



***San Luis Valley***  
*Transportation Planning Region*

***2035 Regional Transportation Plan***

*January 2008*



*2035 Regional Transportation Plan*

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***January 2008***

**San Luis Valley Regional Planning Commission  
Colorado Department of Transportation**

**URS Corporation  
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URS Project Number 21711630



## EXECUTIVE SUMMARY

The 2035 San Luis Valley Regional Transportation Plan is the result of a comprehensive process to examine priorities established in the previous 2030 Plan and then to validate or modify those priorities as appropriate. To do so, planners solicited public input through a succession of activities and met regularly with the regional planning commission to develop this update.

The San Luis Valley Transportation Planning Region (TPR) is located in the southwest portion of Colorado. It is composed of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties.

The area offers opportunities for outdoor recreation with rafting, skiing, fishing and hunting, and tourist attractions such as the Great Sand Dunes National Park. .

Major components of the process included:

- **Key Issues and Emerging Trends** – Through the Regional Transportation Forum and other input opportunities, planners identified what evolving socioeconomic and transportation factors affect transportation decision-making.
- **Vision Plan** – includes a set of visions, goals, and strategies for each corridor, including the costs to make the desired improvements.
- **Constrained Plan** – identifies available funding and matches resources with high priorities for the entire planning period from 2008 – 2035.
- **Midterm Implementation Strategies** – selects strategies that require attention during the first 10 years of the planning period.

### Key Issues and Emerging Trends

The planning process uncovered a series of key issues and trends that influenced the direction of the plan. These were the basis of discussion at public meetings and for the regional planning commission. While there are many details, the primary issues for the region can be summarized as follows:

- **System Preservation is the primary need** – Increasingly high volumes of cars and trucks have contributed to the need to accelerate maintenance and repair of the existing system. The existing system has a considerable amount of facilities that are either in poor surface condition or lack adequate shoulders. In addition, a fair number of bridges have been designated as being eligible for replacement.
- **The plan should address safety and congestion throughout the region** – A general increase in traffic, largely a result of significant population and employment growth, and compounded by longer commutes to employment and service centers, has raised the level of concern about safety issues resulting from congestion region-wide.
- **A desire for multi-modal connections** – A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified. The need has been expressed for eventually providing mass public transportation within the TPR, which would connect to the Great Sand Dunes National Park, Alamosa Wildlife Refuge, and Fort Garland.
- **Individual corridors of high importance:** Three corridors and four corridor segments have been identified as regional priorities due to increased traffic volumes, particularly

increasing heavy truck traffic. The following corridors are seen as critical links in the system requiring improvements:

- US 285 A (ii) - Two miles south of US 160 (Alamosa) to Jct of US 160 in Alamosa
- US 285 A (i) – CO/NM Stateline to 2 miles south of US 160 in Alamosa
- US 24 A (i) – Jct. US 285 (Johnson Village) to Jct. US 285 (Antero Junction)
- US 160 A - West of Monte Vista to east of Alamosa

In addition, the following corridors were not included in the constrained plan, but are viewed as high priority corridors within the SLVTPR and are included in the midterm implementation strategy.

- US 50 Salida to Poncha Springs
- SH 150-US 160 to Great Sand Dunes National Park and Reserve

The plan addresses these and other needs through the Vision Plan (total needs), the Constrained Plan (improvements for which resources are projected to be available through 2035), and the Midterm Implementation Strategy (those highest priorities which require attention during the first 10 years of the plan).

**Vision Plan**

The Regional Planning Commission (RPC) examined all the available background data, matched unmet needs with the regional vision, goals, and strategies and developed a vision for each corridor that is consistent with the needs and desires of the residents.

The plan addresses these and other needs through the Vision Plan, summarized below. All dollar amounts in this plan are expressed in 2008 dollars.

Table ES-1: Vision Plan

Vision Plan Costs	
Highway Corridors	\$2.503 B
Transit	\$0.059 B
Aviation	\$0.084 B
Total	\$2.647 B

**Constrained Plan**

The TPR will be allocated about \$25 million in available funds for the period 2008-2035. Since the TPR’s vision plan for the region identifies needs which significantly exceed the level of available funding, the Regional Planning Commission reviewed options and priorities for funding, assigning program amounts for each corridor and mode as summarized in the table below.

Table ES-2: 2035 Fiscally Constrained Plan Allocations

Corridor	2035 Constrained Total	
	Description	(\$000)
TPR	Region 5 Intersection Improvements	\$7,535
TPR	Region 5 Shoulder Improvements	\$2,512
TPR	Region 5 Engineering Studies & Environmental Compliance	\$1,256
US 285 A (ii)	2 miles s/o US 160 (Alamosa) to Jct. Of US 160 in Alamosa	\$3,014
US 285 A (i)	CO/NM State line to 2 miles s/o 160 in Alamosa	\$1,507
US 24 A (ii)	Jct. US 285 (Johnson Village) to Jct. US 285 (Antero Junction)	\$4,019
US 160 A (iii)	West of Monte Vista to east of Alamosa	\$5,022
Transit *		\$28,719
Aviation		\$43,000
<b>Total</b>		<b>\$96,584</b>

Source: URS; LSC 2007

\* \$251,000 of RPP funds added to Transit Constrained Plan total amount.

## Midterm Implementation Strategy

The identification of Midterm Implementation Strategy Corridors directs currently available funds toward a set of improvements determined to be most critical. The TPR selected four corridors for priority implementation, including a set of key strategies from the respective corridor visions. These offer the most benefits to moving people, goods and services throughout the region and should form the basis for project selection and programming over the midterm or the next ten years.

Table ES-3: Midterm Implementation Strategy Corridors

Corridor	Major Issues	Selected Strategies
SH 150	Gateway to recreation opportunities	Construct shoulders Provide public transit Construct intersection improvements Provide bicycle and pedestrian facilities
US 50	Population Growth Employment Growth	Construct intersection improvements Construct shoulders Add passing lanes Develop access management plan
US 160	Population Growth Employment Growth	Construct shoulders Provide public transit Construct intersection improvements Add additional general purpose lanes
US 285	Population Growth Employment Growth	Construct shoulders Provide public transit Construct intersection improvements Add additional general purpose lanes



## SAN LUIS VALLEY TRANSPORTATION PLANNING REGION

### Introduction

This plan contains an analysis of the transportation, socioeconomic, and environmental systems of the San Luis Valley Transportation Planning Region (SLVTPR). This data helps form the technical background for long range transportation system improvements. The 2035 Plan is an update to the 2030 Plan completed in 2004. The update is intended to respond to key trends and emerging issues, as well as the evolving financial picture. As an update, many of the previous plan's key components and priorities remain in place.

### The Regional Planning Commission

The San Luis Valley Regional Planning Commission (RPC) has been established by memorandum of agreement to include a representative from each county and each incorporated municipality within the SLV TPR. The RPC has the responsibility to carry out the regional planning process and adopt the plan. Table 4 lists members of the San Luis Valley Regional Planning Commission.

Table 4: San Luis Valley Regional Planning Commission

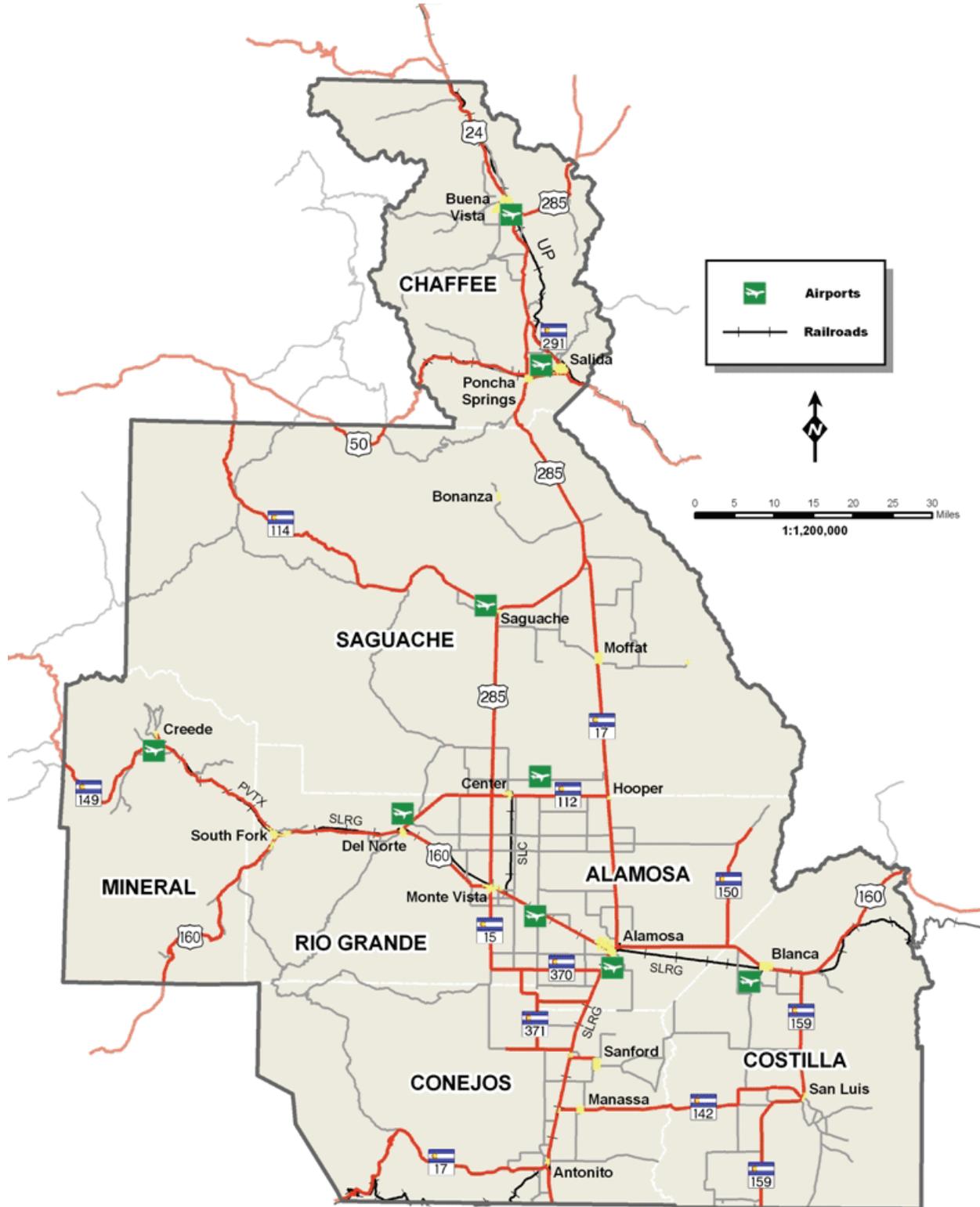
Member Name	Organization	Location
George Wilkinson	RPC Chairman /Commissioner	Alamosa County
Doug Davie	Commissioner	Rio Grande County
Karl Kolisch	Commissioner	Mineral County
Jim Osborn	Commissioner	Chaffee County
Karl Kolisch	Commissioner	Mineral County
John Sandavol	Commissioner	Conejos County
Mike Spearman	Commissioner	Saguache County
Edward Vigil	Commissioner	Costilla County
Pat Alderton	RPC Vice Chairman	Town of Poncha Springs
Ferris Bervig	Mayor	City of Alamosa
Christopher Rodriquez	Mayor	Town of San Luis
Gene Chrisman	Mayor	Town of Hopper
Tom Engle	Mayor	Town of Manassa
Earl LeRoy	Mayor	Town of Moffat
Glenn Graham	Mayor	Town of Del Norte
Larry Heersink	Mayor	Town of South Fork
Kizzen Laki	Mayor	Town of Crestone
Danny Knight	Mayor	Town of Salida
Donnie Martinez	Mayor	Town of Romeo
Elvie Samora	Mayor	Town of Saguache
Adeline Sanchez	Mayor	Town of Center
Don Schall	Mayor	City of Monte Vista
Eldon Seime	Mayor	City of Creede
Joan Selvage	Mayor	Town of Bonanza
Myrrl Smith	Mayor	Town of Blanca
Kara Russell	Mayor	Town of Buena Vista
Mike Trujillo	Mayor	Town of Antonito
Auston Valdez	Mayor	Town of La Jara

