



Grand Valley MPO

Grand Junction/Mesa County TPR



2030 Statewide Transportation Plan

Corridor Visions

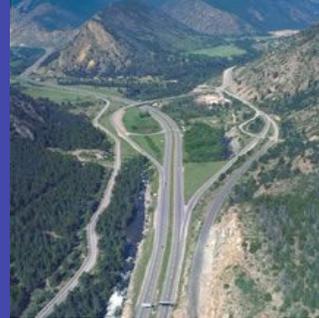
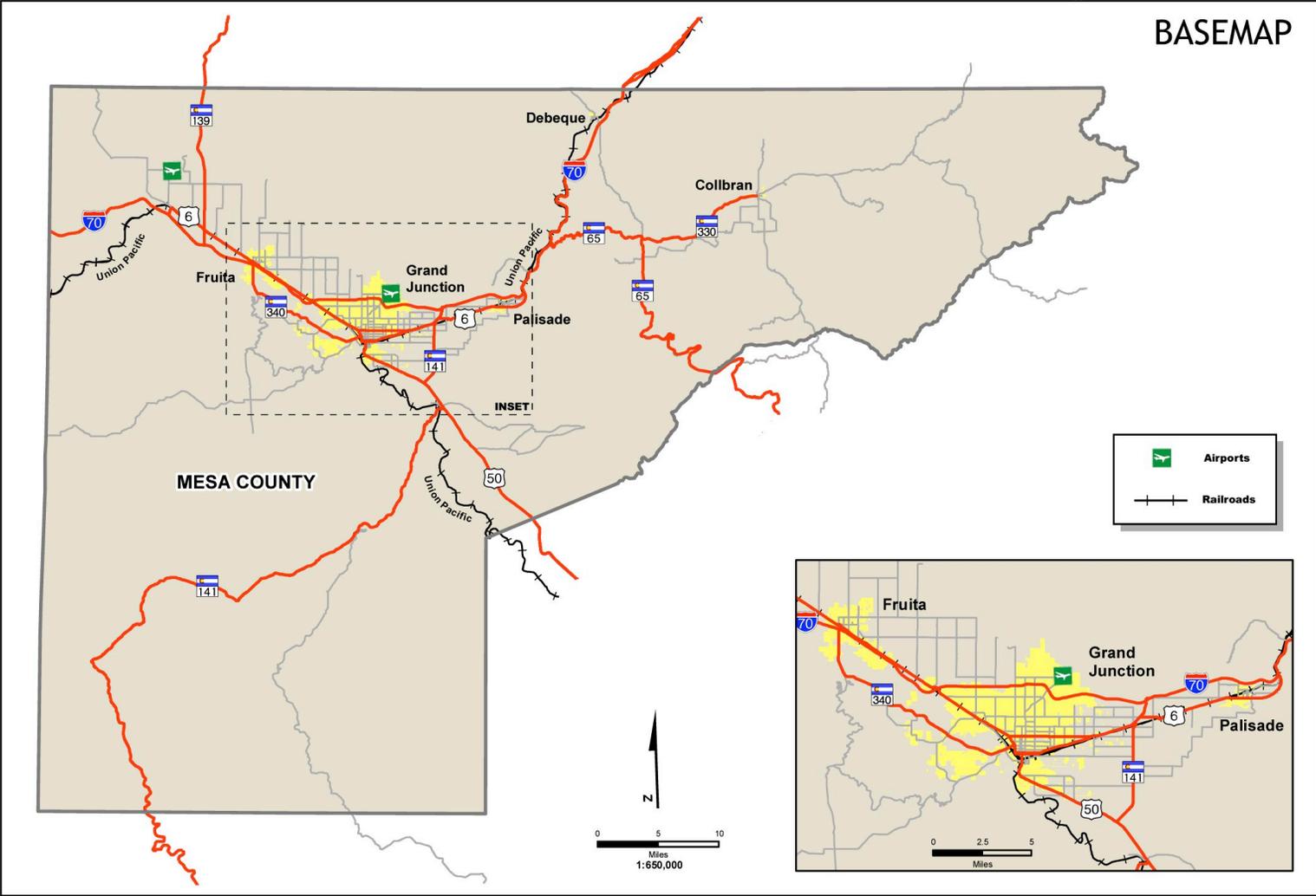


Photo: Embraer Brasilia at Fortrose Regional Airport



Regional Map

Grand Junction/Mesa County TPR



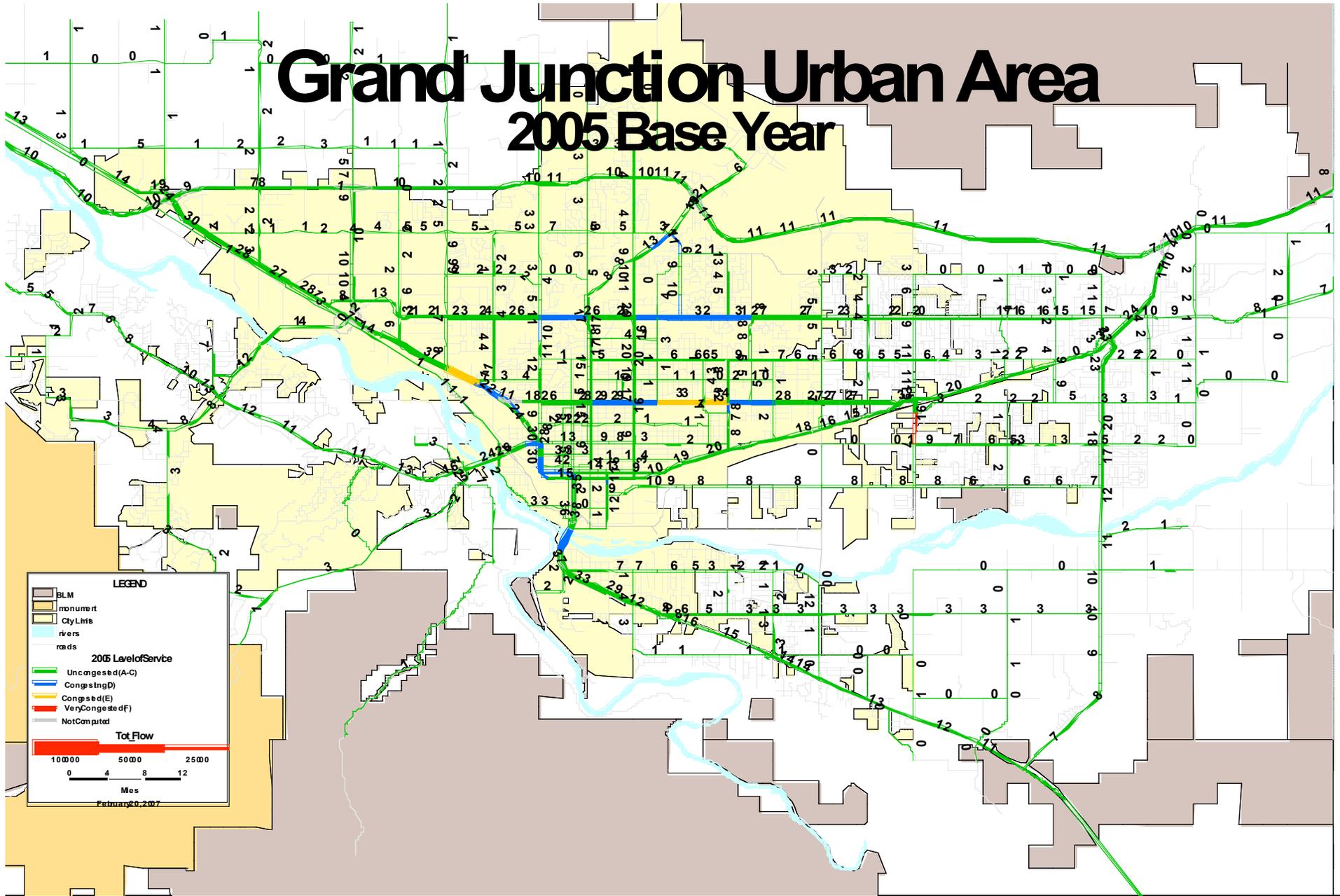


TPR Issues

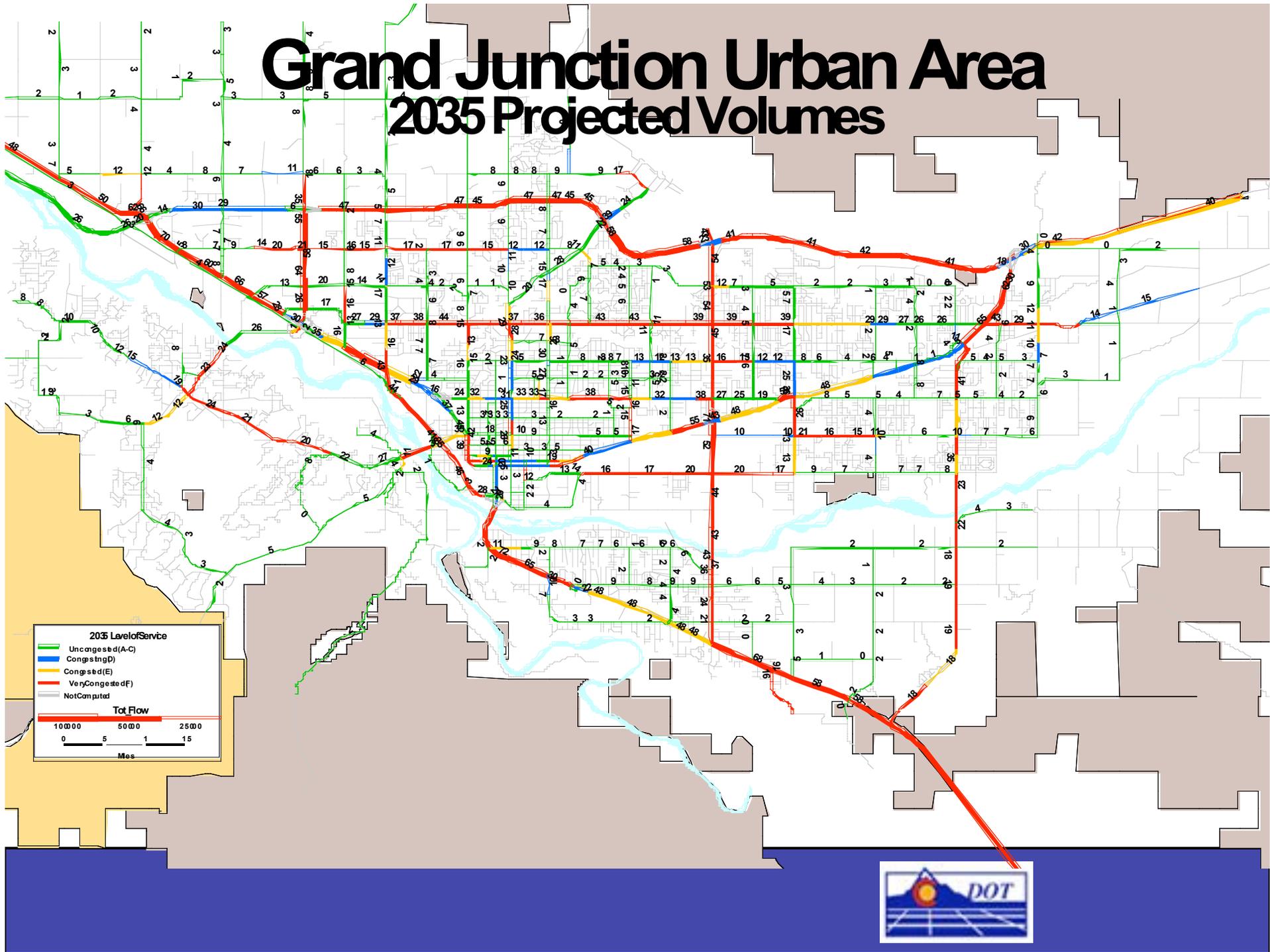
- Energy Industry Development
 - Population Growth
 - Heavy Truck Traffic Growth
- Urban Area Congestion
- Federal System issues
 - Well beyond service life
 - Substandard and unsafe conditions
- Public Transportation
 - Expanded Service Needed



Grand Junction Urban Area 2005 Base Year



Grand Junction Urban Area 2035 Projected Volumes



Major Projects in Progress

US50/I70B Capacity and Safety Improvements

- Add lanes, consolidate access
- \$30.0 million



Riverside Parkway and 29 Road

- Alternative major arterial to I70B and US 50
- Includes Interchange with I70
- All locally funded
- \$95 million



Major “Maintenance” Needs

- Federal System
 - I70 – All but one interchange functionally obsolete
 - Almost entire length well beyond service life
 - Est. - \$300 - \$400 million
 - US 50 – 4 lanes inadequate for future traffic conditions
 - \$50 million
- SH 141 – One of highest Crash rates in CDOT Region
 - Recreation and resort develop
 - \$20 million
- SH 65, 330, 139
 - Beaten up by energy truck traffic
 - \$40 million



Conclusions

- Energy Development and Population Growth
 - Will continue
 - Drive impacts to transportation system
- Through 2035 need = over \$600 million for highways
- Transit 2035 need = over \$200 million
- Locals have shown commitment to assist with overall burden





Northwest TPR



2030 Statewide Transportation Plan

Corridor Visions

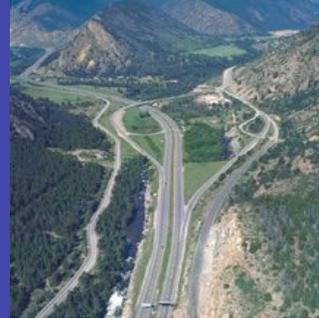


Photo: Embraer Brasilia at Fortrose Regional Airport



Economy and Transportation in NWTPR

Diane Mitsch Bush, Vice-chair

- *Energy Development: System Maintenance Capacity-Mobility, Safety and Road Deterioration*(esp. heavy vehicle)
- *Resort Area Growth-Construction, Real Estate, Services, Tourism: Year-round Traffic Congestion, System maintenance, Safety, Road Deterioration* (esp. heavy vehicle)
- *Non-Ski Resort Tourism*(*CHT, Hunting, Fishing, Wildlife Viewing, other outdoor*): Safety, System maintenance, and Mobility
- *Farm/Ranch to Market: Safety, System maintenance, and Mobility*



