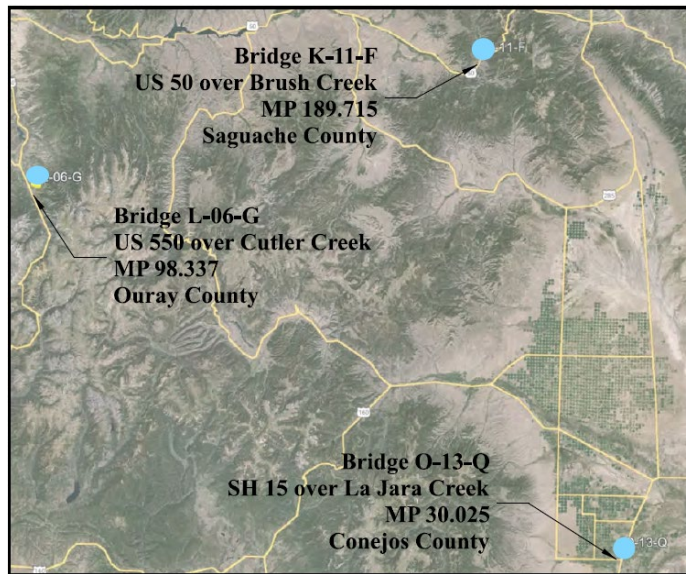
Budget: \$1 million

Funding Source: Freight

Ad Date: Spring 2025

This project will take place at three locations throughout the Region. In an effort to preserve timber bridge beams, steel sister beams will be installed next to existing wood beams. One of the three bridges is located within the GVTPR. This project is scheduled to go to Ad in spring 2025. Exact locations are below:

- US 50, MP 189.71- Saguache County
- SH 15, MP 30.02- Conejos County
- US 550, MP 98.33- Ouray County



SH 141 K-01-B Bridge Repair- 26678

Budget: \$2 million

Funding Type: Emergency, Bridge

Ad Date: February 2025

This project is located on SH 141, approximate MP 85.5, in Montrose County. The bridge at this location is structure K-01-B. Due to heavy run-off, erosion has occurred around the pier and abutments and the bridge is in need of scour work. This has been declared an emergency project and has an Ad date of February 2025.





GVTPR- FY 24 Maintenance Projects (Completed)

US 550 MP 84-89

County: Ouray

Treatment: Chipseal

Status: Completed June 2024



GVTPR- FY 25 Maintenance Projects (Planned)