Source: SLVRPC 2007

**Project Area**

The San Luis Valley TPR consists of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties. The San Luis Valley Regional Project area is depicted in Figure 1.

Figure 1: San Luis Valley Planning Area



Source: CDOT 2005

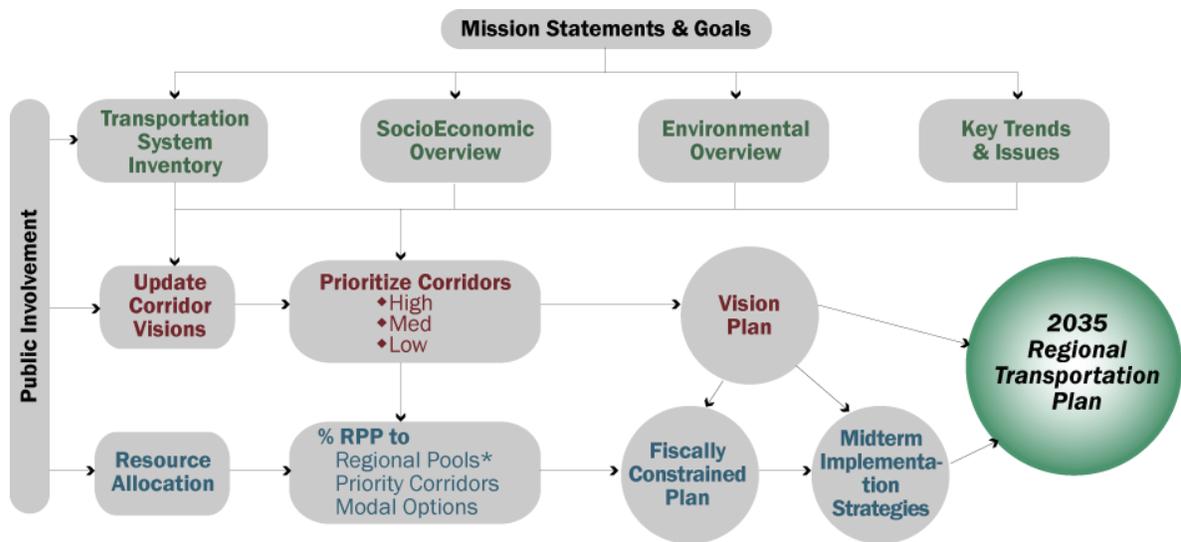
**The Planning Process**

Long range transportation planning is a critical element in the transportation development process. This is the first step in integrating citizen goals into a comprehensive plan, protecting and enhancing community values, and gaining access to available or potential funding. The plan is based on a number of steps, all designed as a thoughtful and efficient method to relate the wishes of the citizens to effective transportation programs and projects, within a realistic financial picture.

Figure 2 provides a diagram depicting the planning process that has been followed in developing the San Luis Valley 2035 RTP. The planning process began with a review of the mission statement and goals as established in the 2030 RTP. Representatives of the communities in the region and the general public were asked to help identify recent trends in the region that affect the transportation system and the long range needs of the region. Overviews of the existing transportation system, socioeconomics, the environment, and projected growth in the region were completed based on information provided in the CDOT planning dataset.

The inventory and initial public input were used to update the corridor visions which were established in the 2030 RTP. Each of the 25 multi-modal corridors in the San Luis Valley TPR has a vision, goals, and specific strategies to achieve the vision and goals. Since this is corridor-based plan, the corridors have been divided into high, medium, and low priority. The corridor visions and the prioritized corridors comprise the vision plan for the region. A fiscally constrained plan was then developed by assigning the estimated available funding to the corridors and to the improvement pools. Lastly, a midterm implementation strategy was developed to identify what can be done to address difficult trade-offs that are necessary to manage the transportation system over the next ten years, given the limited funds and increasing costs.

Figure 2: Planning Process



\* as appropriate

### **PUBLIC INVOLVEMENT**

The public participation process for the 2035 plan update was geared to gather information on emerging issues that have risen since the completion of the 2030 plan in November 2004 and that might influence a reprioritization of goals. Two major opportunities for this input were held early in the process. The Pre-Forum meeting was held to provide an opportunity for the regional planning commission, other community leaders, transportation professionals and the public to discuss the state of transportation in the region and identify key problems and issues that should be addressed in the plan. The second event, the Regional Transportation Forum, was then held to discuss those issues in more detail and begin providing input on how the transportation problems could be best addressed. Finally, a public meeting is scheduled for Fall 2007 to present this draft plan and receive comments.

#### **Pre-Forum**

A Pre-Forum was held for the San Luis Valley TPR on July 25, 2006 to gather input from the RPC and others on whom to invite to the Regional Transportation Forum. In addition, ways in which to contact stakeholders and key persons as well as how to engage the general public was also discussed.

#### **Regional Transportation Forum**

The Regional Transportation Forum was held in Alamosa on September 28, 2006 to provide a significant point of public input to the 2035 plan update. Approximately 398 invitations were directly mailed to persons who expressed an interest in transportation planning or by reason of job affiliation with a local government. In addition, press releases were sent to eight local radio stations and three local newspapers. Approximately 29 people signed in for the meeting, however there were at least 10-12 additional people who arrived late and did not sign in. The primary purpose of the meeting was to review the 2030 priorities; discuss emerging regional issues and trends; determine the audience's preferences regarding future priorities and issues; and discuss funding issues, needs, and solutions. The forum lasted approximately three hours. The meeting featured a presentation about the planning process in general; the need for the update; background on the 2030 Plan; costs of transportation and general funding expectations. An innovative audience polling technique was used to electronically solicit preferences and opinions. In addition, an interactive exercise allowed meeting participants to "spend" a set allocation of funds on their preferences.

The following lists describe the comments received and have been arranged by subject matter. These issues and needs, along with discussions with the RPC, transit providers, community leaders, form the basis for developing transportation development alternatives for further analysis and have been incorporated into the 2030 Regional Transportation Plan wherever appropriate.

- Lack of shoulders on the TPR roadways is a safety concern as pull off areas/bicycle ways are either not provided, or are not wide enough to accommodate bicycles, or motor vehicles that need to pull off the road.
- The need for passing lanes exists throughout the TPR, as roadway capacity often does not allow enough opportunity for safe or convenient passing.

- A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified. The need for eventually providing mass public transportation within the TPR has been expressed which would connect to the Great Sand Dunes National Park, Alamosa Wildlife Refuge, and Fort Garland.
- Improved roadway maintenance is needed to address poor roadway surface conditions in the TPR.
- The need for intersection improvements was expressed throughout the TPR to provide safe crossings.

### **Prioritization Meeting**

The Prioritization Meeting was held in Alamosa on March 27, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre-Form Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 mentioned above to update priorities and identify additional projects. The Corridor Visions and 2035 Vision Plan, as amended, appear later in this document.

### **Draft Plan Review**

The Draft 2035 Plan was released in July 2007, incorporating as appropriate all input from the public and decisions by the RPC. After a period of review, a Joint Public Outreach Meeting for the San Luis Valley TPR was held in Alamosa on October 30, 2007 from 5:30-8:30 pm at the Alamosa County building. Approximately 25 people attended the meeting. The format of the meeting was an open house with boards presenting issues for the TPR and CDOT funding mechanisms. The purpose of the meeting was to solicit comments on the SLVTPR 2035 Transportation Plan and the 2035 Statewide Transportation Plan. See Appendix A - Public Involvement for more information. The meeting was held jointly with CDOT to also enable review of the draft Statewide Plan at that time. This approach provided the opportunity for attendees to see the regional plan in context with other regions and the state as a whole. Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC scheduled for January 2008.

## REGIONAL VISION, GOALS & STRATEGIES

### Background

Completion of this task provided the opportunity for the TPR to identify issues that will help in the development of regional vision, goals, and strategies. Ultimately, the regional vision, goals, and strategies developed through public, RPC, and TAC processes were used in developing evaluation criteria for use in the transportation alternatives development phase of the plan. The Vision provides the basis to compare projects for consistency with the final adopted 2035 plan.

CDOT's guidance in developing this portion of the plan requests that the TPR begin with the Department's Mission as a foundation:

*The mission of the Colorado Department of Transportation is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.*

CDOT also offers the following vision as part of its guidance:

*To create an integrated transportation system that focuses on moving people and goods, develops linkages among transportation choices, and provides modal choices to enhance the quality of life and environment of the citizens of Colorado.*

Goal development and achievement of the goals are seen as on-going processes of regional improvement. The regional goals and strategies are from the previous 2030 plan, completed in 2004. The regional planning commission reviewed the 2030 goals and strategies, and the previous goals were found to be generally consistent with the current needs of the region; therefore, the 2030 goals have been incorporated into the plan.

### 2035 Vision for Transportation

The San Luis Valley envisions a transportation system that supports the region's agricultural and tourism-based economies through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the state highway system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the cultural and environmental conditions that make the Valley a great place to live, work and visit. The transportation system supports economic development by providing mobility for people and goods as well as multimodal access to services. The 2035 regional transportation plan envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the San Luis Valley Transportation Planning Region.