NWTPR Population in 2005 and % Change since 2000

Diane Mitsch Bush, Vice-Chair, NWTPR

source: www.dola.state.co.us/dlg/demog/population/estimates/table3-05final.pdf

Grand	13,907	11.3%
Jackson	1,534	-2.9%
Moffat	13,430	1.9%
Rio Blanco	6,073	1.4
Routt	21,906	10.8%



NWTPR Population Growth Estimates 2035 & % Change from 2005

Diane Mitsch bush, Vice-Chair, NWTPR
source: URS-NWTPR Tech Report 1 Feb. 2007, page 36, Table 9

Grand	31,663	128%
Jackson	1,957	28%
Moffat	23,758	77%
Rio Blanco	8,724	44%
Routt	43,713	100%
Region Total	109,815	93%



Issues, Problems, Needs in NWTPR

Diane Mitsch Bush, Vice-Chair

- **Energy Development Corridors** US40, SH13, SH64, SH139
 - Not constructed to bear heavy truck traffic
 - ADT and Population data do not reflect recent energy growth
 - Safety and major deterioration issues will increase with projected heavy growth
 - Lanes, shoulders, maintenance
- **Recreation/Commuter Corridors** US40 (Hayden-Winter Park), SH131 (nb: SH9 not in NWTPR Plan, but impacted Kremmling-Summit County)
 - Lack of affordable housing in resort base towns for middle income leads to long commutes year round
 - High current and projected growth in population and construction = congestion & deterioration
 - Land use planning, multi-modal choices, transit, lanes, shoulders





Gunnison Valley TPR



2030 Statewide Transportation Plan

Corridor Visions

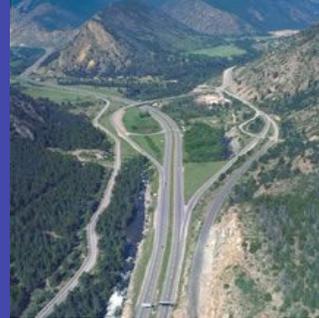


Photo: Embraer Brasilia at Fortrose Regional Airport



Regional Map



COUNTIES

DELTA

GUNNISON

HINSDALE

MONTROSE

OURAY

SAN MIGUEL

BASE MAP



Population, Employment and Real Estate Update

April 2007

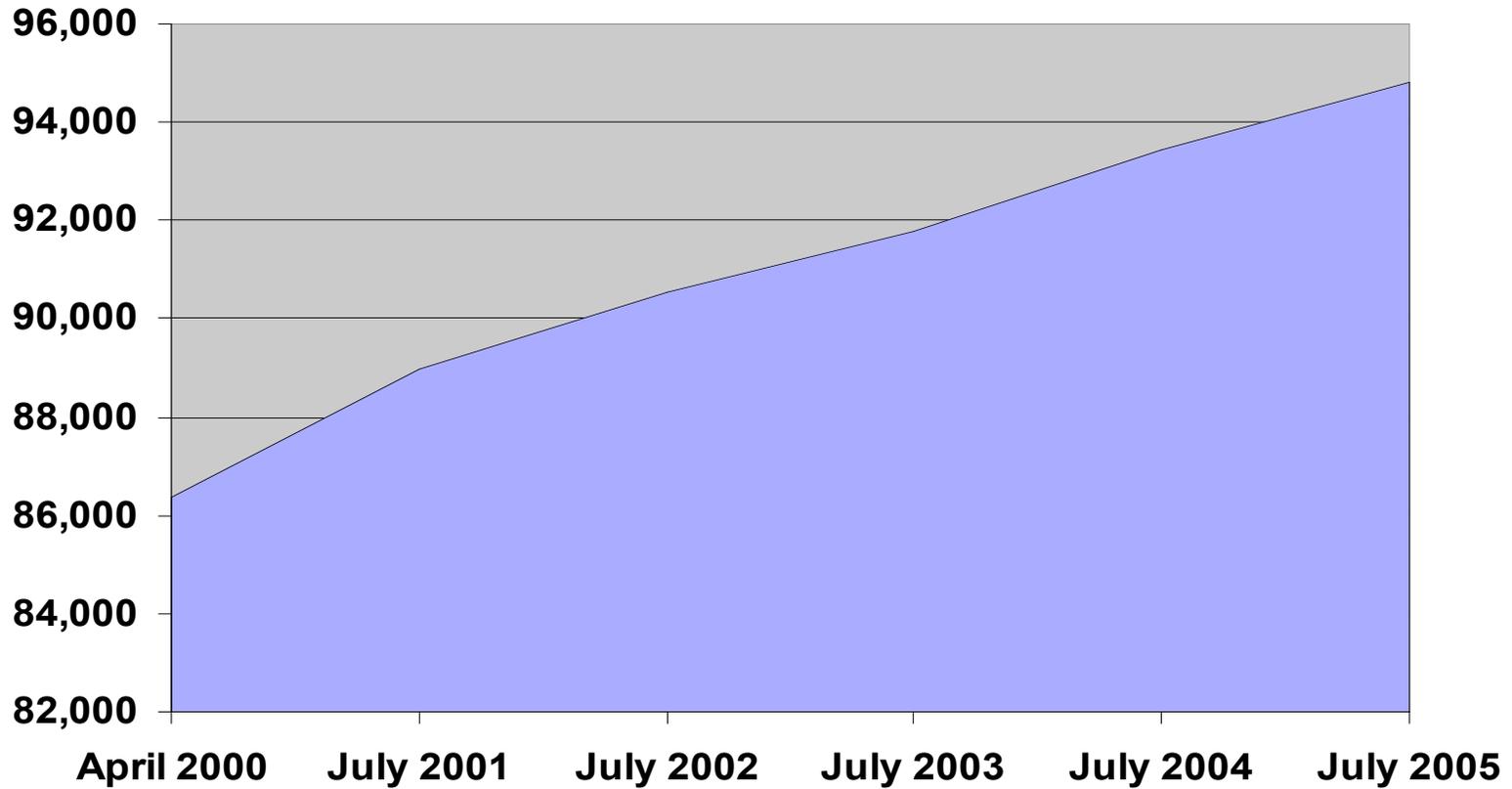


Population



Region 10 Population Growth 2000-2005

(Source: CO DOLA Est.)

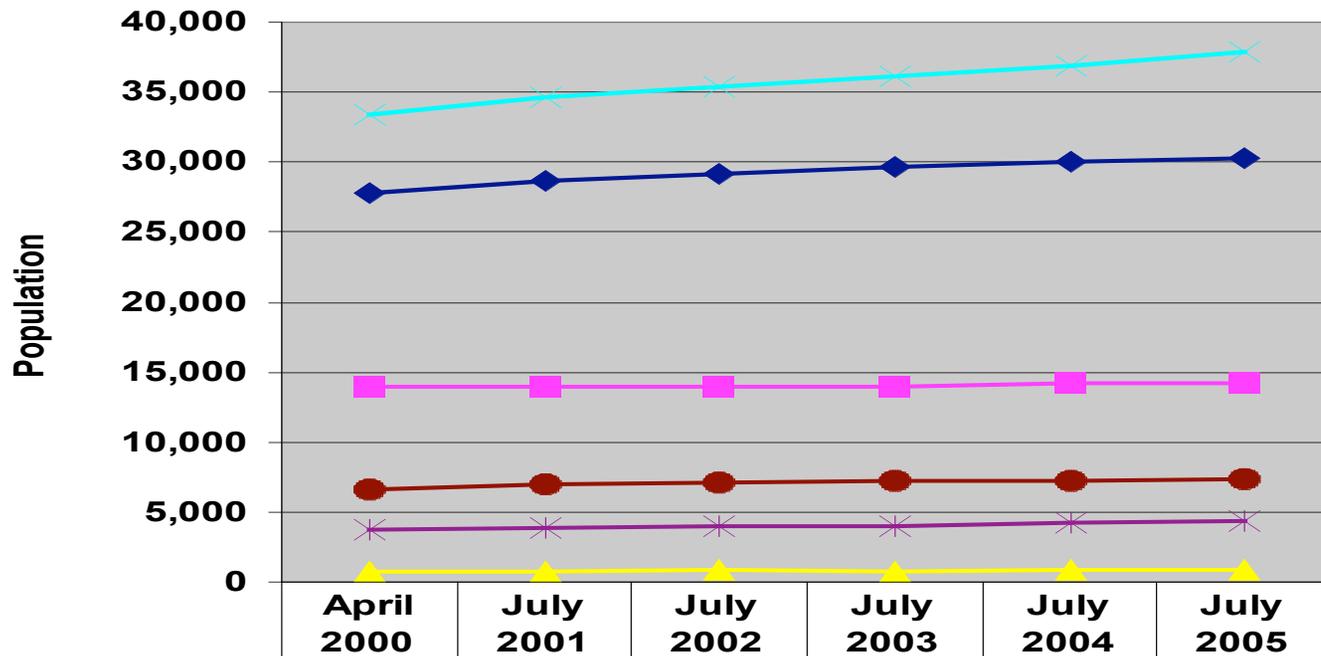


© 2007 **REG10N**



Region 10 County Population

(Source: CO DOLA Est.)



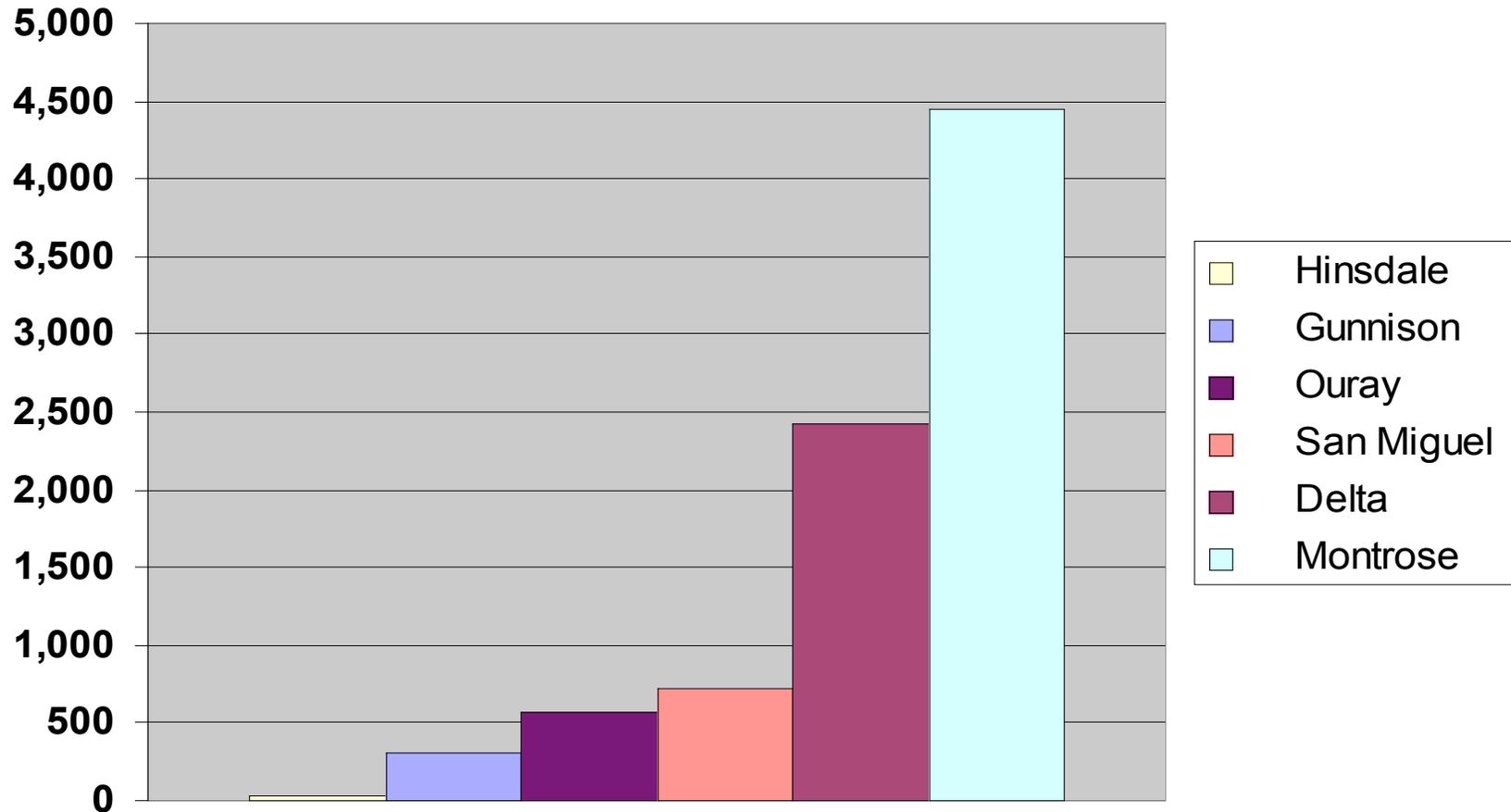
	Delta	27,834	28,709	29,196	29,662	30,080	30,257
	Gunnison	13,956	14,012	13,999	13,994	14,190	14,264
	Hinsdale	790	794	810	804	838	821
	Montrose	33,432	34,601	35,435	36,116	36,933	37,880
	Ouray	3,742	3,894	3,977	4,030	4,177	4,303
	San Miguel	6,594	6,956	7,135	7,173	7,222	7,310

© 2007 **REG10N**



Region 10 County Population Growth 2000-2005

(Source: CO DOLA Est.)