SH 90 MP 6.8-7.3

County: Montrose

Treatment: Repave

Estimated Cost: \$75,000, Schedule: TBD

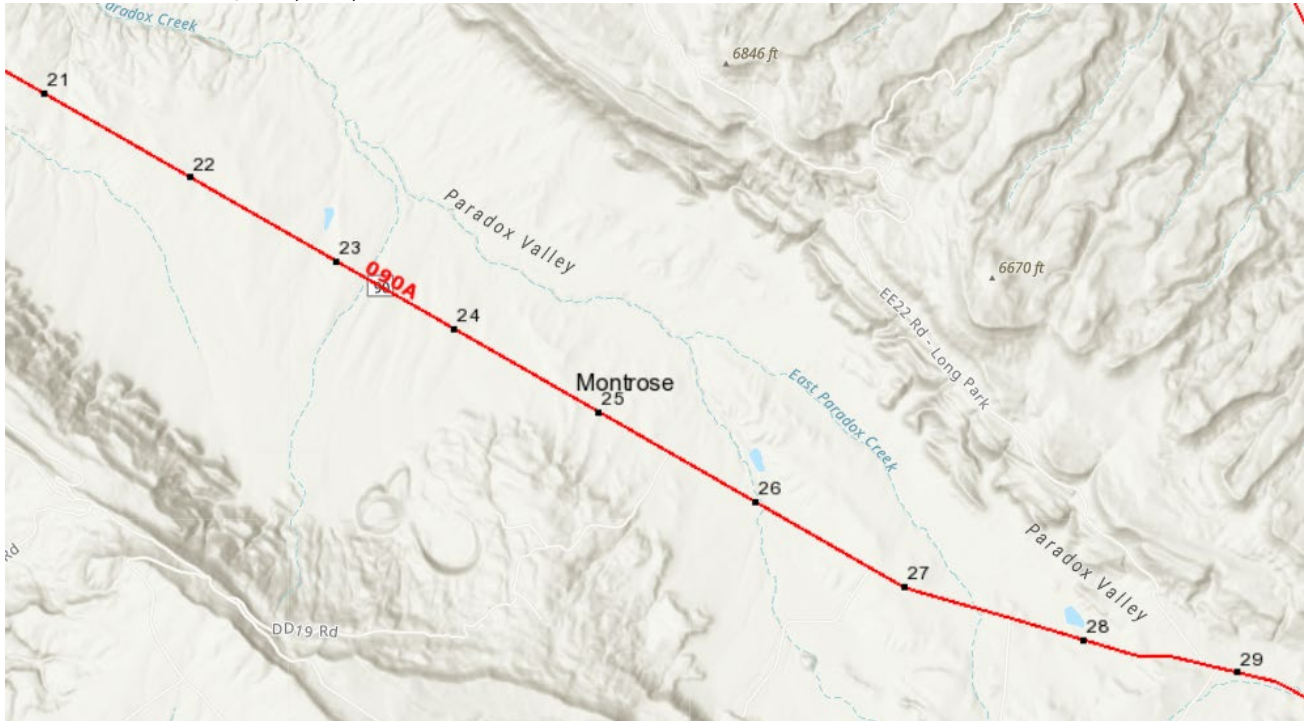


SH 90 MP 24.5-26

County: Montrose

Treatment: Repave

Estimated Cost: \$246,200, Schedule: TBD