### 2035 Goals and Strategies

The following are the regional goals and strategies identified for the SLVTPR.

**Goal 1** Provide for sustainable economic growth with supportive and efficient transportation infrastructure and programs

**Strategy A** Support the diversification of the region's agricultural economic base, including agri-processing by developing truck and rail modal opportunities.

**Strategy B** Support the diversification and expansion of the San Luis Valley Region's

tourism industry by improving the regional image and visibility.

**Strategy C** Develop commercial air connections to Colorado Springs, Denver, Phoenix and Albuquerque airports.

**Strategy D** Support a reduction in the percentage of below poverty level incomes through increased employment opportunities.

**Strategy E** Support the development of local land use management techniques that recognize the interrelationship between transportation and land use.

**Goal 2** The plan will improve transportation linkages and modal alternatives for commerce, tourism and transportation dependent populations.

**Strategy A** Actively pursue designation and development of interregional, interstate and international routes through the San Luis Valley Region.

**Strategy B** Plan for additional inter-city bus services and demand-responsive transit for the entire region.

**Strategy C** Develop transportation alternatives for the elderly and other transit-dependent populations.

**Strategy D** Improve and expand access to medical facilities for all populations throughout the region.

**Goal 3** Improved connection to other Colorado regions and states.

**Strategy A** Improve access to interstate highways in Colorado and New Mexico, thereby increasing access for tourists, residents and commerce.

**Strategy B** Upgrade US 285, US 160, US 24, and US 50, including through travel lanes where necessary, passing lanes, adequate shoulders and rest areas.

**Strategy C** Implement the recommendations of the Alamosa Mobility Study

**Goal 4** The transportation system minimizes impacts to the region's air, water, scenic view corridors, wildlife habitat and cultural resources.

**Strategy A** Preservation and enhancement of environmental and scenic quality of life.

**Strategy B** Support for regulatory controls to minimize the impacts of mining, hazardous waste shipment, other types of heavy industry, and new housing and business development upon the region's most environmentally sensitive areas.

**Strategy C** Expanded and enhanced recreational opportunities and access.

**Strategy D** Additional pedestrian and bicycle access to recreational areas, both on-street and off-street.

**Strategy E** Preservation of the unique historic, cultural, and small-town character of the region.

**Strategy F** Increased highway signage for key historic, cultural, scenic and recreation areas.

**Goal 5** The highway system provides mobility to the traveling public at an acceptable level of service.

**Strategy A** Additional travel lanes will be constructed to alleviate congestion where appropriate and when alternative solutions are either not feasible or not effective.

**Strategy B** Construct other highway improvements, including passing lanes, paved shoulders, and improved intersections where required to promote improved levels of service and safety.

**Goal 6** The existing transportation system will be maintained in the most efficient manner possible.

**Strategy A** Maintain a safe and efficient roadway system appropriate to accommodate current and projected growth and development levels.

**Strategy B** Structurally deficient and functionally obsolete bridges will be replaced or otherwise maintained to extend useful life.

**Strategy C** Public transportation vehicles will be maintained and replaced on an effective schedule that allows providers to continue providing safe and efficient service.

**Goal 7** The transportation system provides safe travel opportunities.

**Strategy A** The regional planning commission will support local, regional, statewide and national initiatives to modify and improve vehicle safety and driver behavior.

**Strategy B** Locations with historically high crash ratios in relation to vehicle miles traveled will be evaluated for potential safety improvements.

**Strategy C** Passing lanes, turn lanes, and adequate shoulders will be constructed where appropriate financially and environmentally in order to maximize infrastructure safety.

**Strategy D** Rest areas will be provided at appropriate intervals on regionally significant highways, including US 50, US 285, and US 24.

**Goal 8** Provide a safe and efficient airport system that maximizes existing investment and meets inter- and intrastate travel and emergency needs while supporting Colorado's diverse economy.

**Strategy A** Provide a system of airports that is adequate to meet existing and projected demand.

**Strategy B** Provide a system of airports that meets future demand levels while considering community and environmental compatibility.

**Strategy C** Provide a system of airports that supports economic growth and diversification.

**Strategy D** Provide a system of diverse airports that is convenient to Colorado residents while also supporting critical health, welfare, and emergency services within the State.

**Strategy E** Provide a system of airports that maximizes the useful life of airport facilities by leveraging local, state, and federal investments.

**Goal 9** The transportation plan identifies, evaluates and prioritizes transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding.

**Strategy A** The plan supports the efficient use of limited financial resources.

**Strategy B** The fiscally constrained plan leverages available state and federal resources with public/private partnerships.

**Strategy C** The San Luis Valley Regional Transportation Commission supports the provision of State funds for the provision of public transportation services

**Strategy D** The fiscally constrained plan recognizes that the costs of desired transportation development may exceed reasonably anticipated revenues and therefore, estimated costs of development will be held to those expected revenues.

**Strategy E** The plan recognizes that preferred transportation needs may exceed currently expected revenues, but allows for long-term system improvements if additional funding becomes available at any time in the future.

**Goal 10** The transportation plan develops options that are understood and supported by the traveling public.

**Strategy A** The regional transportation planning process invites full public involvement and input at key points through the use of advisory committees, public meetings, a project website, newsletters, and input opportunities for the general public and interest groups.

**Strategy B** The plan upholds, supports and implements the provisions of CDOT's Environmental Justice initiative, which seeks to eliminate disparities in transportation development among ethnic minority, low income and other disadvantaged populations.

**Strategy C** The plan supports improved and sustainable quality of life for the region's diverse population.

**ACCOMPLISHMENTS**

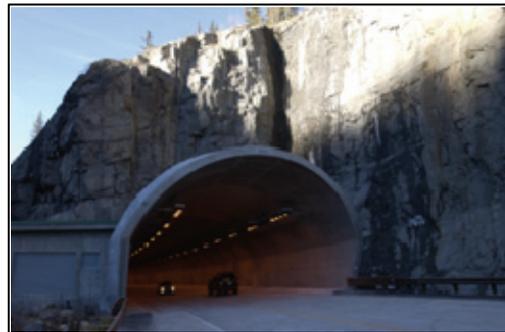
Several major projects have been completed or are underway in the TPR since 2004. CDOT Region 5 continues to invest all available transportation dollars in improvements that make a difference. The following is a partial list of significant accomplishments in the TPR

**US 160, Alamosa One-Way Pairs**

- No. 1 project priority in the San Luis Valley TPR.
- A study for a bypass of Alamosa was initiated over 30 years ago. Many downtown Alamosa merchants opposed the concept at that time, concerned that diversion of the traffic would result in loss of business. Over the years, traffic congestion increased to the point that there was agreement among the different stakeholders that something needed to be done.
- The San Luis Valley Regional Planning Commission identified a \$70 million project in the unfunded portion of the 2020 Plan for construction of a bypass. Realizing that improvements needed to happen more quickly, CDOT developed an alternative design that would add Sixth Street in Alamosa to the state highway system and operate Main Street (US 160) and Sixth Street as a one-way pair for mobility improvement. Main Street traffic will flow westbound, and Sixth Street traffic will go eastbound. Project limits on US 160 are Mileposts 232.4 to 233.5.
- Construction began in the spring of 2007, and the total project cost was approximately \$15,500,000.

**US 160, Wolf Creek Pass**

- A Region 5 Strategic 7th Pot corridor.
- Big Meadow Access – East (Mileposts 174.7 to 175.1). This reconstruction project included widening, realignment, and full reconstruction of the highway to address mobility and safety needs. The work was completed in July of 2006 at a cost of \$14,500,000.
- Lake Creek (Mileposts 175.1 to 175.8). This project will involve roadway realignment, removal of the rock outcrop east of the Big Meadows project, a lynx underpass and improvements to the Lake Creek Trailhead parking area. The cost of the project is estimated to be approximately \$5.3 million and will be funded with a federal earmark, SB-1 money, and project savings from other projects in the Wolf Creek Pass corridor. Construction is anticipated to begin in the summer of 2009.



## TRANSPORTATION SYSTEM INVENTORY

### Introduction

This section provides an overview of the existing transportation system including highway system, public transportation, bicycle, pedestrian, rail, and aviation systems. Each mode has been examined along with its infrastructure, level of service, capacity, operating, and safety characteristics to identify existing conditions. Not only will this “picture” of the existing systems broaden our knowledge of what types of transportation serve the SLV TPR, it also provides the base of information necessary to determine future transportation investments by allowing for the identification of deficiencies within each system.

The approach to collecting data on the existing transportation system relied to a significant degree on the Transportation Planning Data Set as developed by CDOT. The Dataset contains complete information as collected by CDOT on the highway characteristics and traffic data as well as modal components of the state’s transportation system. Information from the Dataset has been mapped and displayed using the ArcView/GIS program where appropriate.

A complete inventory of transit operators and their services was undertaken during the planning process and is fully integrated with the RTP. This document contains summary information about local transit systems; for complete information about public transportation, please see the Local Human Services Transportation Coordination Plan published separately.

### System Inventory

The following sections utilize the best, most current data available as provided by CDOT. The project team worked with CDOT staff to update maps for changes that may have occurred after the 2005 dataset was developed. Most highway information is for the year 2005. This section describes the region’s transportation system with the following mapped information:

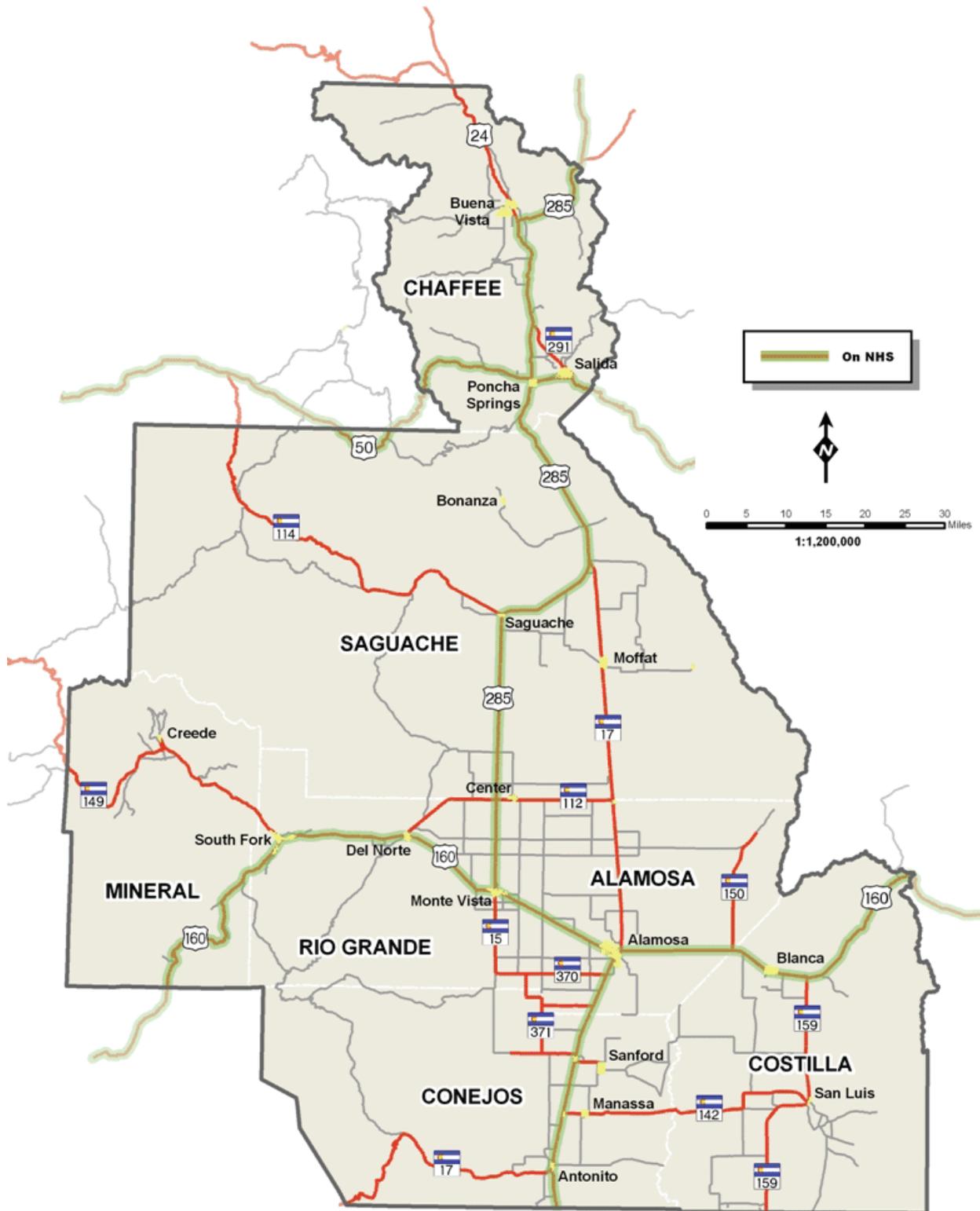
- National Highway System
- Functional Classification and Mileage
- Scenic Byways
- Average Annual Daily Traffic
- Volume to Capacity Ratio
- Surface Condition
- Bridges
- Accident Locations
- Commercial Truck Traffic
- Freight Rail Service
- Rail Transportation
- Hazardous Material Routes
- Airport Operations
- Transit Providers

### **State Highway and Local Road System**

#### **National Highway System**

The National Highway System (NHS) was first proposed in the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and was adopted by Congress. The NHS is a system of principal arterials that are considered significant components of a nationwide network linking major ports to commercial and industrial centers, connecting major metropolitan areas, providing access to major recreational areas, connecting major intermodal facilities, and designating a sub-component of strategic defense highways. The system contains all Interstate Highways plus other major highways and totals about 161,000 miles nationwide. Of the nearly 700 miles of state highway in the SLV TPR, 302 miles of US 160, US 285, and US 50 are identified as being on the NHS. Figure 3 depicts the National Highway System facilities within the SLV TPR.

Figure 3: National Highway System



Source: CDOT 2005

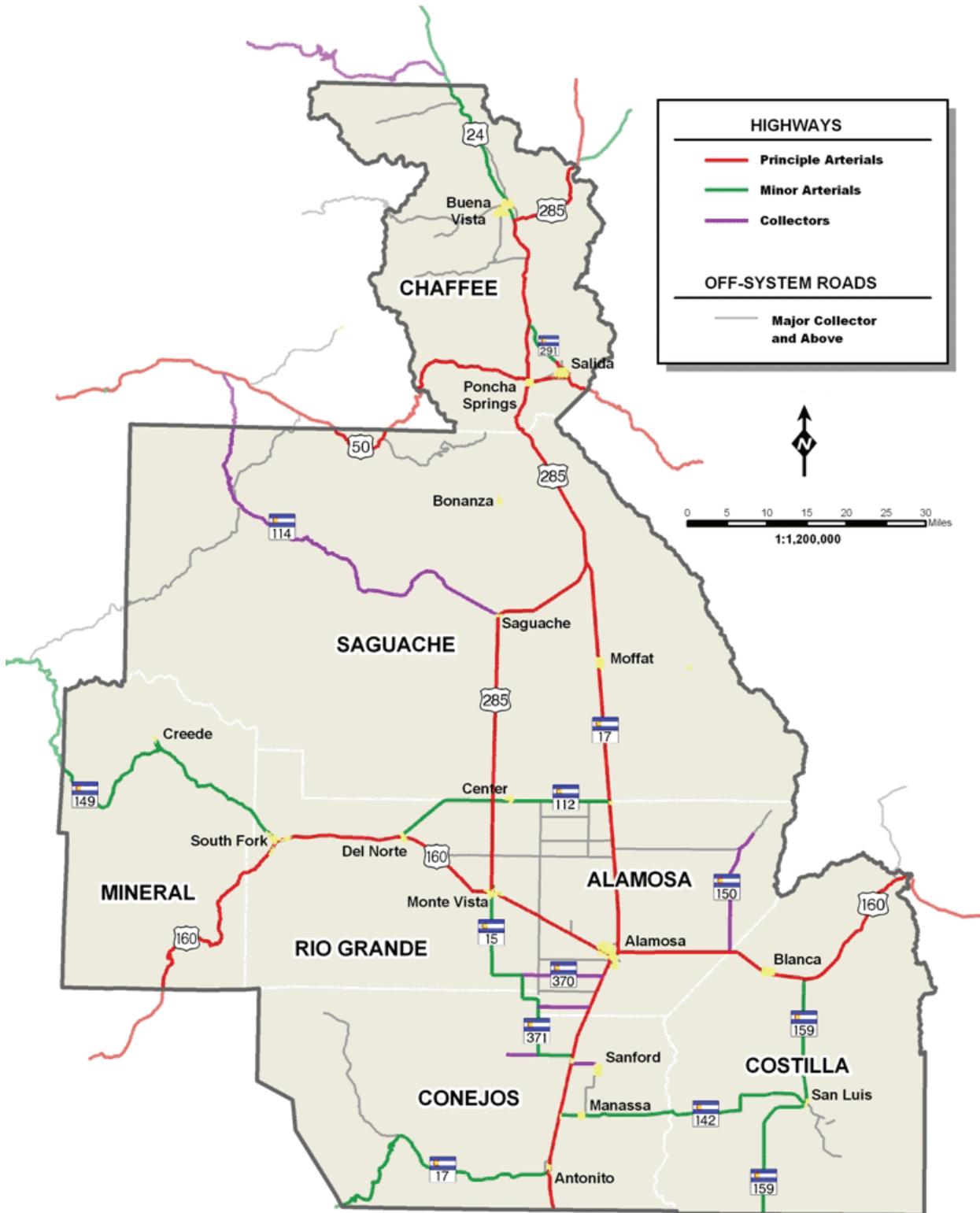
### Functional Classification

The classification of the highway system, as defined by FHWA, and is divided between rural and urban areas. The functional classification system is based on the grouping of streets and highways into classes, or systems, according to the character of the service they are intended to provide. The road classes are used for urban and rural systems:

- **Arterial** - a major highway primarily for through traffic usually on a continuous route. The classification is divided into Interstate, Freeways and Expressways, Principal Arterials, and Minor Arterials.
- **Collector** - streets whose primary purpose is to serve the internal traffic movement within an area. The classification is divided into Major and Minor Collector (Rural), and Collector (Urban).
- **Local** - streets whose primary purpose is feeding higher order systems (Collector & Arterial), or providing direct access with little or no through traffic. Figure 4 identifies the functional classification for all state highways and off system roads and streets, major collectors and above in the SLV TPR.

Figure 4 identifies the functional classification for all state highways and off system roads and streets, major collectors and above.

Figure 4: Functional Classification



Source: CDOT 2005

### State Highways

Table 5 shows lane mileages and centerline mileages for the state highway system. The table also provides a percent of total state highways for each functional classification within the SLV TPR. Of 1,457 miles approximately 51% are Principle Arterial and 32% are Minor Arterial.

Table 5 State Highways Functional Classification

Highway Classification	Lane Miles	% of Total	Centerline Miles	% of Total
Interstate Rural	0	0%	0	0%
Principal Arterial Rural	744	51%	339	49%
Minor Arterial Rural	468	32%	232	34%
Major Collector Rural	190	13%	95	14%
Minor Collector Rural	8	0.60%	4	0.60%
Interstate Urban	0	0%	0	0%
Local Rural	0	0%	0	0%
Freeway Urban	0	0%	0	0%
Principal Arterial Urban	47	3.00%	15	2.00%
Minor Arterial Urban	0	0%	0	0%
Major Collector Urban	0	0%	0	0%
Local Urban	0	0%	0	0%
<b>Region Total</b>	<b>1,457</b>	<b>100%</b>	<b>685</b>	<b>100%</b>

Source: CDOT 2005

### Local Roads

Table 6 below shows mileages and percent of total local roadways for each functional classification within the SLV TPR. Local roadways are under the jurisdiction of a county or municipality. Of just over 5,200 miles, approximately 76% are Rural.

Table 6: Local Roads Functional Classification

Road Classification	Centerline Miles	% of Total
Major Collector Rural	286	5.5%
Minor Collector Rural	828	17%
Rural	3,975	76%
Urban	91	.2%
Principal Arterial Urban	2	0.038%
Minor Arterial Urban	7	0.14%
Collector Urban	25	0.48%
<b>Region Total</b>	<b>5,214</b>	<b>100%</b>

Source: CDOT 2005

### Scenic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradoans and visitors. This system of outstanding touring routes in Colorado affords the traveler interpretation and identification of key points of interest and services while providing for the protection of significant resources.

Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features. (From The Official Site of Colorado's Scenic and Historic Byways - <http://www.coloradobyways.org/Main.htm>).

Three Scenic Byways are located in the region:

#### **Silver Thread Scenic Byway**

Located on SH 149 between South Fork and Lake City, the Silver Thread Scenic and Historic Byway crosses spectacular Slumgullion Pass through one of Colorado's most beautiful and historic mining districts.