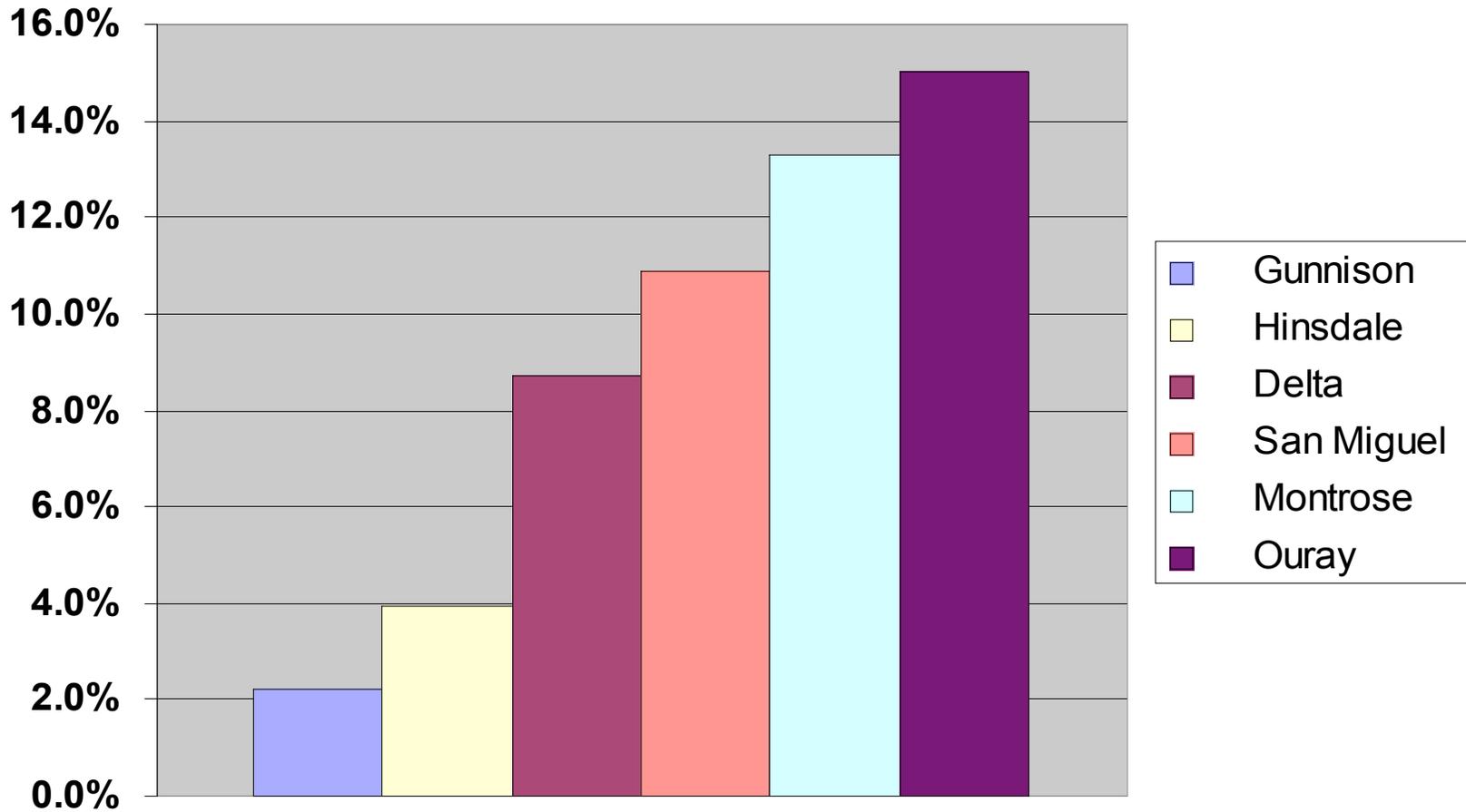


© 2007 **REG10N**



Region 10 County Growth Rates 2000-2005

(Source: CO DOLA Est.)



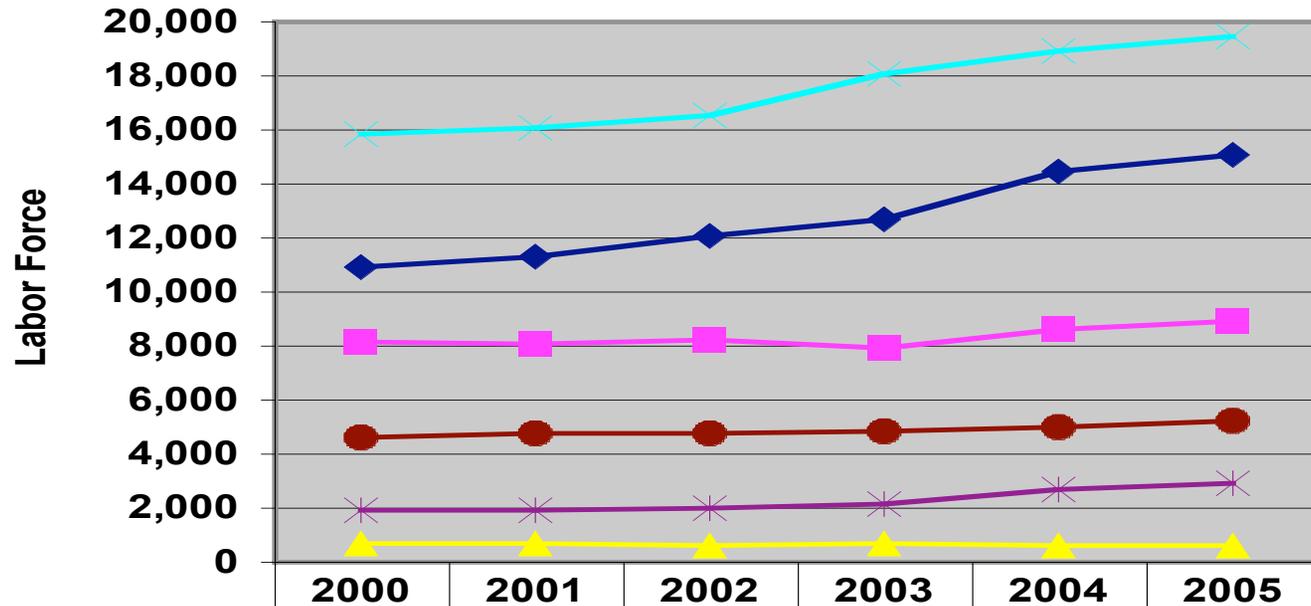
© 2007 **REG10N**



Employment



Region 10 Labor Force by County 2000-2005

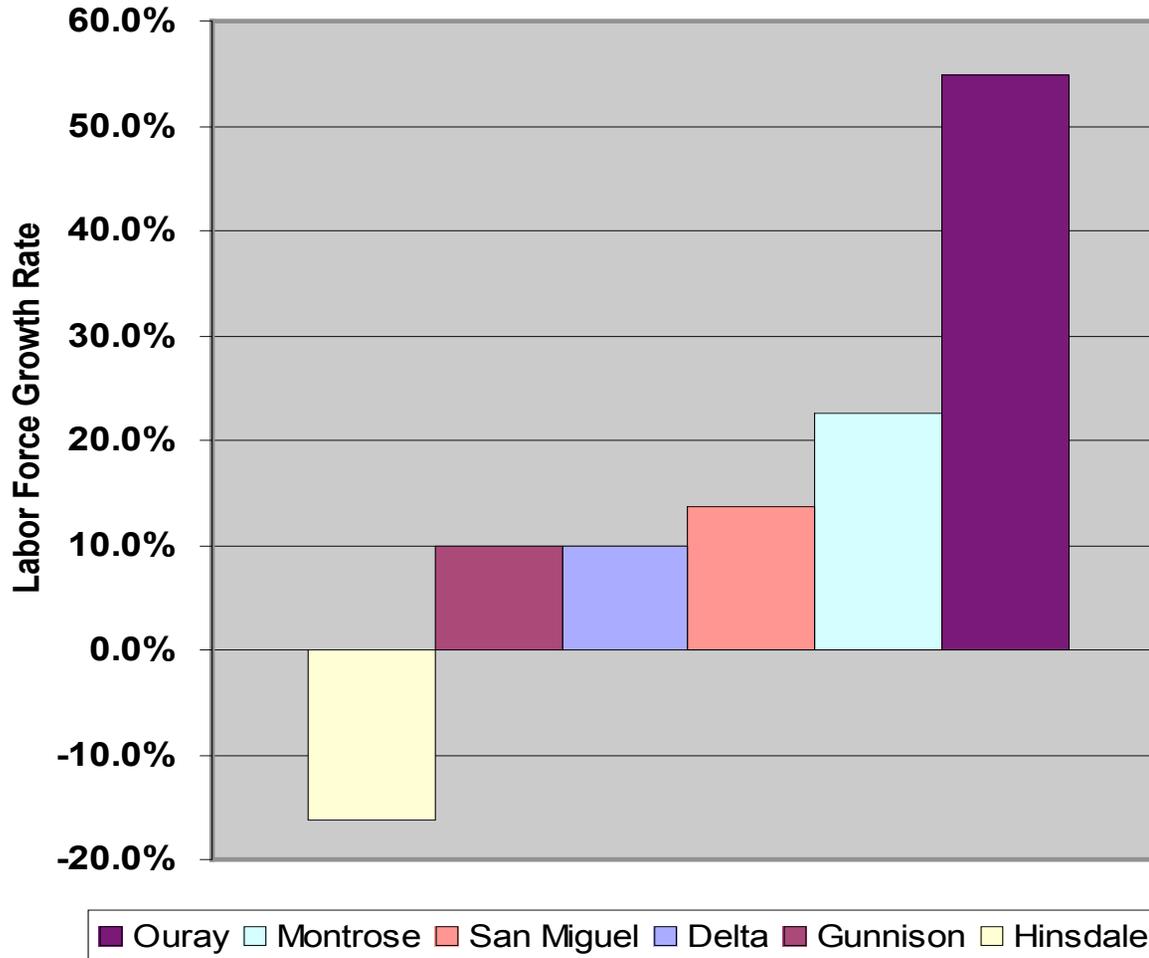


	2000	2001	2002	2003	2004	2005
◆ Delta	10,936	11,330	12,105	12,683	14,425	15,079
■ Gunnison	8,132	8,082	8,208	7,912	8,649	8,934
▲ Hinsdale	712	691	613	684	596	597
× Montrose	15,876	16,052	16,549	18,043	18,923	19,459
* Ouray	1,894	1,912	1,977	2,131	2,684	2,934
● San Miguel	4,615	4,733	4,801	4,816	5,022	5,243

© 2007 **REG10N**



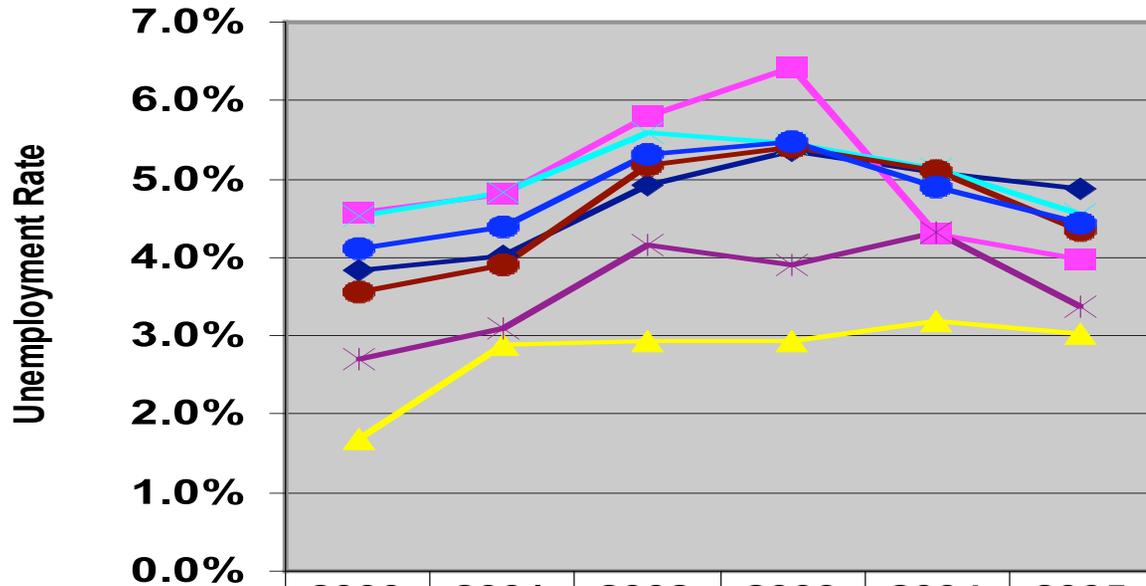
Region 10 Labor Force Growth Rate by County 2000-2005



© 2007 **REG10N**



Region 10 Unemployment Rates by County 2000-2005



	2000	2001	2002	2003	2004	2005
◆ Delta	3.8%	4.0%	4.9%	5.4%	5.1%	4.9%
■ Gunnison	4.6%	4.8%	5.8%	6.4%	4.3%	4.0%
▲ Hinsdale	1.7%	2.9%	2.9%	2.9%	3.2%	3.0%
✕ Montrose	4.5%	4.8%	5.6%	5.4%	5.1%	4.6%
✧ Ouray	2.7%	3.1%	4.1%	3.9%	4.3%	3.4%
● San Miguel	3.6%	3.9%	5.2%	5.4%	5.1%	4.3%
● Region 10	4.1%	4.4%	5.3%	5.5%	4.9%	4.4%