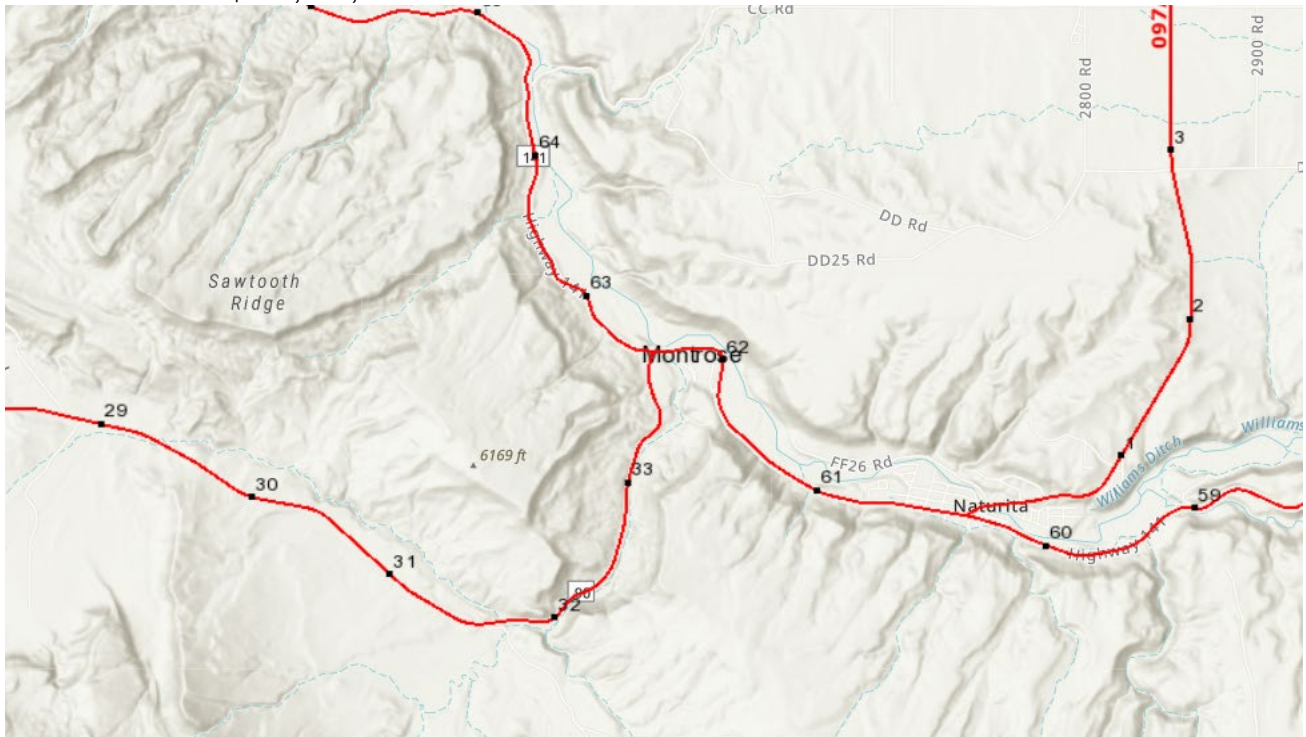


SH 90 MP 31.5-32.4

County: Montrose

Treatment: Repave

Estimated Cost: \$246,200, Schedule: TBD

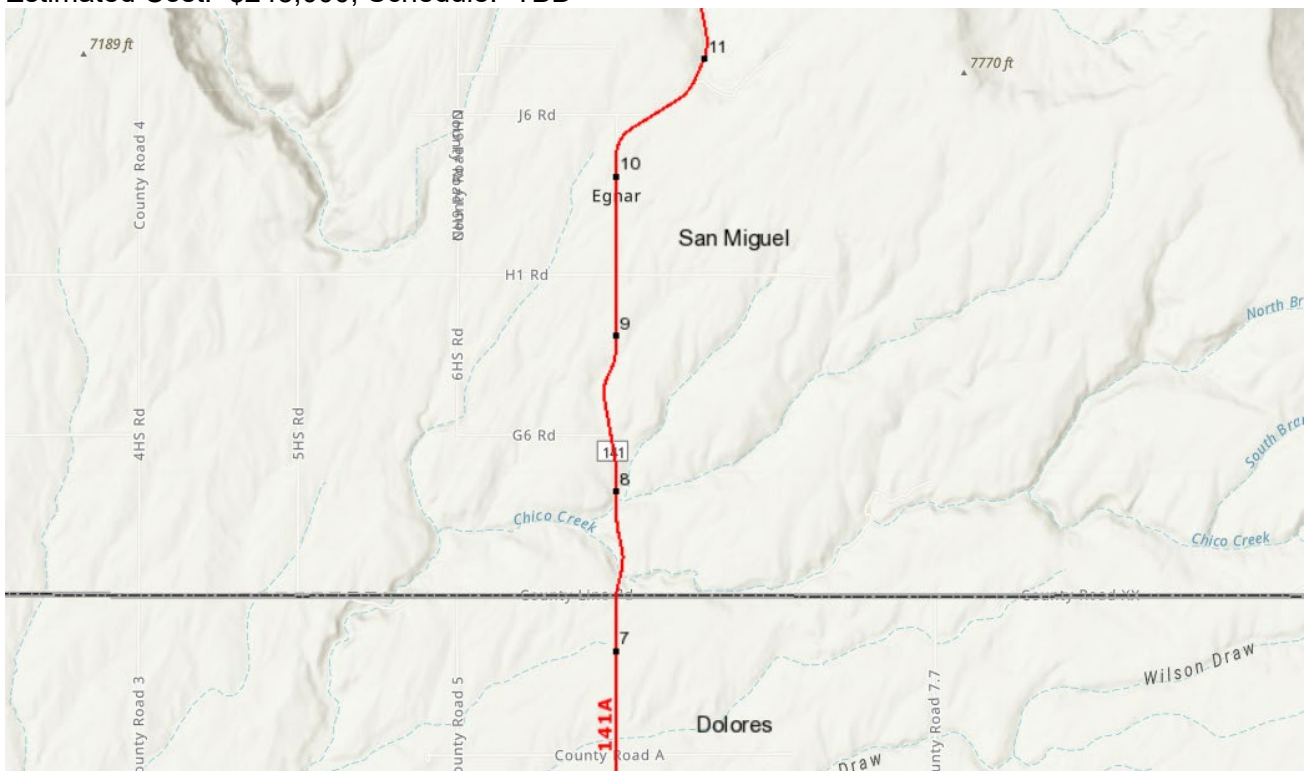


SH 141 MP 7-8.5

County: San Miguel

Treatment: Repave

Estimated Cost: \$245,000, Schedule: TBD