#### **Los Caminos Antiguos**

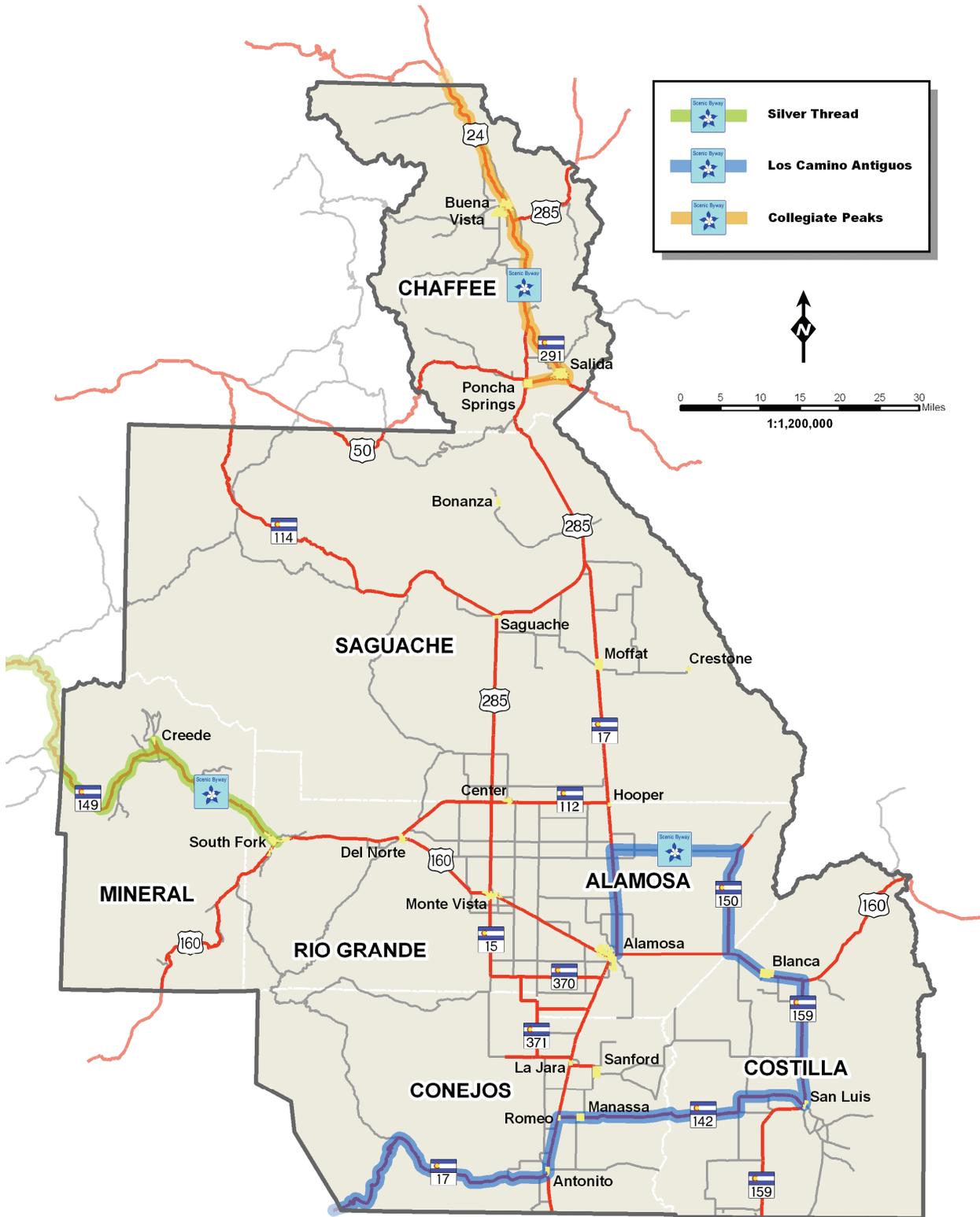
Los Caminos Antiguos takes visitors to Colorado's oldest surviving community (San Luis, 1851), its oldest church (Our Lady of Guadalupe, in Conejos), and one of its first military posts (Fort Garland). It also accesses the Great Sand Dunes National Park and Reserve.

#### **Collegiate Peaks Scenic Byway**

This Scenic Byway was designated in 2005 and is located on US 24 and US 285 from the Chaffee County line south through Buena Vista, then cuts across SH 291 into Salida and connects with US 50 back to Poncha Springs, reconnecting to US 285.

Figure 5 illustrates the designated scenic byways found within the SLV TPR.

Figure 5: Scenic Byways



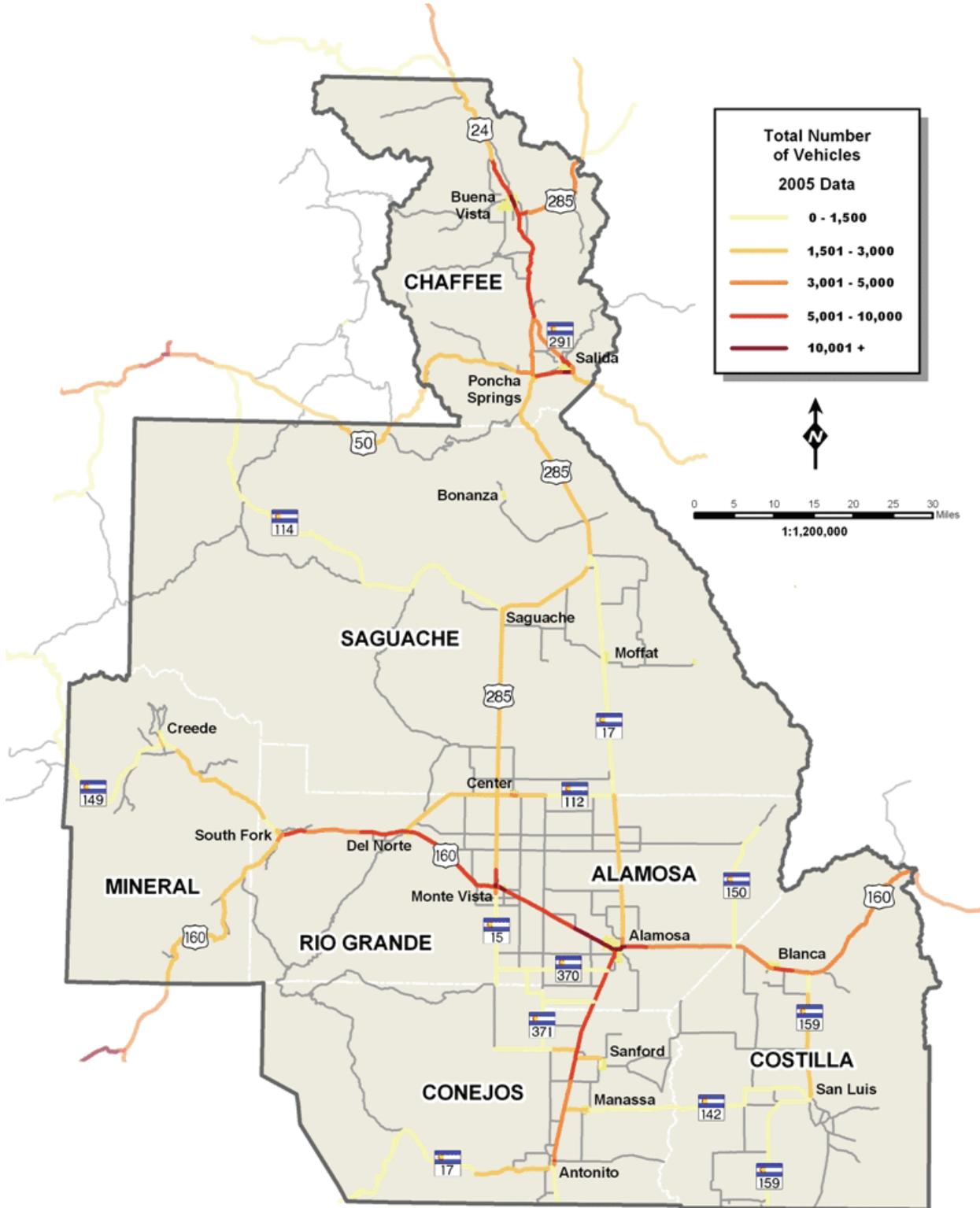
Source: CDOT 2005

**Average Annual Daily Traffic (2005 & 2035)**

Traffic volumes on state highways were generated using CDOT data for 2005, the most recent available data. The data is based on a mix of permanent traffic counters, temporary (mobile) traffic counters, and a model comparing known values to similar roadways across the state. The Average Annual Daily Traffic (AADT) is a commonly used measure that provides the total number of vehicles on a highway throughout the year divided by 365. This method helps “smooth” peaks and valleys in the traffic profile that may be seasonal (recreation or agriculture) or special event triggered.