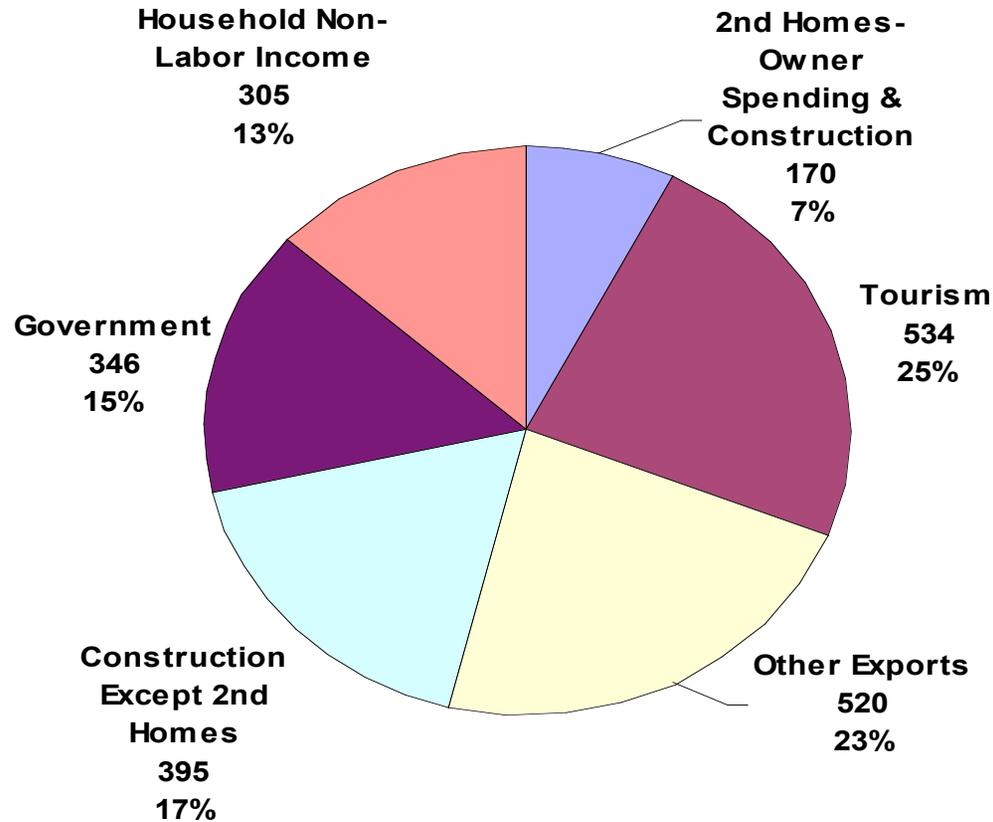
© 2007 **REG10N**



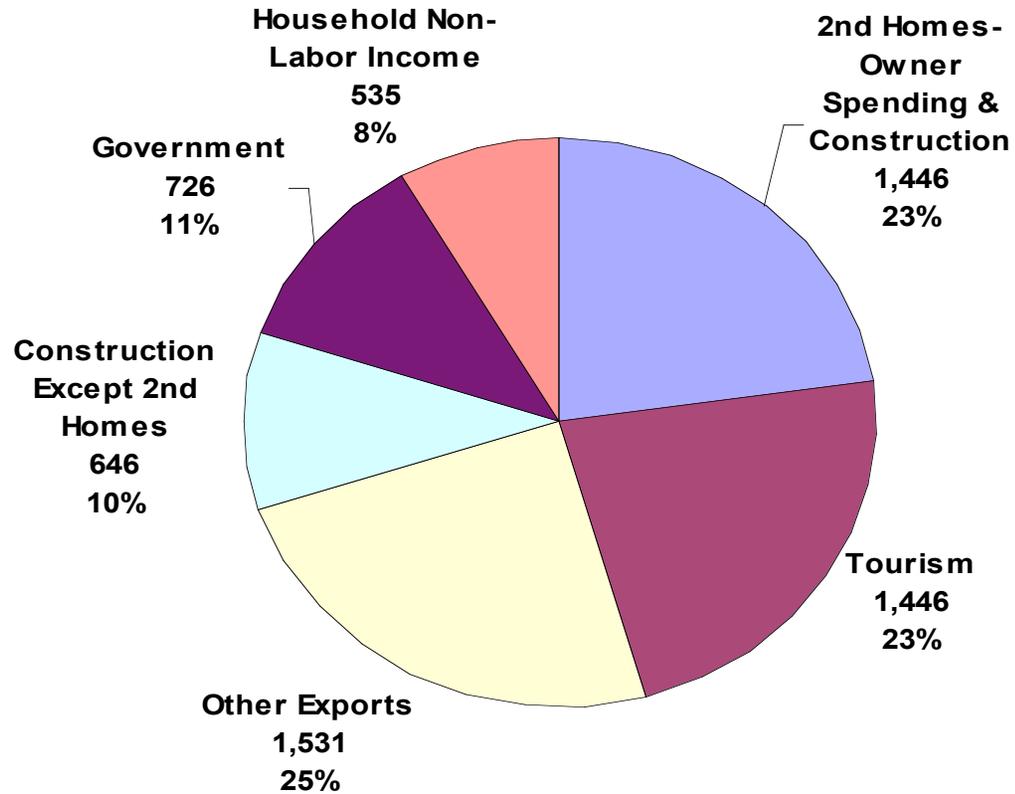
Economic Drivers of Employment In Four Counties



Ouray County— Number and Percentage of Total Jobs by Economic Driver in 2003



San Miguel County— Number and Percentage of Total Jobs by Economic Driver in 2003

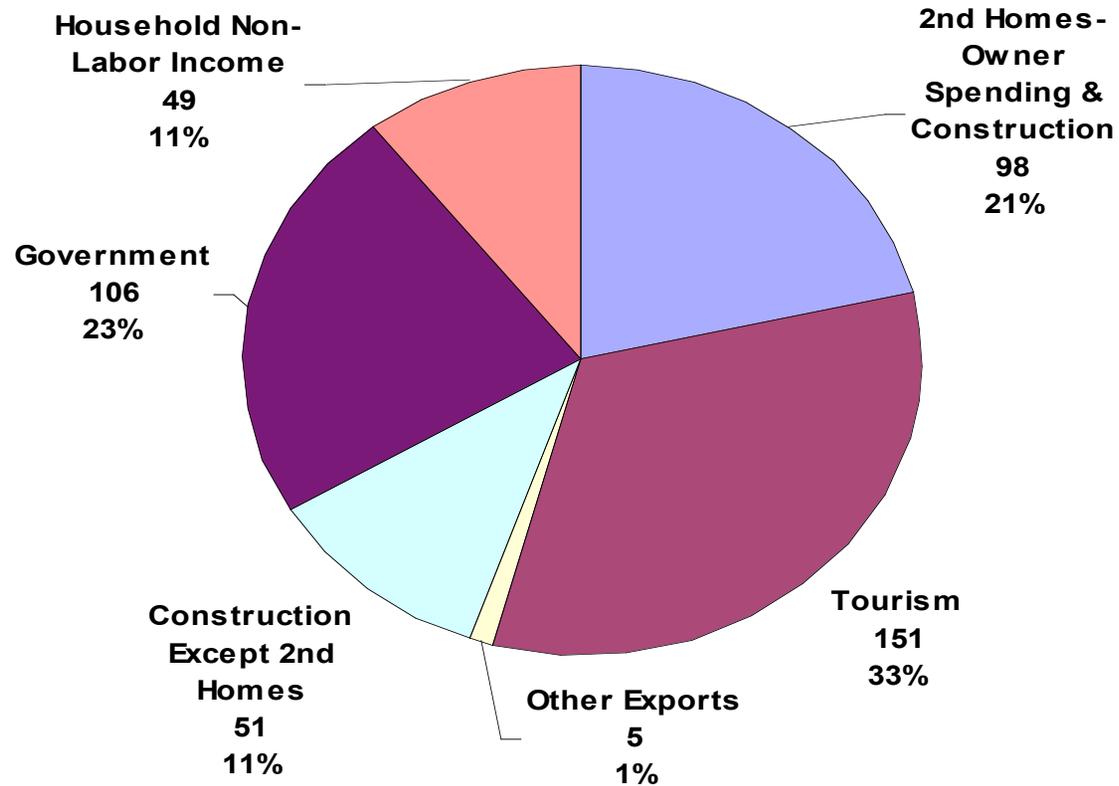


© 2006 Lloyd Levy

Consulting



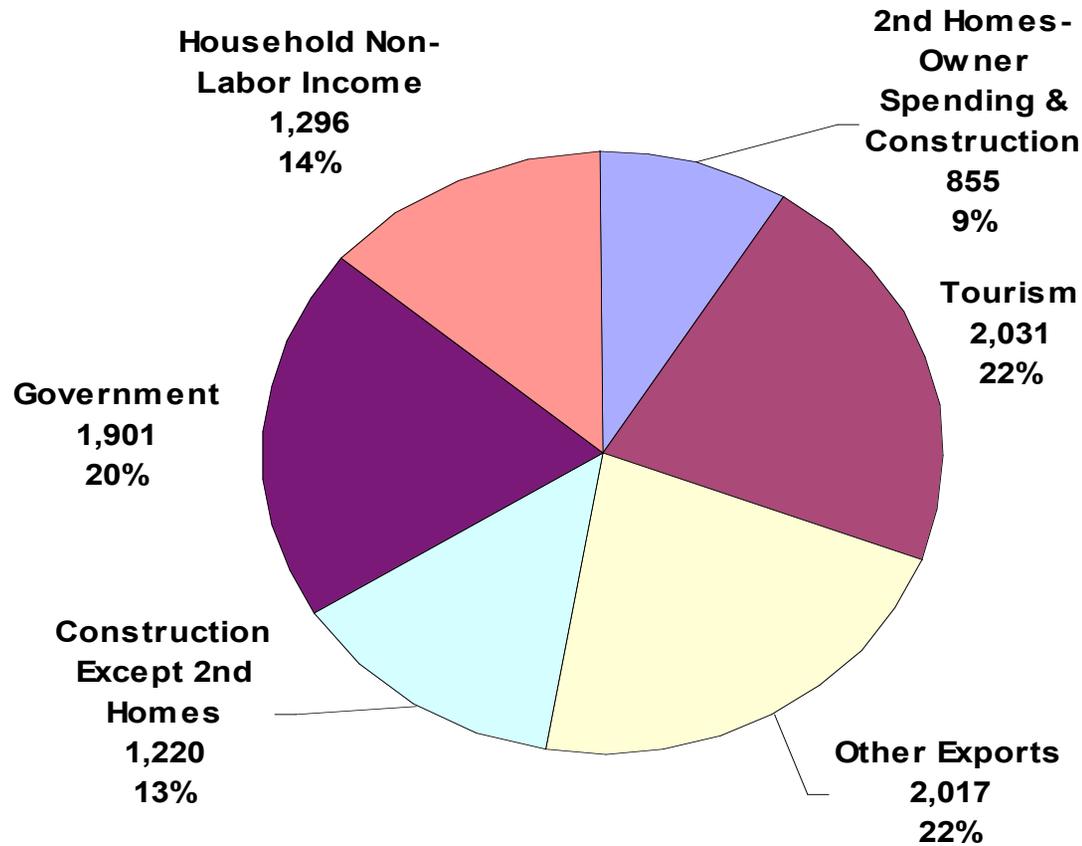
Hinsdale County— Number and Percentage of Total Jobs by Economic Driver in 2003