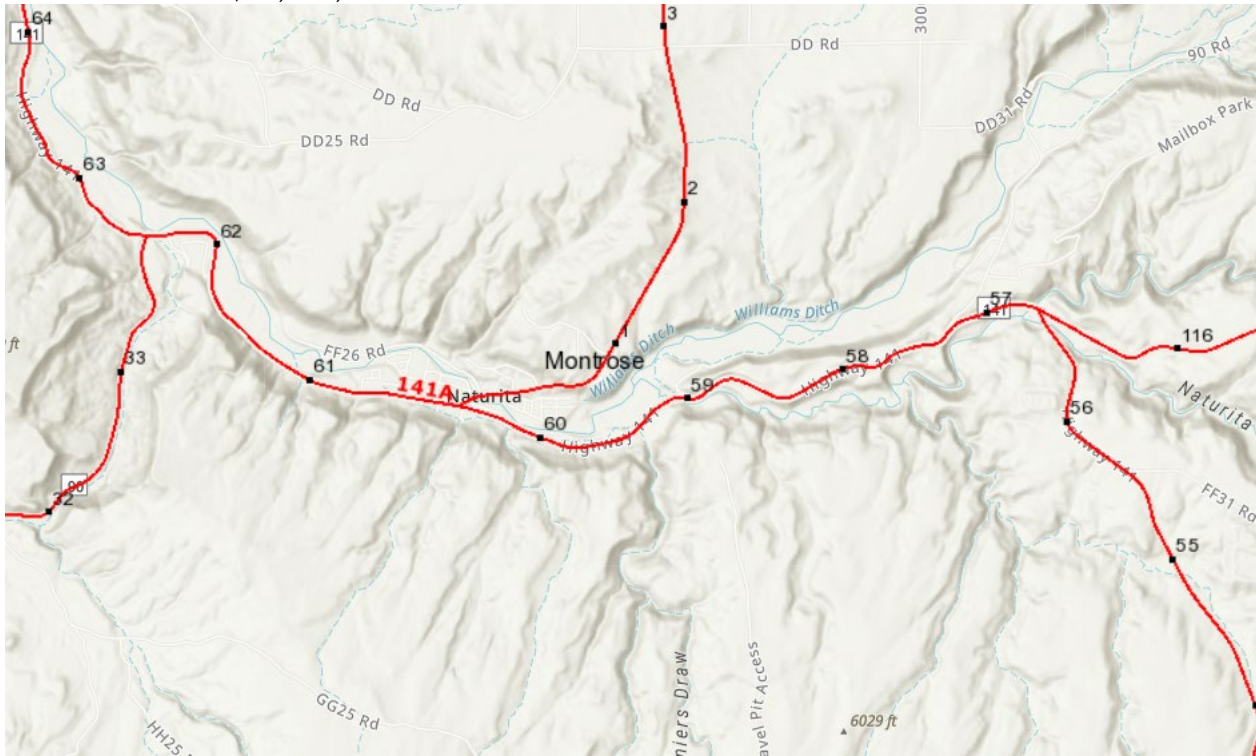


SH 141 MP 60-60.5

County: Montrose

Treatment: Repave

Estimated Cost: \$20,000, Schedule: TBD



SH 145 MP 110-117

County: Montrose

Treatment: Chipseal

Estimated Cost: \$240,800, Schedule: TBD