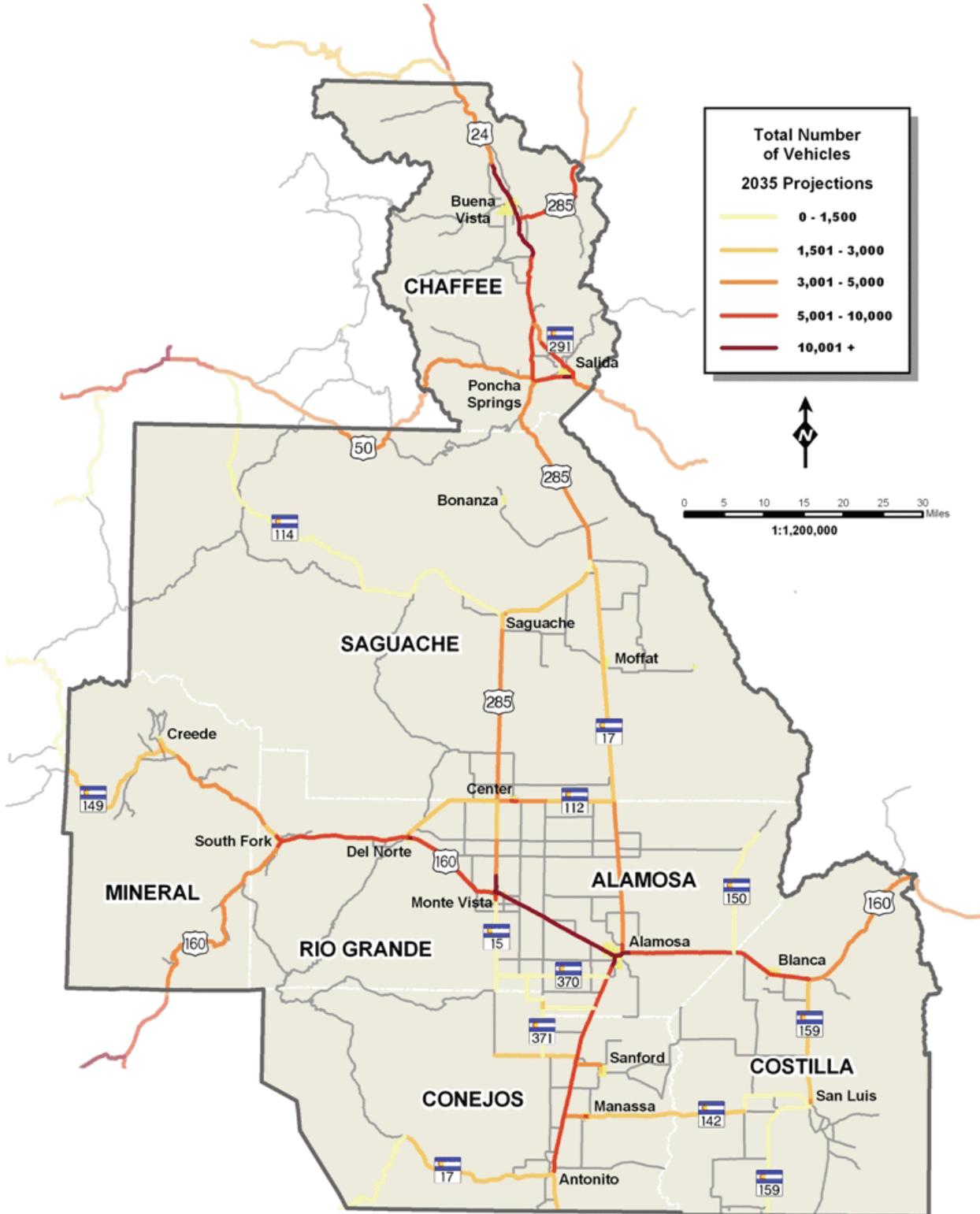
In 2005, the highest traffic volumes were on portions of US 50, US 24, US 285 and US 160. The 2035 projected traffic volumes reflect continued growth on US 50, US 24, US 285 and US 160. For the region CDOT data indicates that roadways within the SLV TPR with over 10,000 AADT will increase from 11 miles in 2005 to 39 miles in 2035. Therefore, AADT greater than or equal to 10,000 vehicles per day is projected to increase by 28 miles by the year 2035. Figure 6 illustrates the 2005 traffic volumes and Figure 7 illustrates the projected 2035 traffic volumes.

Figure 6: Average Annual Daily Traffic 2005



Source: CDOT 2005

Figure 7: Average Annual Daily Traffic 2035



Source: CDOT 2005

### Volume to Capacity Ratio (2005 & 2035)

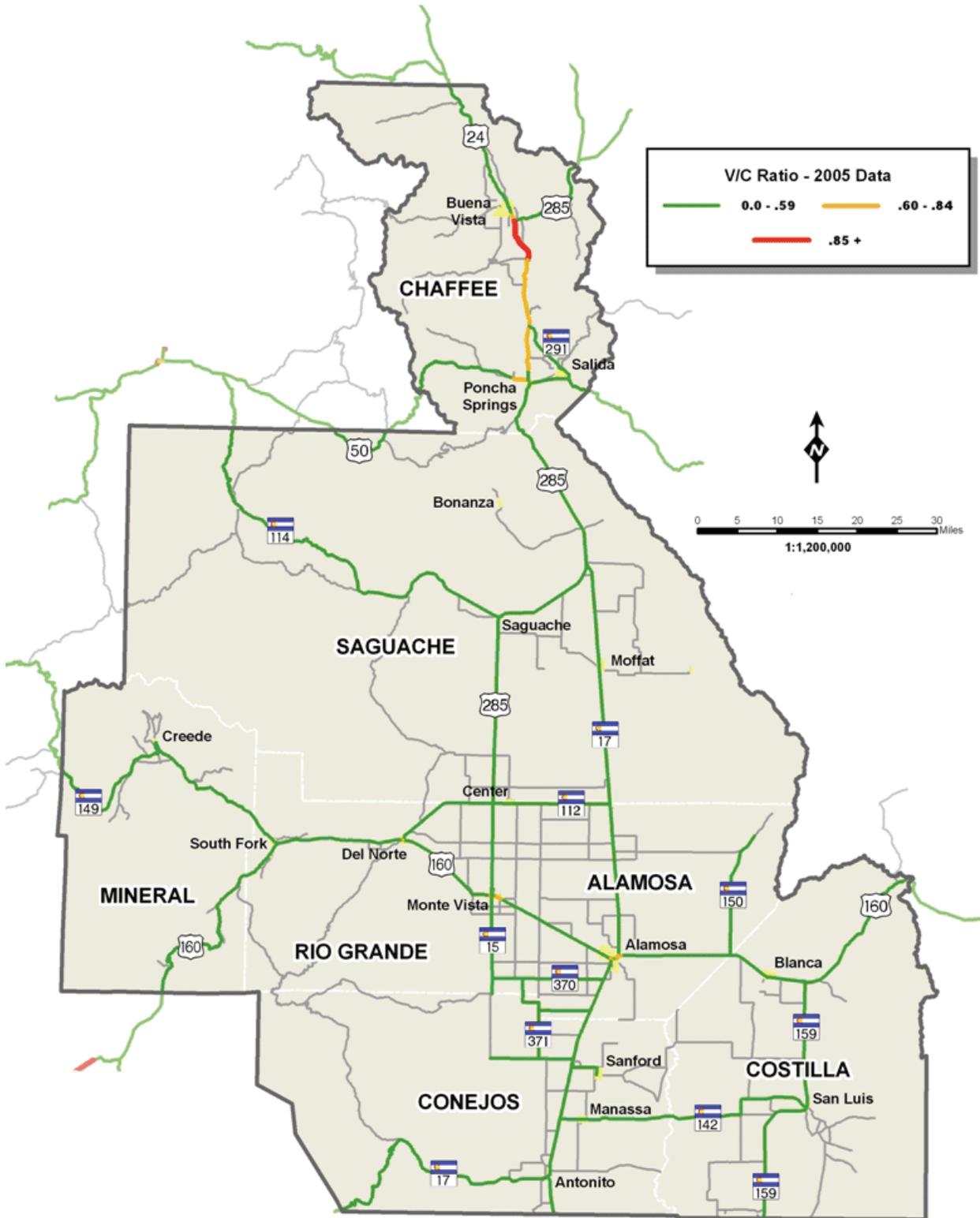
The Volume to Capacity Ratio, commonly referred to as V/C (V over C), is another commonly used measure of traffic. It provides information about congestion on the facility, rather than the raw number of vehicles. For instance, 5,000 vehicles per day on a narrow, two-lane road with no shoulders is much more congested than 5,000 vehicles per day on a 4-lane interstate facility. In the following maps, the Volume (AADT) is compared with the Capacity of the facility to obtain a ratio between 0 (no congestion) and 100 (gridlock). For the purpose of this plan and in support of CDOT's Congestion Relief Program a 0.85 V/C ratio will be used to determine congestion. CDOT's Congestion Relief Program makes some funds available for improvements on corridors that exceed the 0.85 threshold.

Figure 8 depicts segments of state highways in 2005 that had a V/C ratio greater than or equal to 0.85 including US 24, south of Buena Vista.

Figure 9 depicts segments of state highways that will have a V/C ratio greater than or equal to 0.85 including segments of US 160, US 24, and US 50.

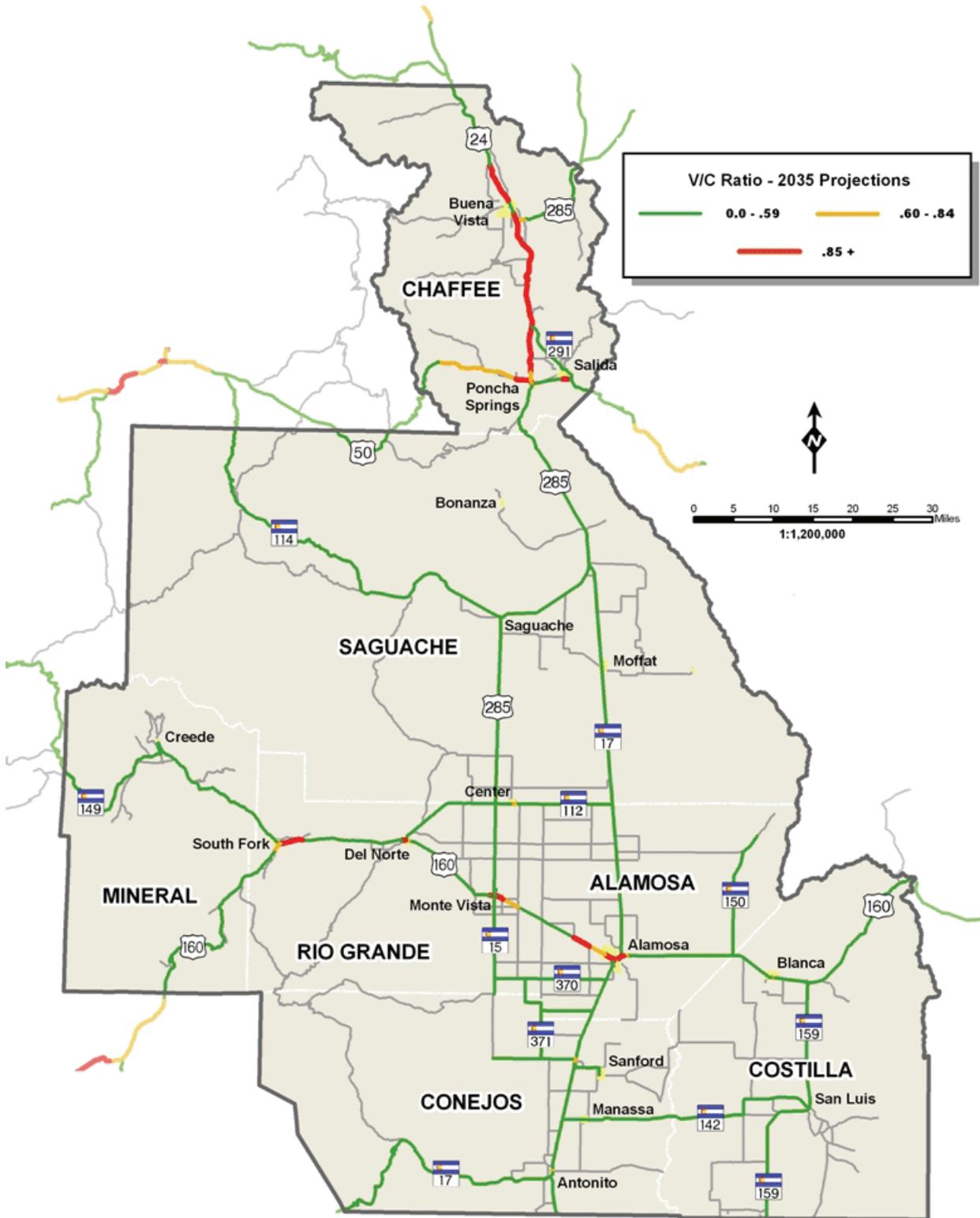
Miles of congested roadway, with a V/C ratio greater than or equal to 0.85, will grow from 5.5 miles in 2005 to almost 40 miles by 2035, which reflects an increase of 35 miles by 2035. The most significant increase of V/C greater than or equal to 0.85 occurs on US 24, US 50, and US 160. The 2035 V/C ratio does not reflect future improvements on the corridor, but is based on current roadway capacity.