© 2006 Lloyd Levy
Consulting



Gunnison County— Number and Percentage of Total Jobs by Economic Driver in 2003



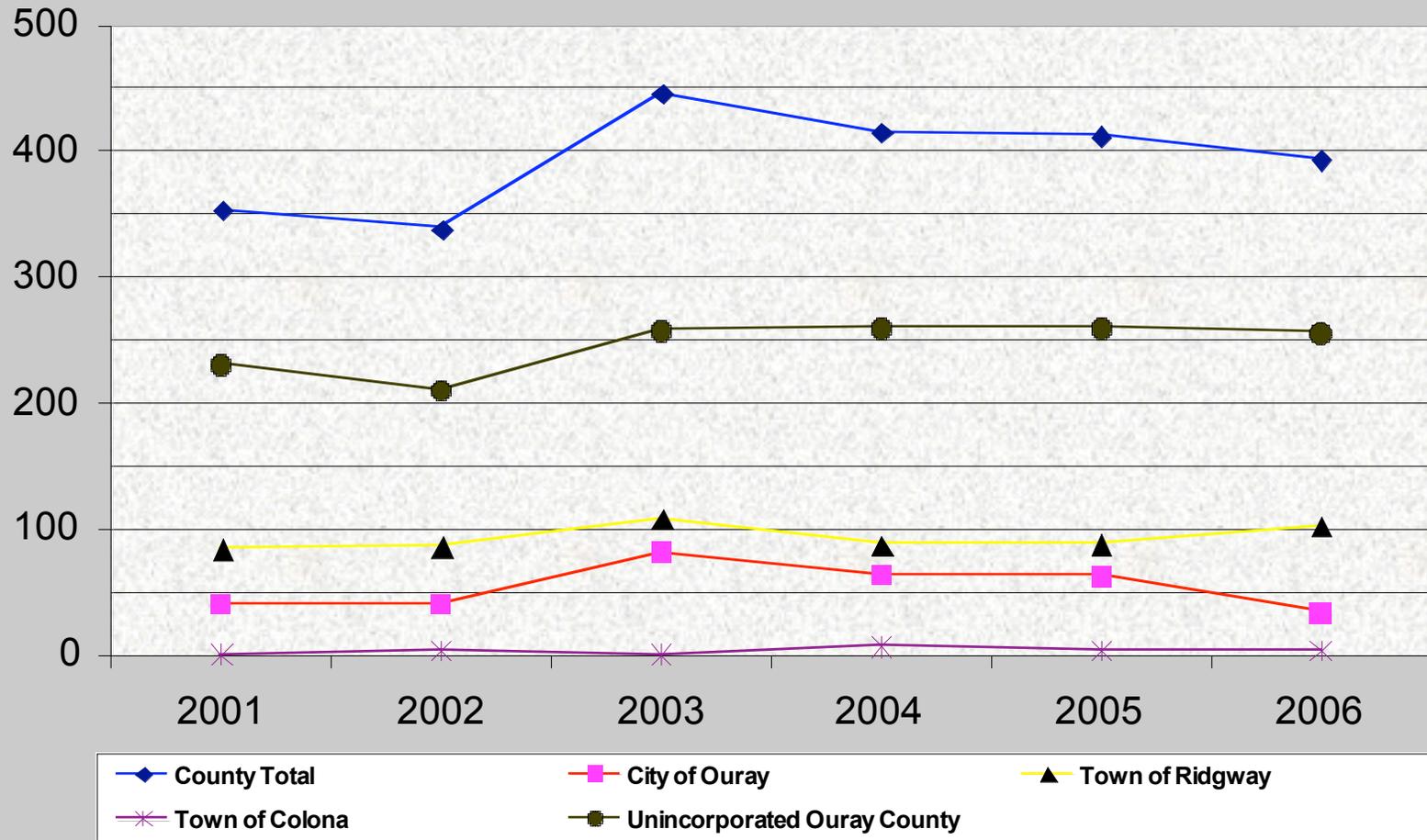
© 2006 Lloyd Levy Consulting



Real Estate



OURAY COUNTY
Total Number of Sales by Area
2001- 2006

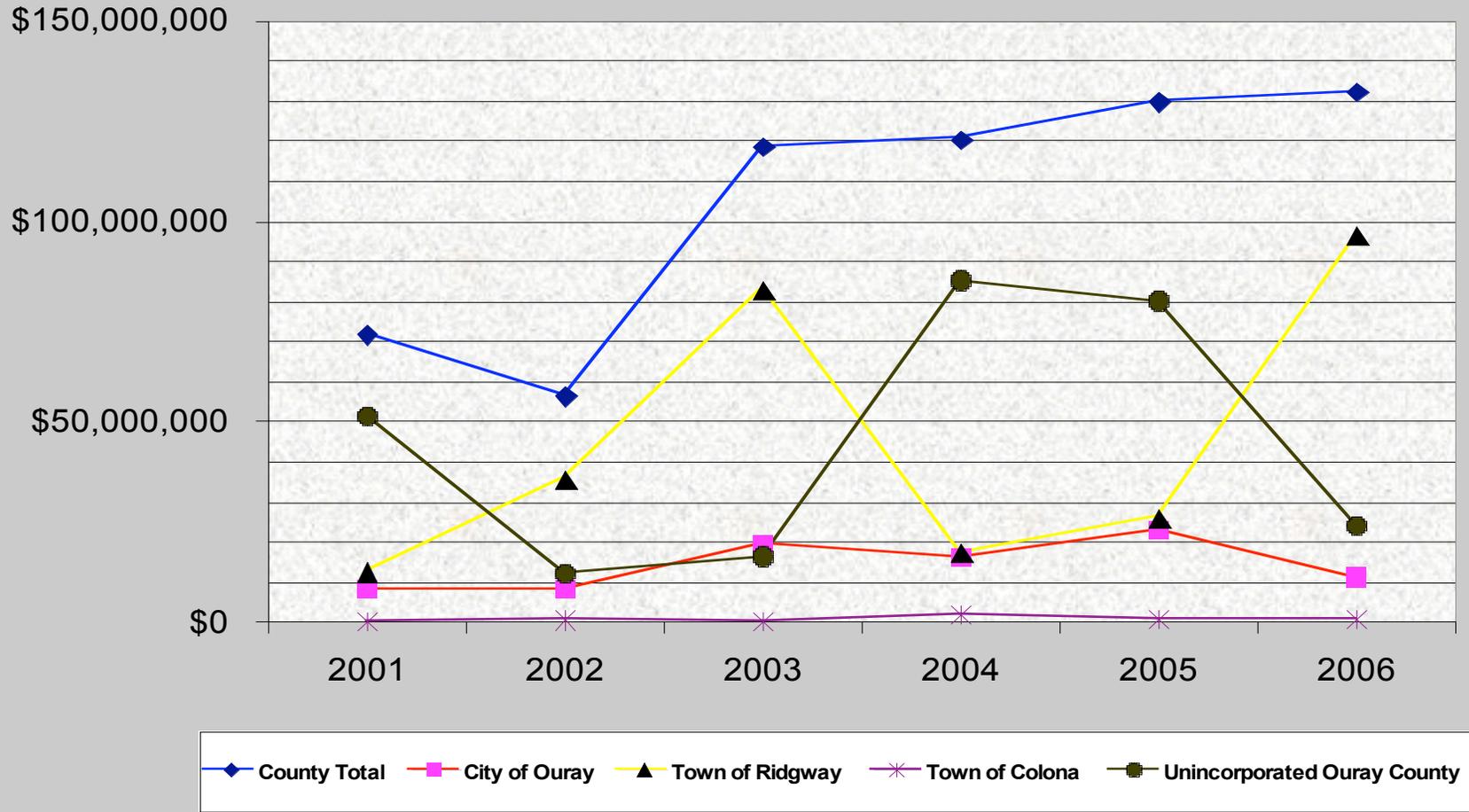


© 2007 Comparable Sales

Research



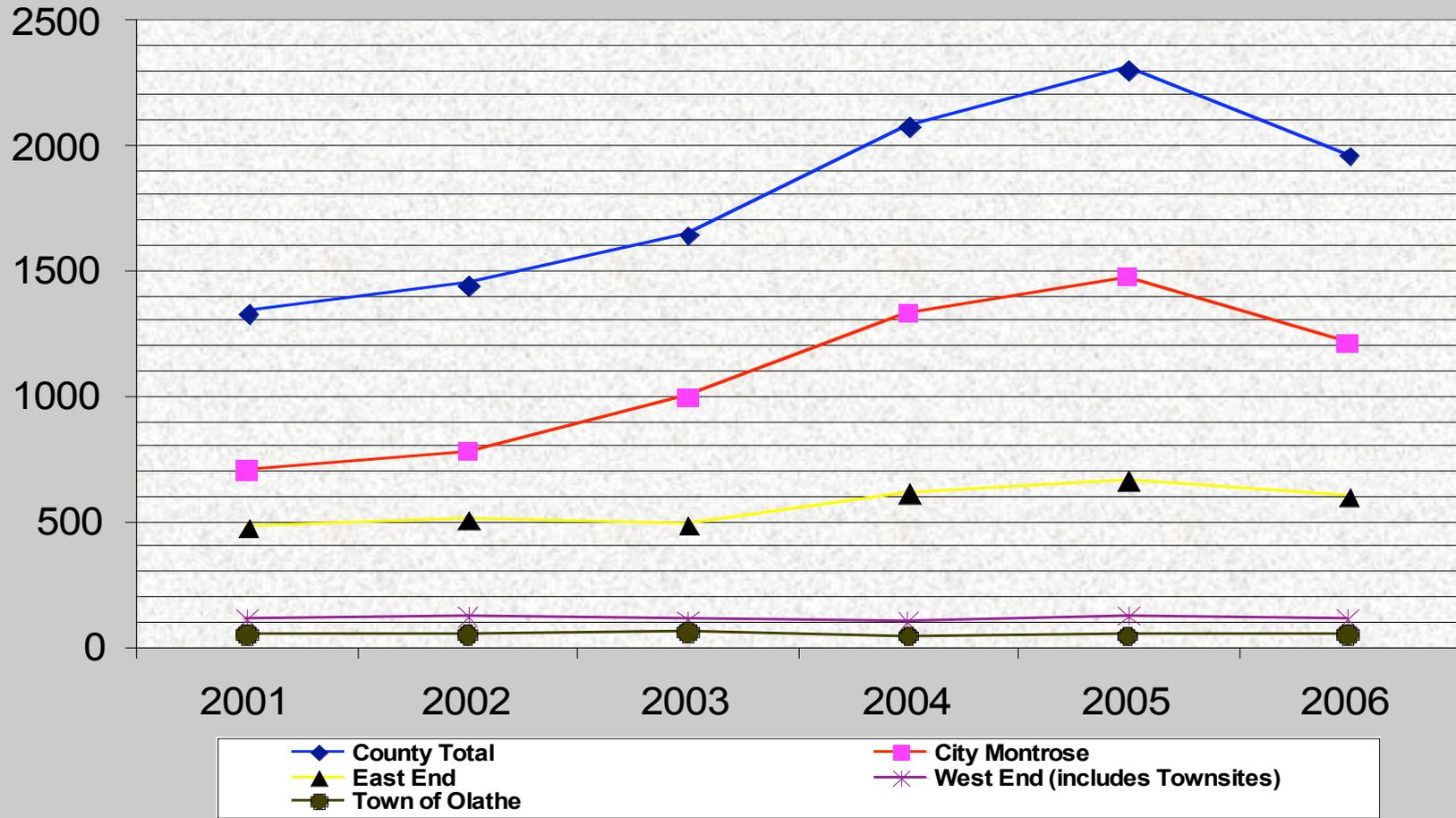
**Ouray County
Total Dollar Sales by Area
2001-2006**



© 2007 Comparable Sales Research



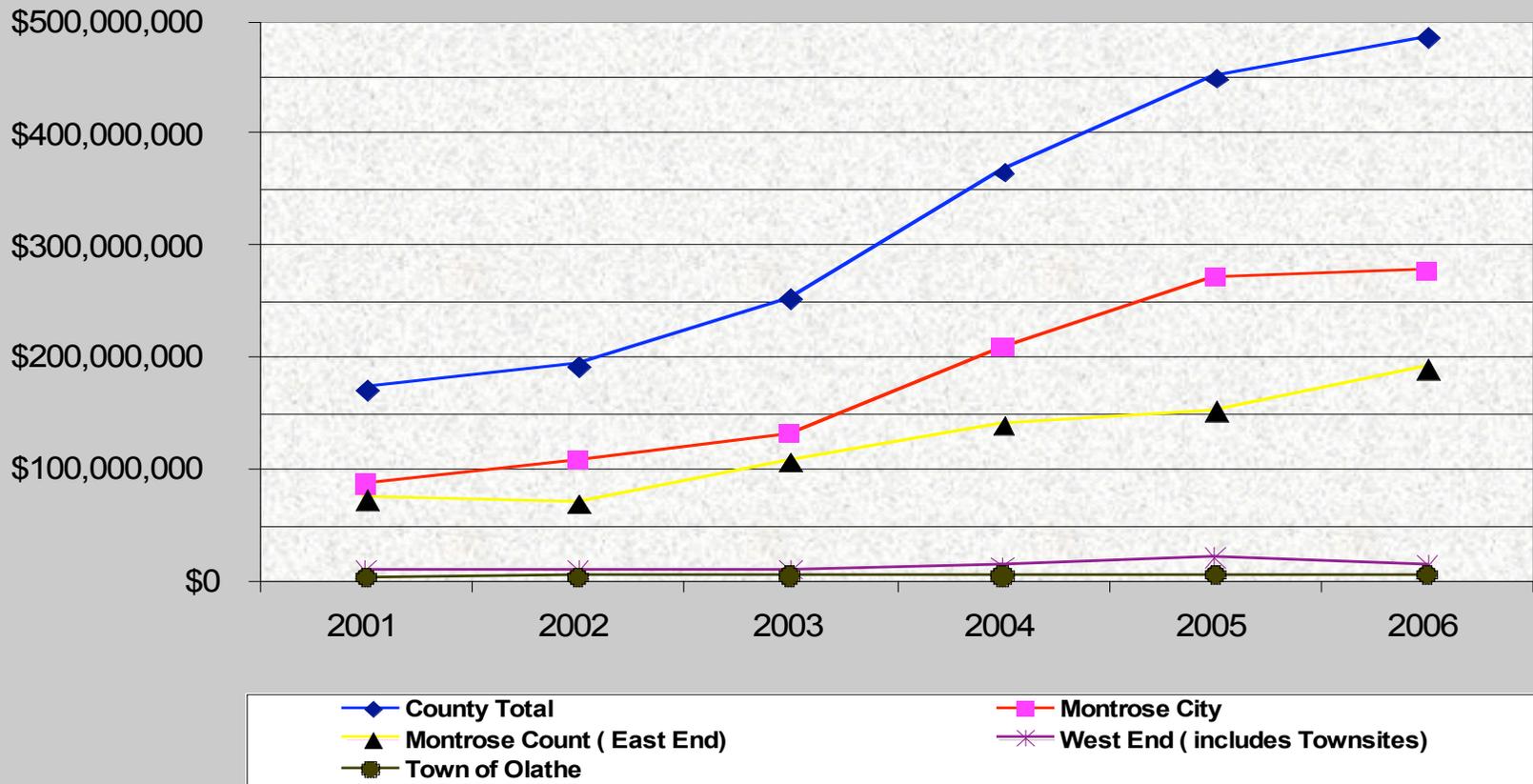
MONTROSE COUNTY
Total Number of Sales by Area
2001-2006



© 2007 Comparable Sales Research



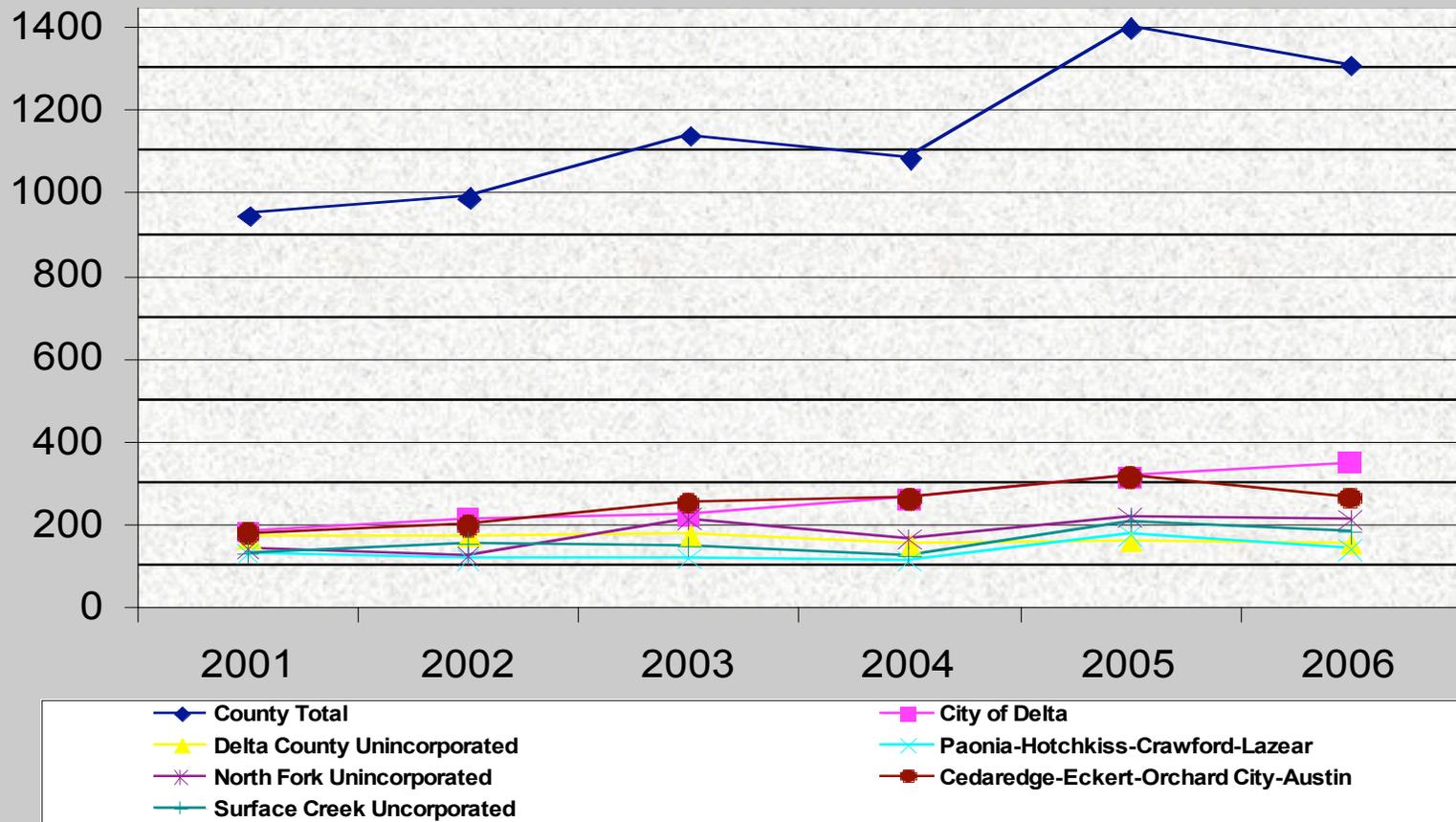
Montrose County Total Dollar Sales by Area 2001-2006



© 2007 Comparable Sales Research



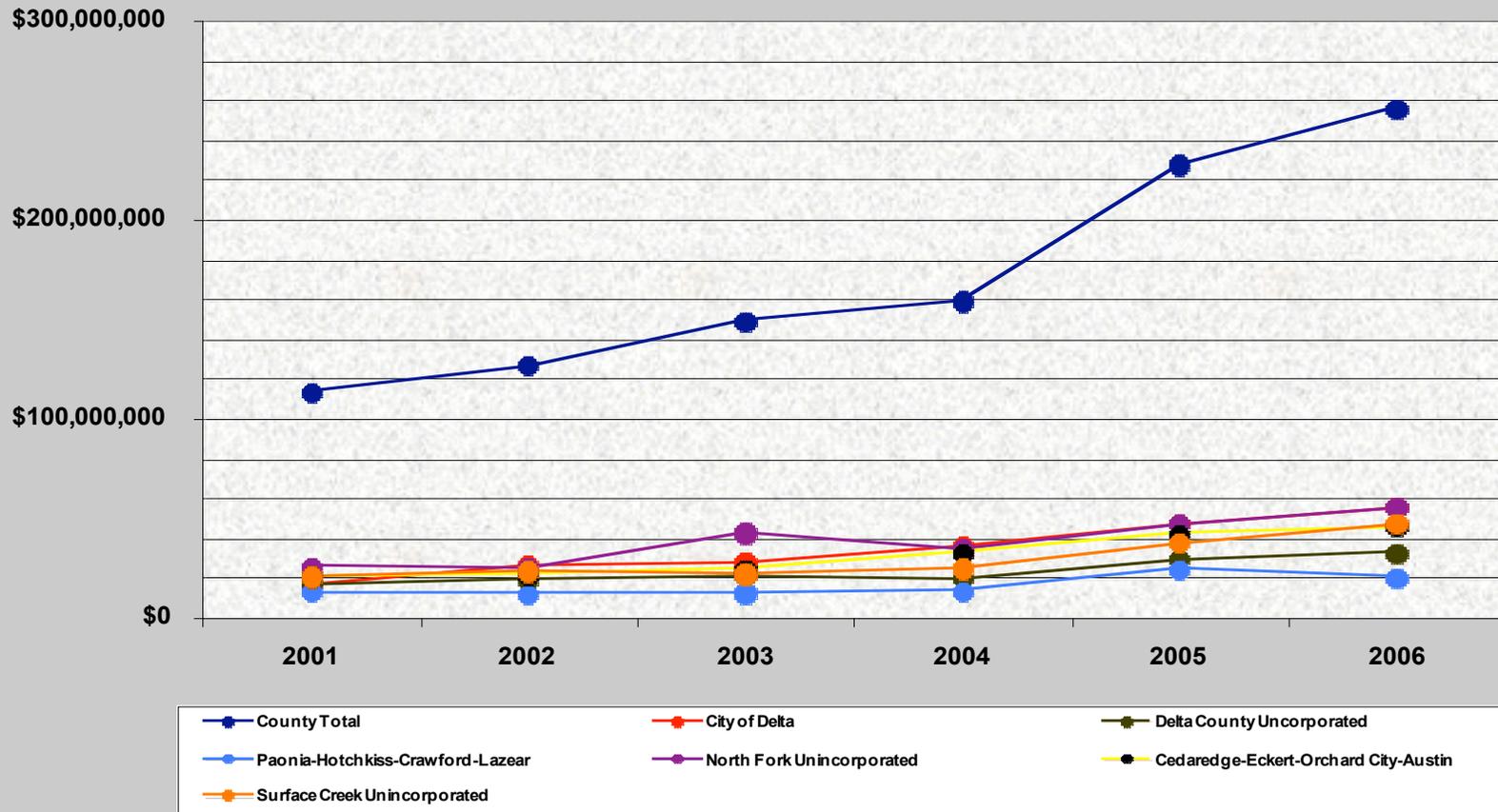
**Delta County
Total Number of Sales by Area
2001- 2006**



© 2007 Comparable Sales Research



Delta County Total Dollar Sales by Area 2001-2006



© 2007 Comparable Sales Research





Songs of Frost



Regional Map



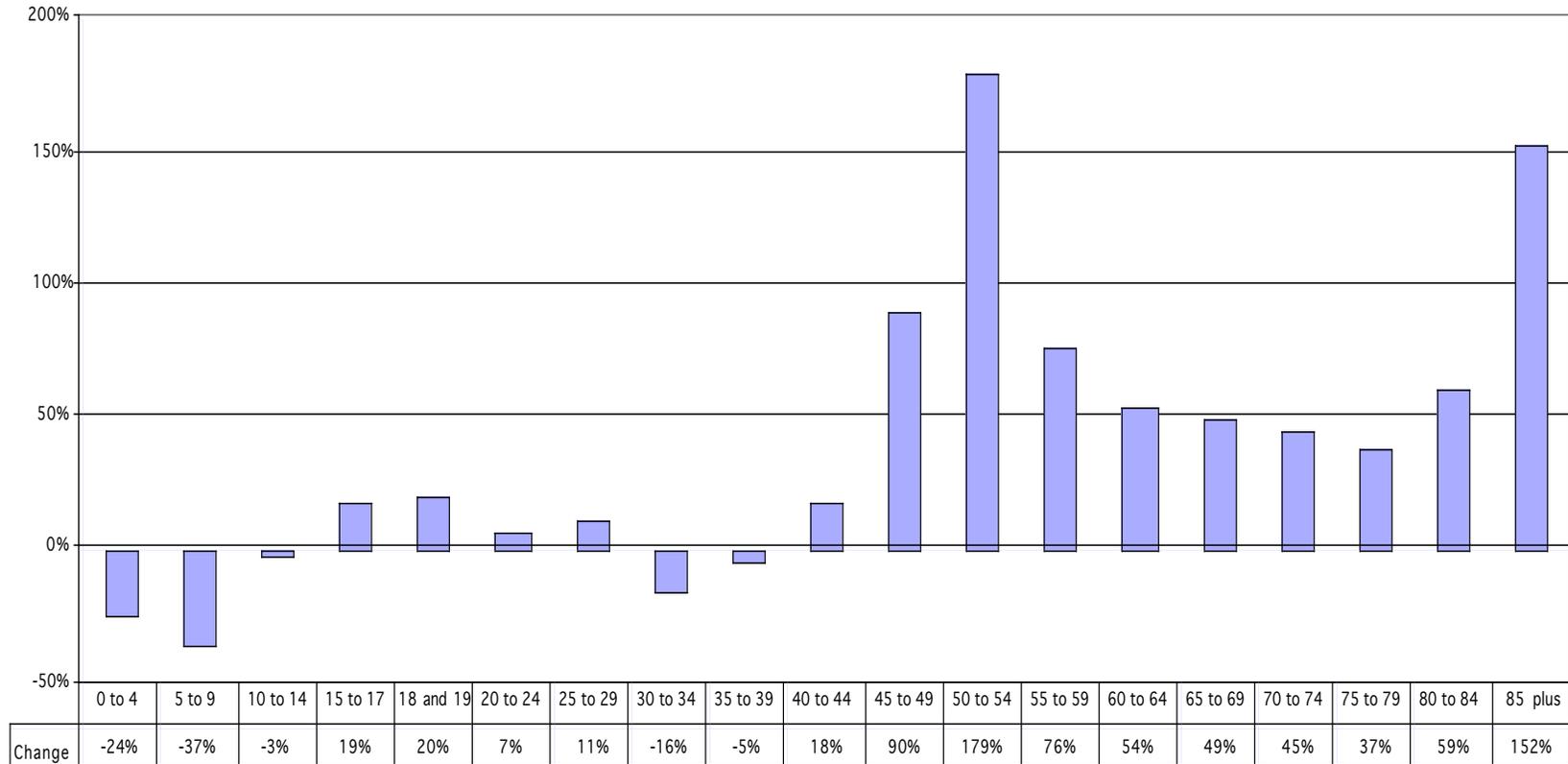
Baby Boomer Tsunami



The group most likely to buy a 2nd home 55-70 years old. The market will double in the next two decades as baby boomers reach the 55+ age groups.