Figure 8: Volume to Capacity Ratio 2005



Source: CDOT 2005

Figure 9: Volume to Capacity Ratio 2035



Source: CDOT 2005

### Highway Surface Condition (2005)

CDOT rates the condition of highway surfaces with its Pavement Management System, providing a range of years of remaining service life of the pavement of the highway segment, depending on roughness, cracking, patching, rutting and other indicators of smoothness and structure. A good surface condition corresponds to remaining surface life of 11 years or more. A fair surface condition corresponds to a remaining surface life of 6 to 10 years, while a poor evaluation represents a remaining surface life of less than 6 years. The Colorado Transportation Commission has set a goal of maintaining the state’s highway system, overall, with a minimum of 60% rated Good or Fair. Resurfacing projects are not normally chosen as part of the long-range plan, but are scheduled by CDOT according to the output of the Pavement Management System.

Recently, CDOT has reallocated significant funding from construction programs to the surface treatment program to attempt to meet its number one goal of maintaining the existing system at an acceptable level. Overall, the number of Good and Fair roadway miles is 313 in SLV TPR. Therefore, the region is below CDOT’s goal with approximately 46% rated Good and Fair.

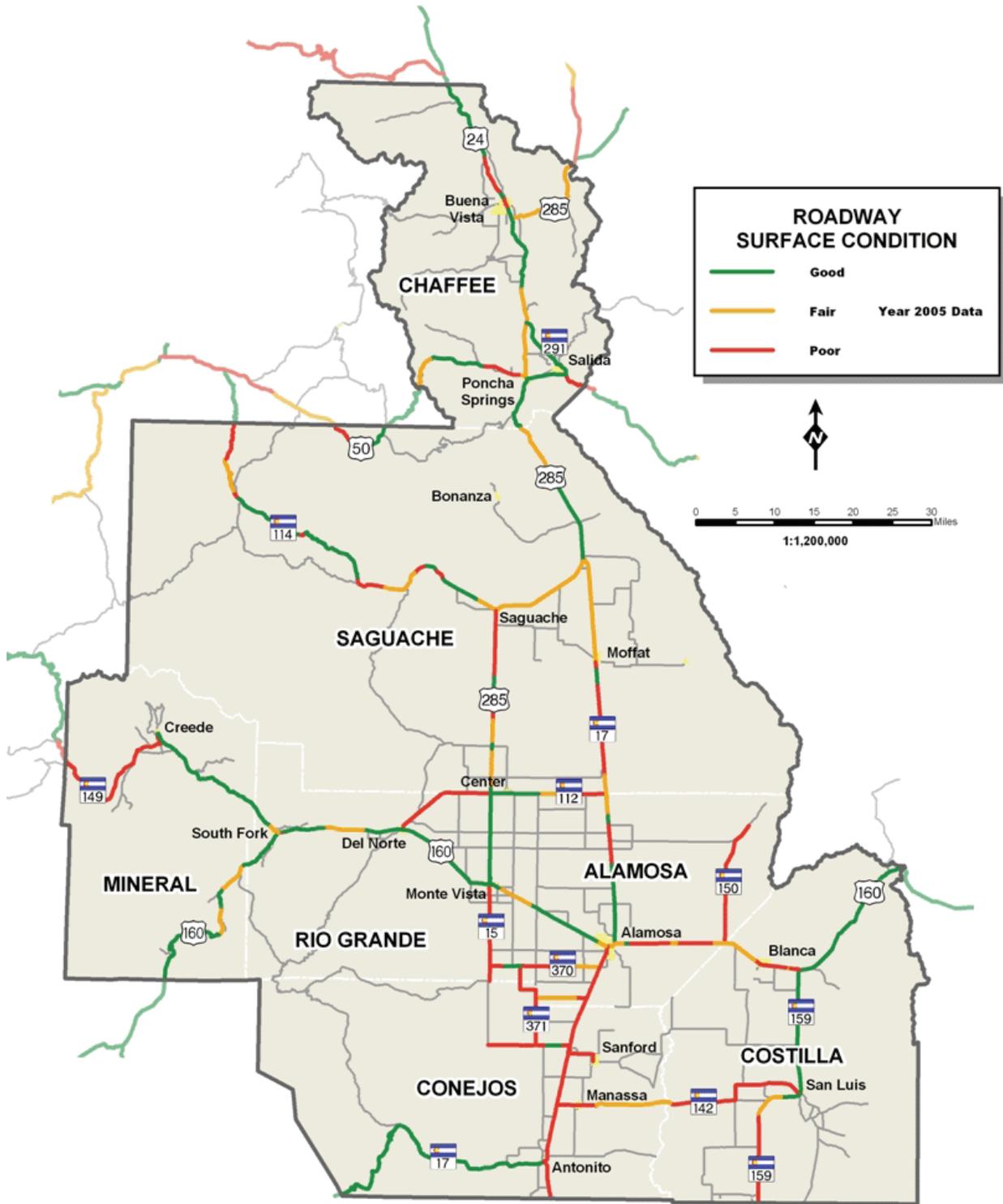
Table 7 and Figure 10 reflects the miles of state highway in the SLV TPR that are in Good, Fair, Poor condition based on remaining surface life. Overall, the number of Good and Fair roadway miles is 313.

Table 7: State Highway Surface Condition

County	Miles	Miles per Condition			Percentage per Condition		
		Good	Fair	Poor	Good	Fair	Poor
Alamosa	89	11	8	69	12%	10%	78%
Chaffee	97	60	27	10	62%	28%	10%
Conejos	102	38	0	64	37%	0%	63%
Costilla	84	19	4	61	22%	5.00%	73%
Mineral	63	32	5	25	51%	9.00%	40%
Rio Grande	92	17	1	74	19%	1.00%	80%
Saguache	159	68	23	69	43%	14%	43%
<b>Region Total</b>	<b>686</b>	<b>245</b>	<b>68</b>	<b>372</b>	<b>36%</b>	<b>10%</b>	<b>54%</b>

Source: CDOT 2005

Figure 10: Highway Surface Condition



Source: CDOT 2005

### Bridge Condition

Each bridge on the state highway system is given a Bridge Sufficiency Rating (BSR) by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. The bridges are ranked from 0-100. Bridges with a sufficiency rating of less than 80 are either Structurally Deficient (SD) or Functionally Obsolete (FO) and are eligible for rehabilitation or replacement funding. More specifically, bridges with ratings between 51-80 are eligible for rehabilitation and those rated 50 and below are eligible for replacement. Bridge repair and replacement projects are not a normal part of the long range planning process, but are chosen by CDOT on the basis of sufficiency rating, funding availability, and proximity to other highway projects. When highways are upgraded or have other major work performed, CDOT also upgrades the associated bridges to current standards as a matter of policy.

Figure 11 depicts the location of eligible bridges located within the SLV TPR. Table 8 describes the location, sufficiency rating, and intersecting feature of the bridge.

Table 8: Bridge Conditions

Bridge ID	Route	Intersecting Feature	Mile Post	Sufficiency Rating	Deficiency Type
H-12-K	24A	Clear Creek Res Outlet	196	41	SD
I-12-D	24A	UPRR	213	65	FO
I-13-F	24A	Draw	223	48	SD
K-11-G	50A	Agate Creek	190	65	SD
K-09-B	114A	Cochetopa Creek	12	75	SD
M-09-O	149A	Willow Creek	22	77	FO
O-13-A	285A	Alamosa Creek	22	63	FO
J-12-H	285C	Chalk Creek	143	67	FO

Source: CDOT 2005

Figure 11: Bridge Condition



Source: CDOT 2005

### Fatal Crash Rate by Corridor

Current funding levels used in the 2030 Plan resulted in an estimated performance level of an average fatal crash rate of 1.47 per 100 million vehicle-miles of travel (VMT). Comparing a corridor's rate against the average crash rate could be an indicator of the relative safety of the corridor, and this measure compensates for high volume highways. Therefore – from a planning perspective – a relatively high crash rate will help identify areas that should be given further analysis. However, many factors play into actual decisions on where to make safety improvements, such as cost-benefit analysis, type of crash, and crashes caused by driver behavior, etc. Vehicle crashes may have any combination of three causes: driver error (driving too fast for conditions), vehicle failure (loss of brakes), or highway design (poor sight distance). With this in mind, not all crashes can be prevented by highway improvements. Table 9 shows the 2005 VMT data, the number of crashes in each corridor for the 1999-2003 time period, and the calculated five-year average fatal crash ratio.

Table 9: Fatal Crash Rate by Corridor

Corridor Name	Beginning Mile Post	End Mile Post	Daily VMT (2005)	Total Fatal Crashes	Fatal Crash Rate (per 100 MMVMT)
SH 150 A	0	15.99	10,757	2	10.19
SH 17 A	1.21	38.98	35,038	6	9.38
SH 112 A (ii)	13.14	27.80	20,640	3	7.96
SH 370 A	0	13.99	7,102	1	7.72
SH 136 A	0	4.46	9,301	1	5.89
US 50 A (iii)	222.45	225.57	10,539	1	5.20
US 160 A (iv)	235.0	247.92	56,845	5	4.82
SH 159 A	0	33.66	38,156	3	4.31
SH 15 B	20.39	30.91	14,090	1	3.89
US 160 A (i)	155.05	184.0	72,320	5	3.79
US 285 A (ii)	32	33.99	18,007	1	3.04
US 24 A (ii)	212.91	225.55	54,506	3	3.02
SH 149 A	0	42.17	58,158	3	2.83
SH 142 A	0	33.84	39,668	2	2.76
US 285 B/C	51.21	148.0	307,791	14	2.49
US 50 A (i)	181.60	216.69	68,814	3	2.39
SH 17 B	69.10	118.79	82,052	3	2.00
US 285 A (i)	0	32.0	139,117	4	1.58
US 50 A (ii)	216.70	222.45	37,767	1	1.45
US 24 A (i)	192.74	212.91	98,720	2	1.11
US 160 A (ii)	184.0	214.0	158,616	3	1.04
US 160 A (iii)	214.0	235.0	212,070	4	1.03
US 160 A (v)	247.9	282.19	118,581	2	0.92
SH 112 A (i)	0	13.14	25,387	0	0.00
SH 114 A	8.02	61.70	25,342	3	0.00
SH 15 A	0	12.46	9,924	0	0.00
SH 291 A	0	9.0	33,673	0	0.00
SH 368 A	0	12.33	3,969	0	0.00
SH 371 A	0	6.0	5,157	0	0.00

Source: CDOT 2005

### **Paved Highway Shoulders**

Paved shoulders play an important part in improving safety conditions. Many cyclists enjoy riding on the region's highways. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. Figure 12 depicts state highways that lack a minimum 4-foot paved shoulder perceived to provide the minimum margin of safety.