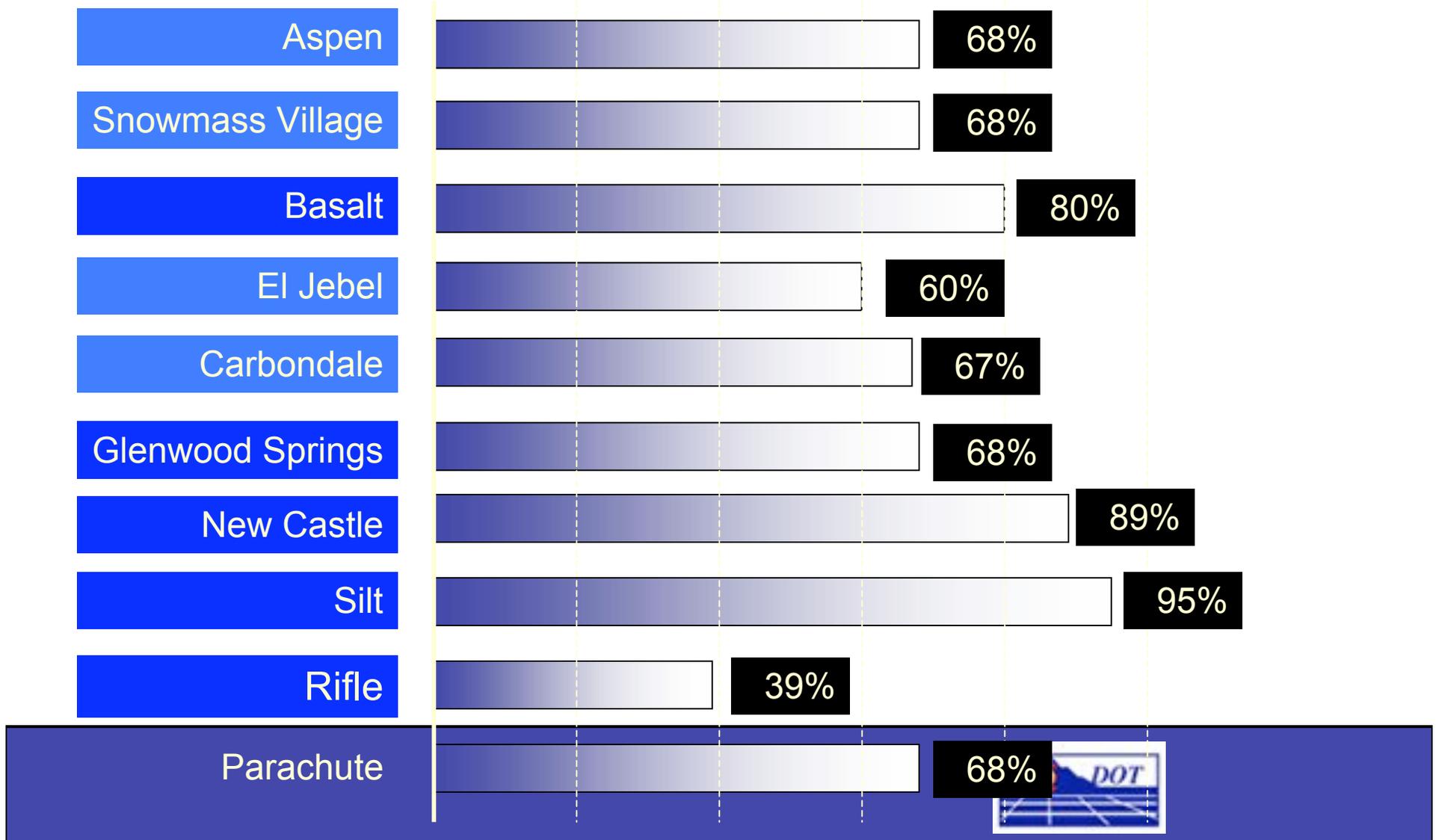
Non HSP pop change 1990 - 2000



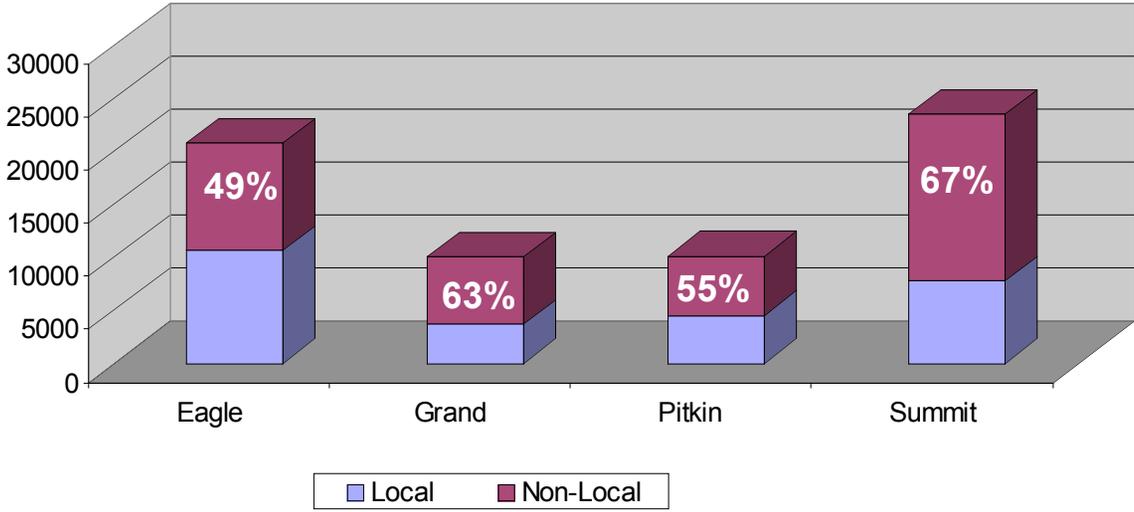
Carbondale has experienced aging population among non Hispanic groups although there was an influx of 30-40 year olds during this period. There was also significant in migration among 60+ age groups.



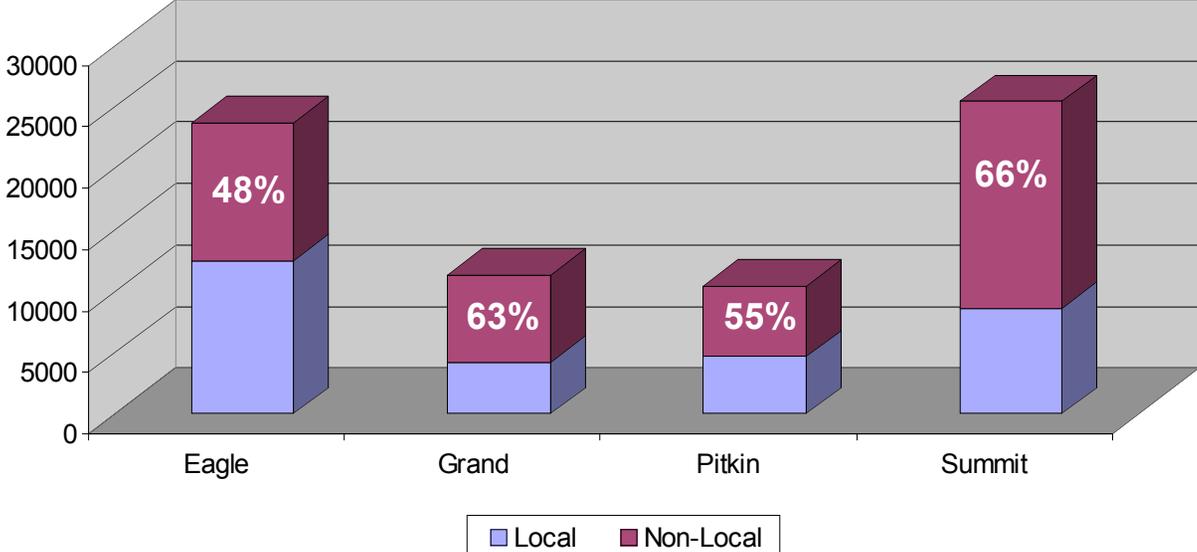
% of Workers Imported from Other Towns (2004)



2003 Ownership of Housing Units



2006 Ownership of Housing Units



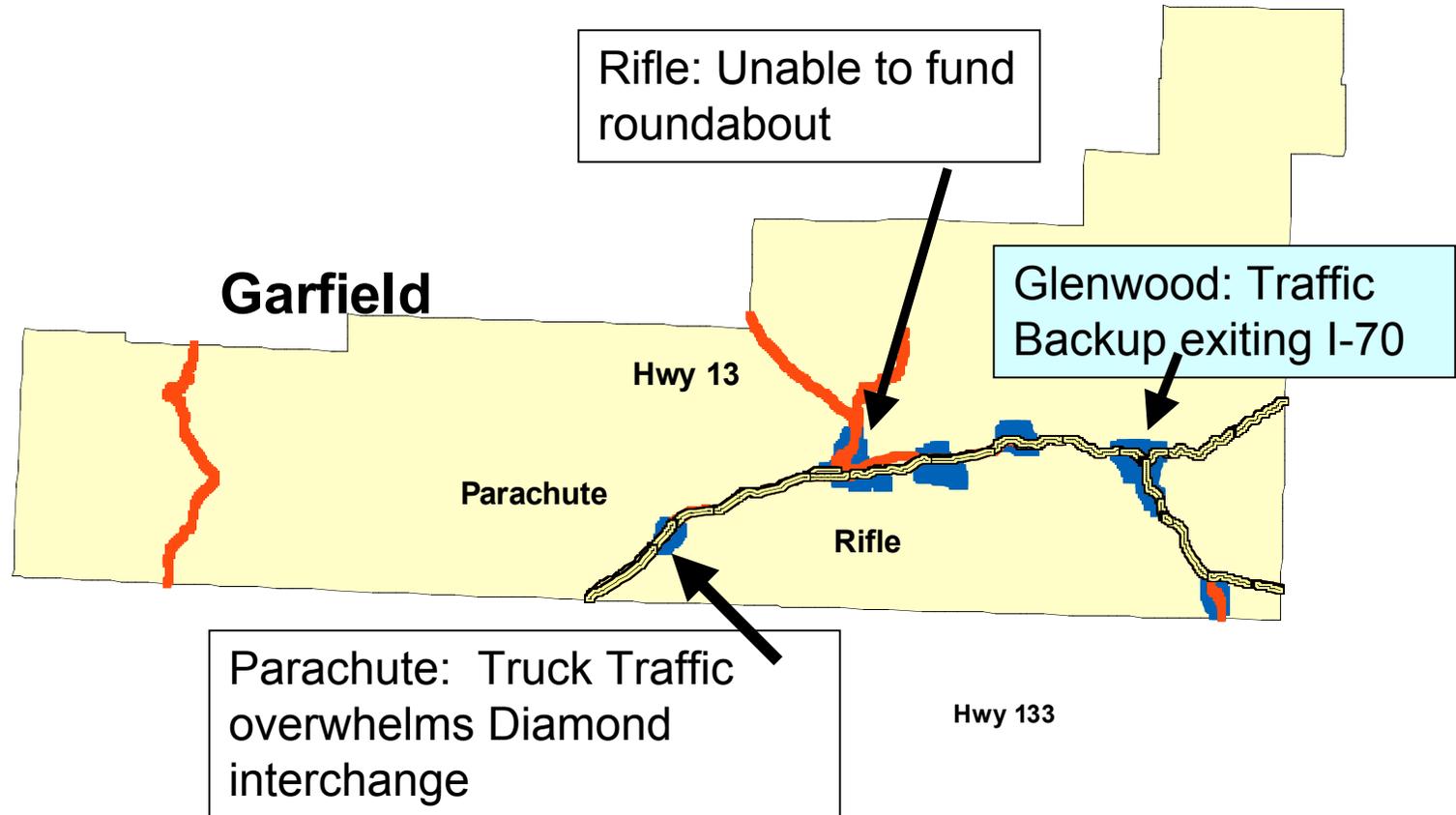
Major State Highways



The Saudia Arabia of the Western United States?



North South Routes often neglected



14,000 land use approvals

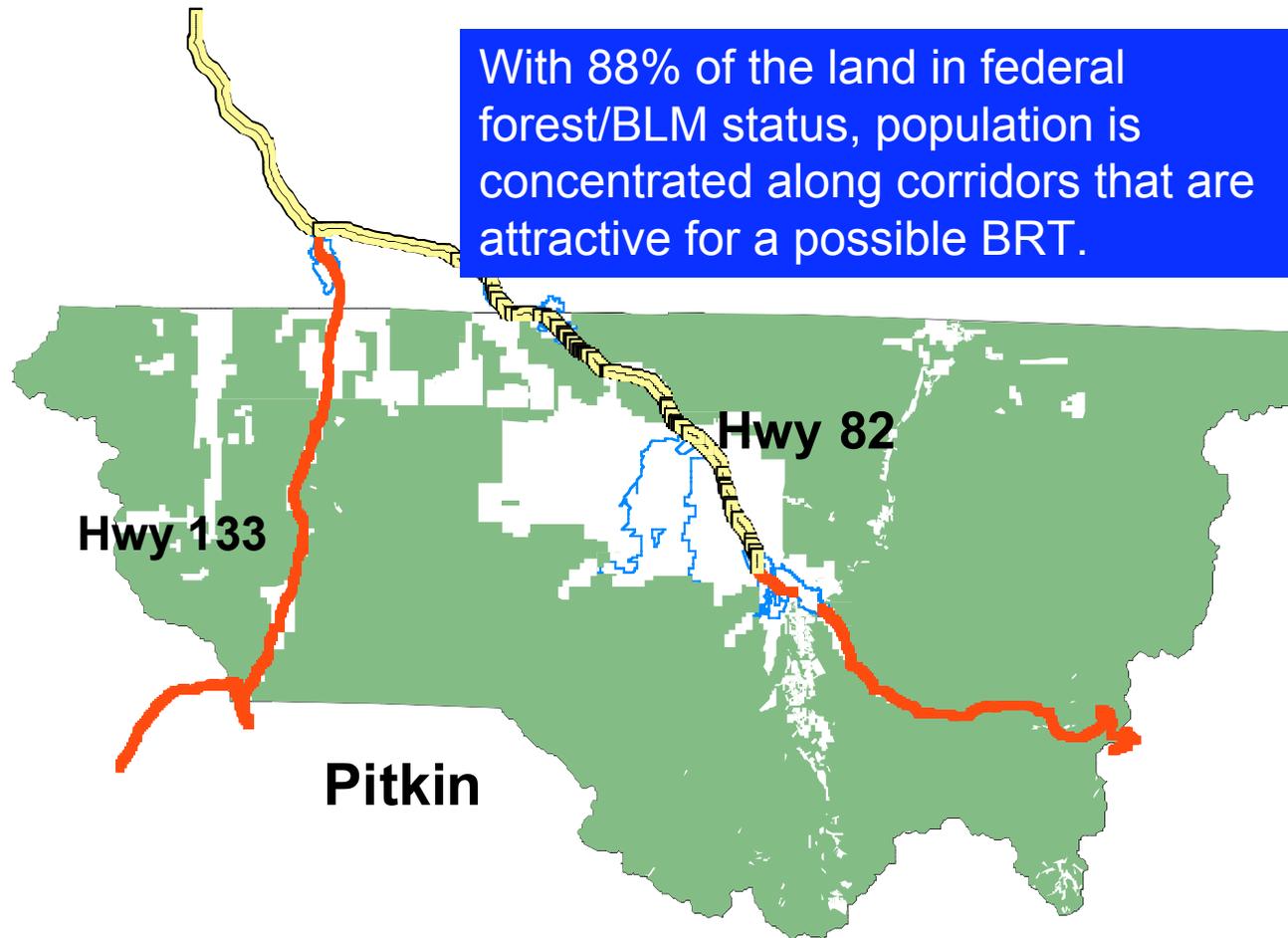
and the fastest growing home prices

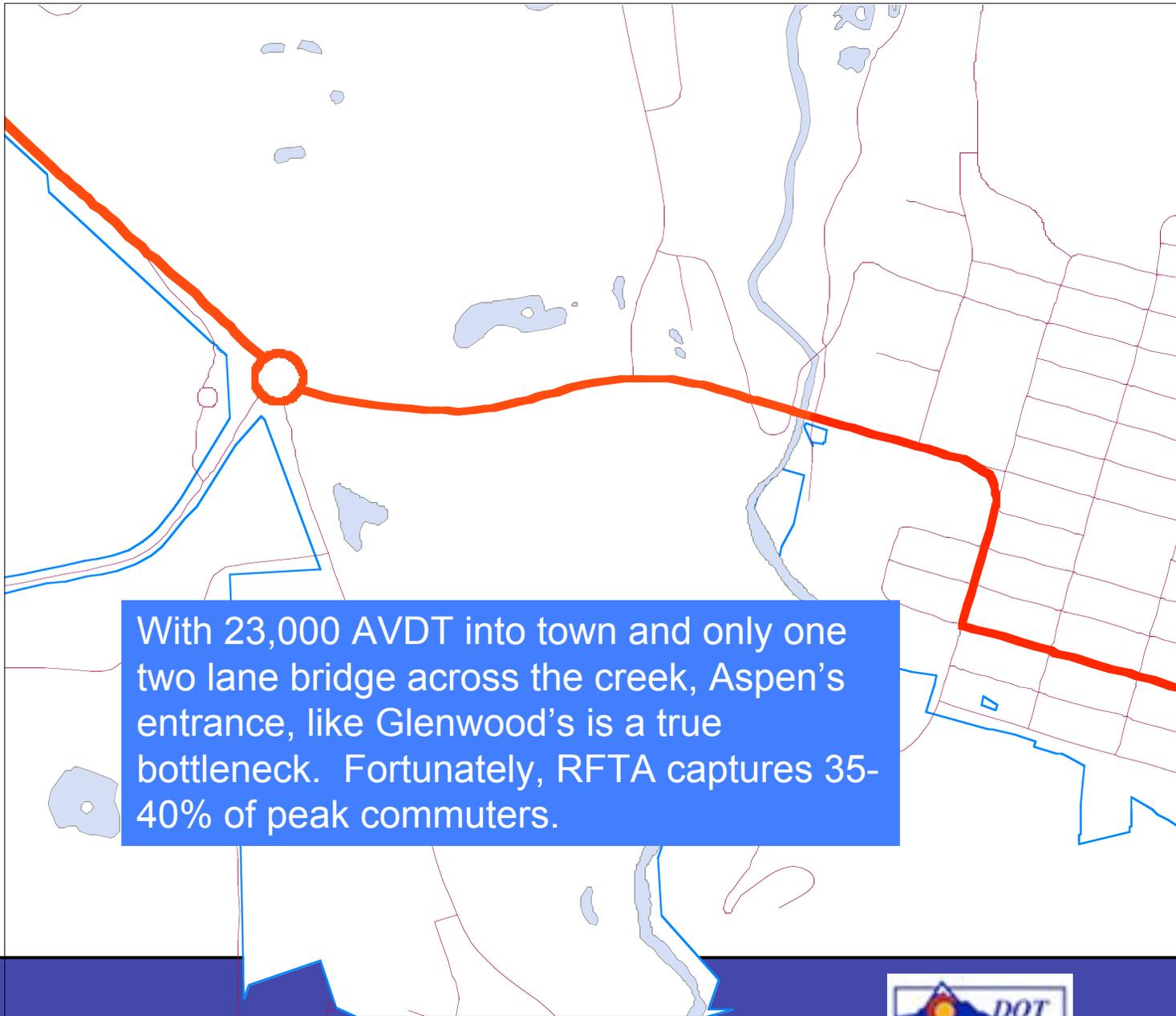


Extended commuter patterns down the valley,
“low hanging fruit” - good routes taken



With 88% of the land in federal forest/BLM status, population is concentrated along corridors that are attractive for a possible BRT.

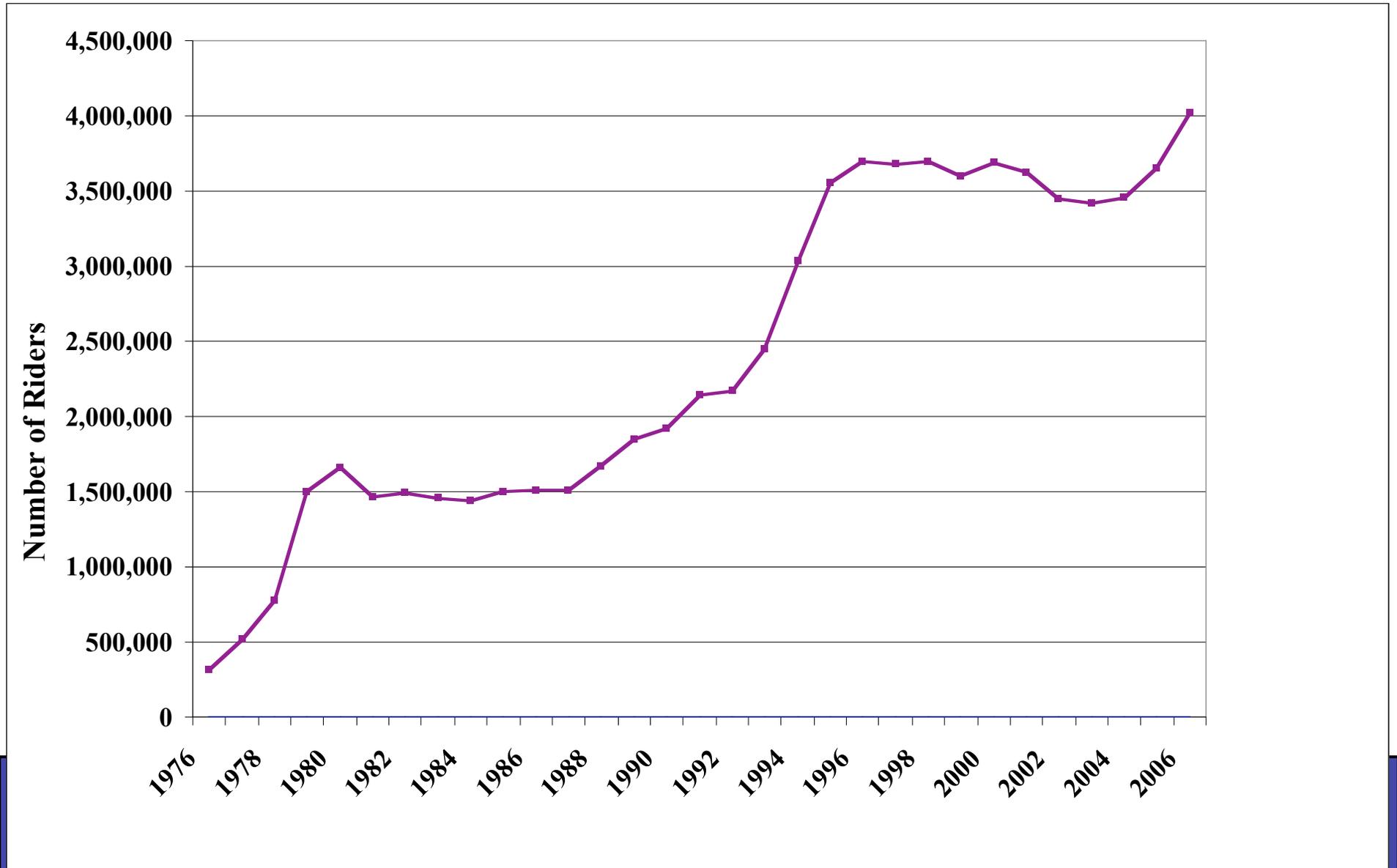




With 23,000 AVDT into town and only one two lane bridge across the creek, Aspen's entrance, like Glenwood's is a true bottleneck. Fortunately, RFTA captures 35-40% of peak commuters.



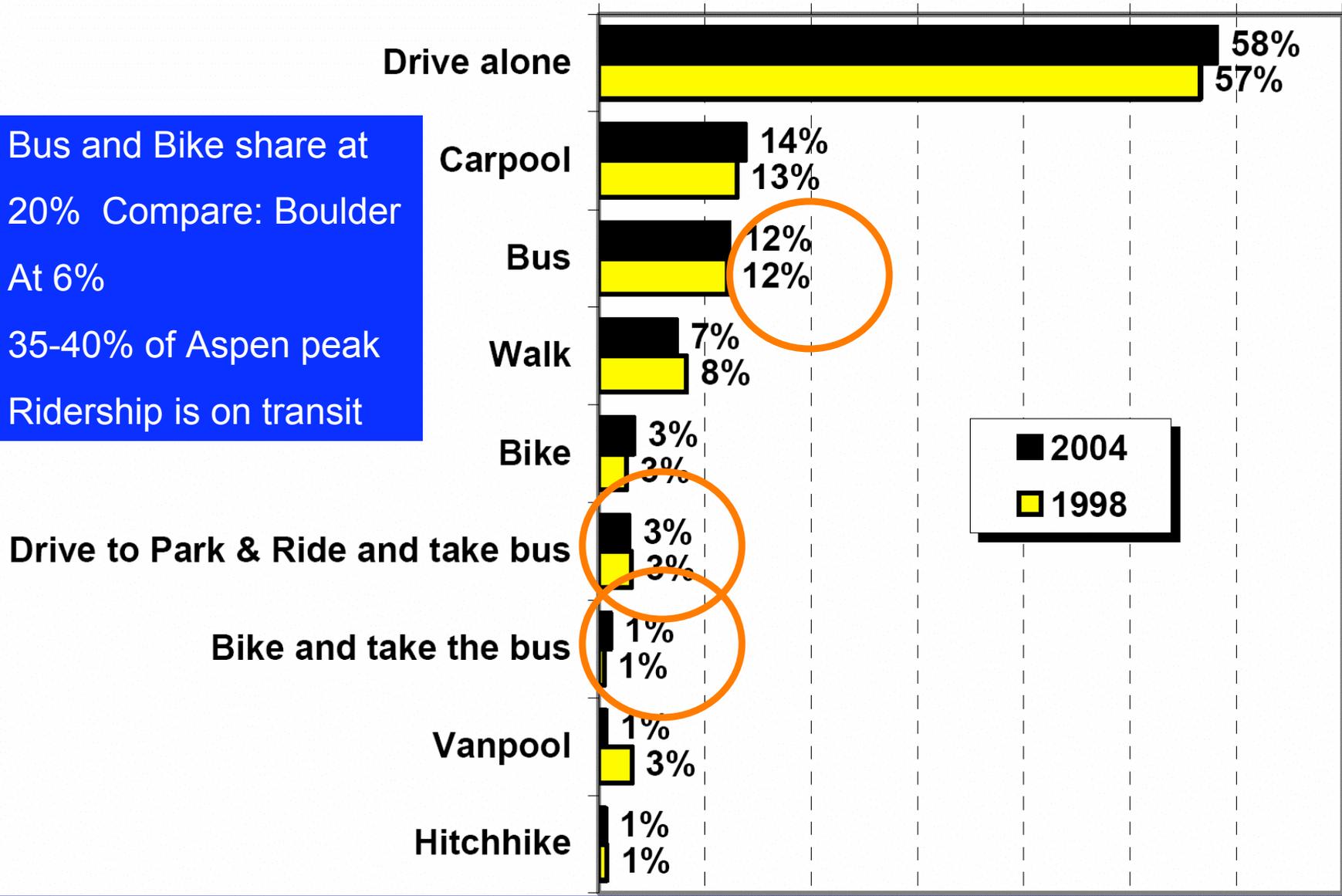
RFTA Transit Ridership – Annual



Mode Share – Work Commute

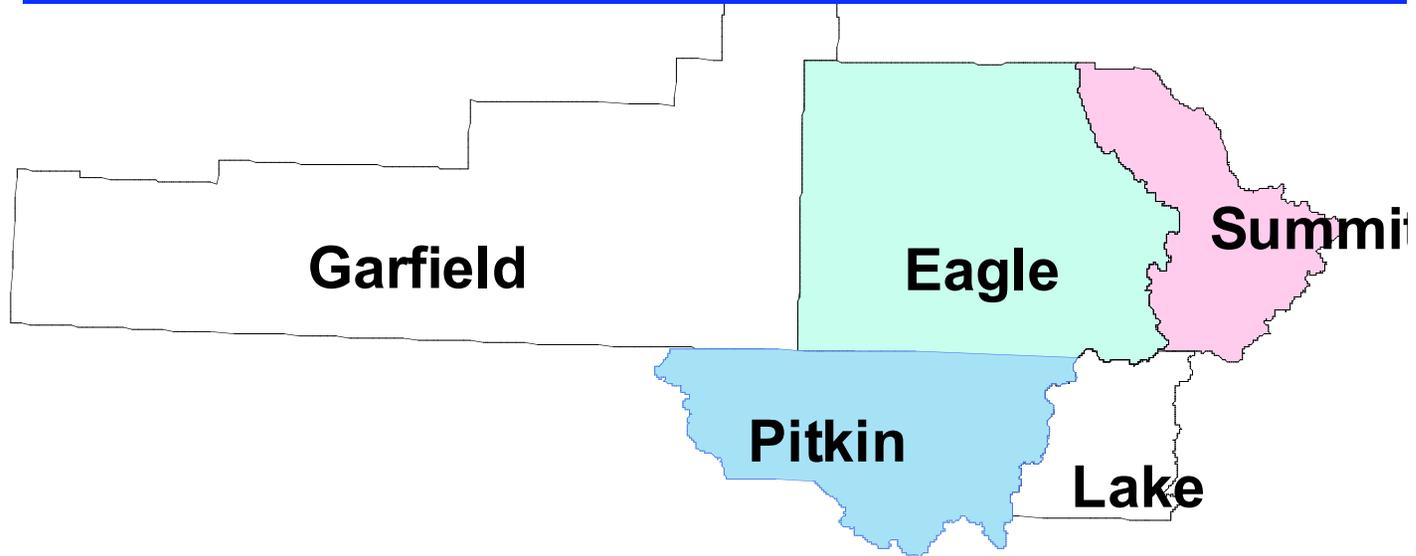
0% 10% 20% 30% 40% 50% 60% 70%

Bus and Bike share at
20% Compare: Boulder
At 6%
35-40% of Aspen peak
Ridership is on transit



An Economic Engine:

The three counties in color generate a surplus of revenue to the state in income and sales taxes compared to state expenditures. The relative affluence of the population provides revenue over and above the dollars returned. (BBC 2002)



Discussion