It is the policy of the CDOT to incorporate the necessary shoulder improvements to enhance safety for the motoring public and bicyclists along state highways whenever an upgrade of the roadways and structures is being implemented and is technically feasible and economically reasonable.

Figure 12: Paved Highway Shoulders

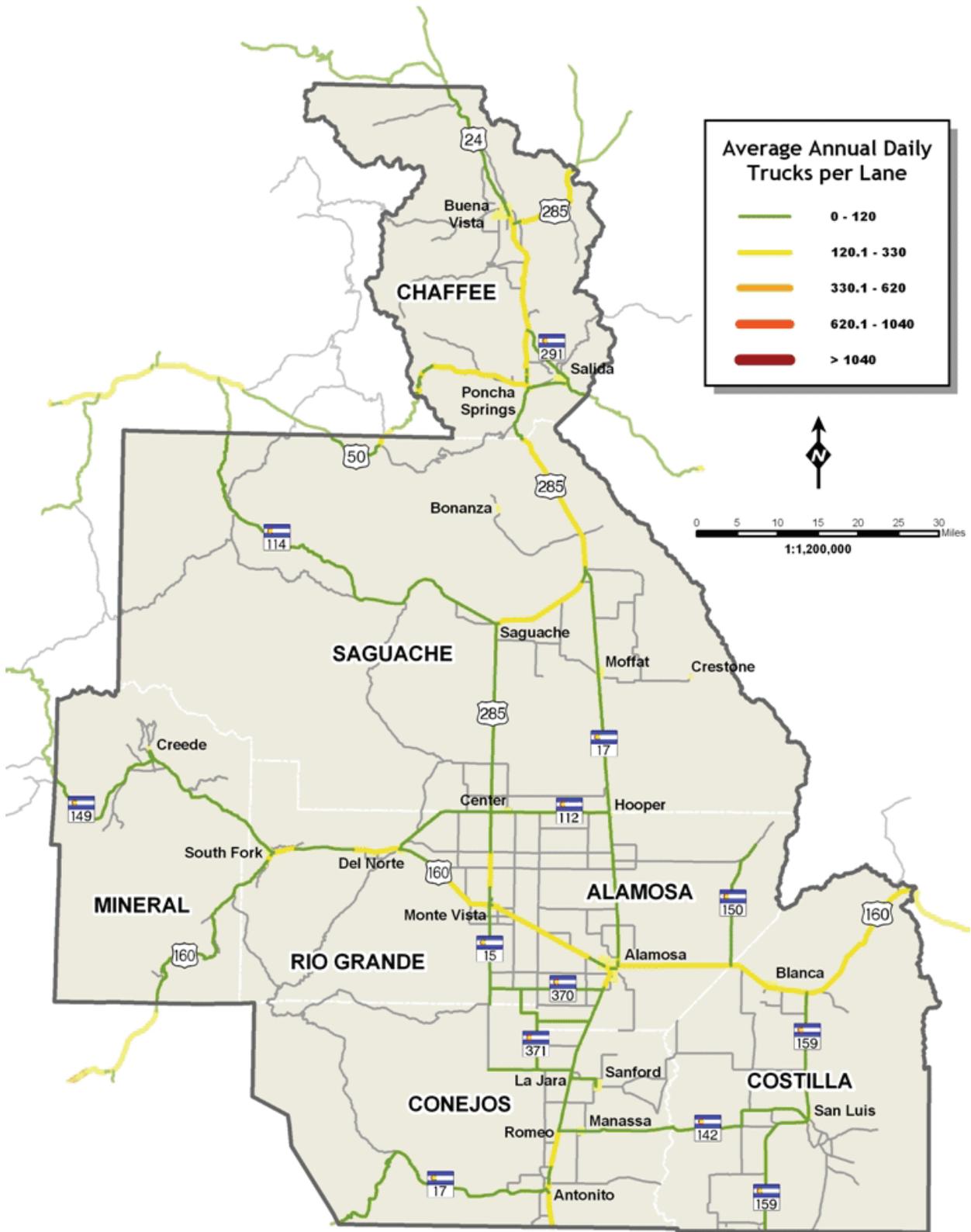


Source: CDOT 2005

**Commercial Truck AADT**

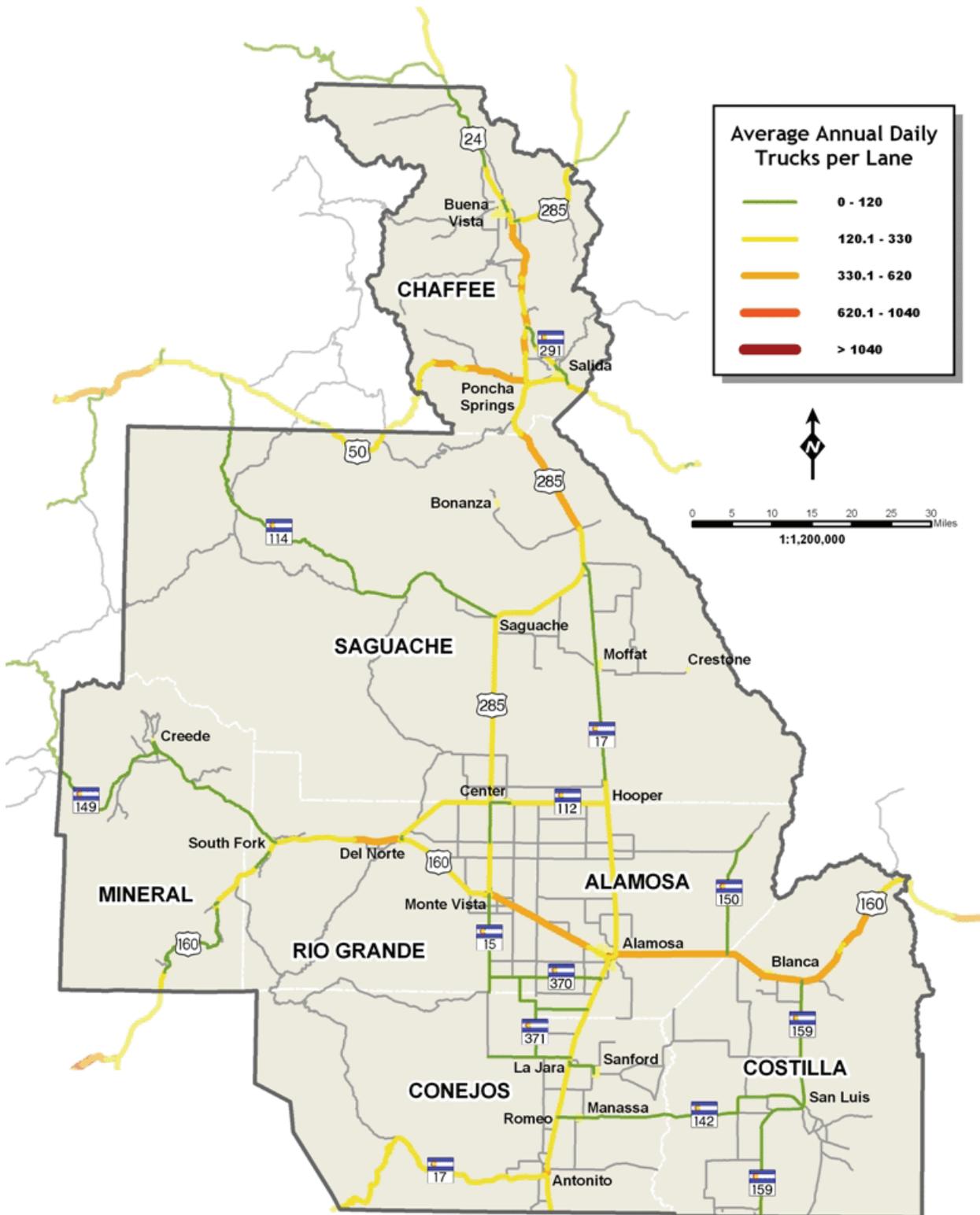
Figure 13 and Figure 14 provide a comparison of growth in Commercial Truck Average Annual Daily Traffic (AADT) from 2005 to 2035. The truck volumes have been normalized by the number of lanes to compensate for greater capacity on four or six lane facilities.

Figure 13: Truck Volumes-2005



Source: CDOT 2005

Figure 14: Truck Volumes 2035



Source: CDOT 2005

### **Hazardous Material Routes**

Large portions of the major routes in the region are designated as hazardous materials routes. Included in this designation are US 160, US 285, US 50, US 24, and SH 17. Transporters of all hazardous materials listed in Table 1 in the Colorado Code of Regulations, Part 172 must adhere to these routes. Transporters of hazardous materials must adhere to the designated routes if the quantities being transported are over certain regulated amounts or in certain types of containers. Exceptions may be granted under some conditions. Information, permits, and complete regulations are available from the Colorado State Patrol at <http://csp.state.co.us/HazMat.htm>. Figure 15 depicts hazardous routes and locations of Resource Conservation and Recovery Act (RCRA) sites within the SLV TPR. RCRA sites are sites with potential hazardous contamination.

Figure 15: Hazardous Material Routes



Source: CDOT 2005

### **Airport Operations**

Aviation facilities within the region include eight General Aviation service facilities and one commercial service facilities. Airports contribute to the region’s mobility and access to services as well as helping to support economic activity.

General Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flight departments, airport maintenance and administration, etc. Commercial aviation facilities provide the bulk of business and tourist activity. Together general and commercial activities enhance and the support the regions economy.

The eight general aviation airports and one commercial service airport located in this TPR contribute to the region’s mobility and access to services as well as help to support economic activity. Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flights, airport maintenance and administration, etc.

General aviation airports also accommodate many visitors to the region. Like commercial service visitors, those who arrive via private aircraft partake in various recreation and business activities.

Table 10 describes the regions airports’ and facilities and Figure 16 locates the eight general aviation airports in the SLV TPR, along with one commercial service airport.

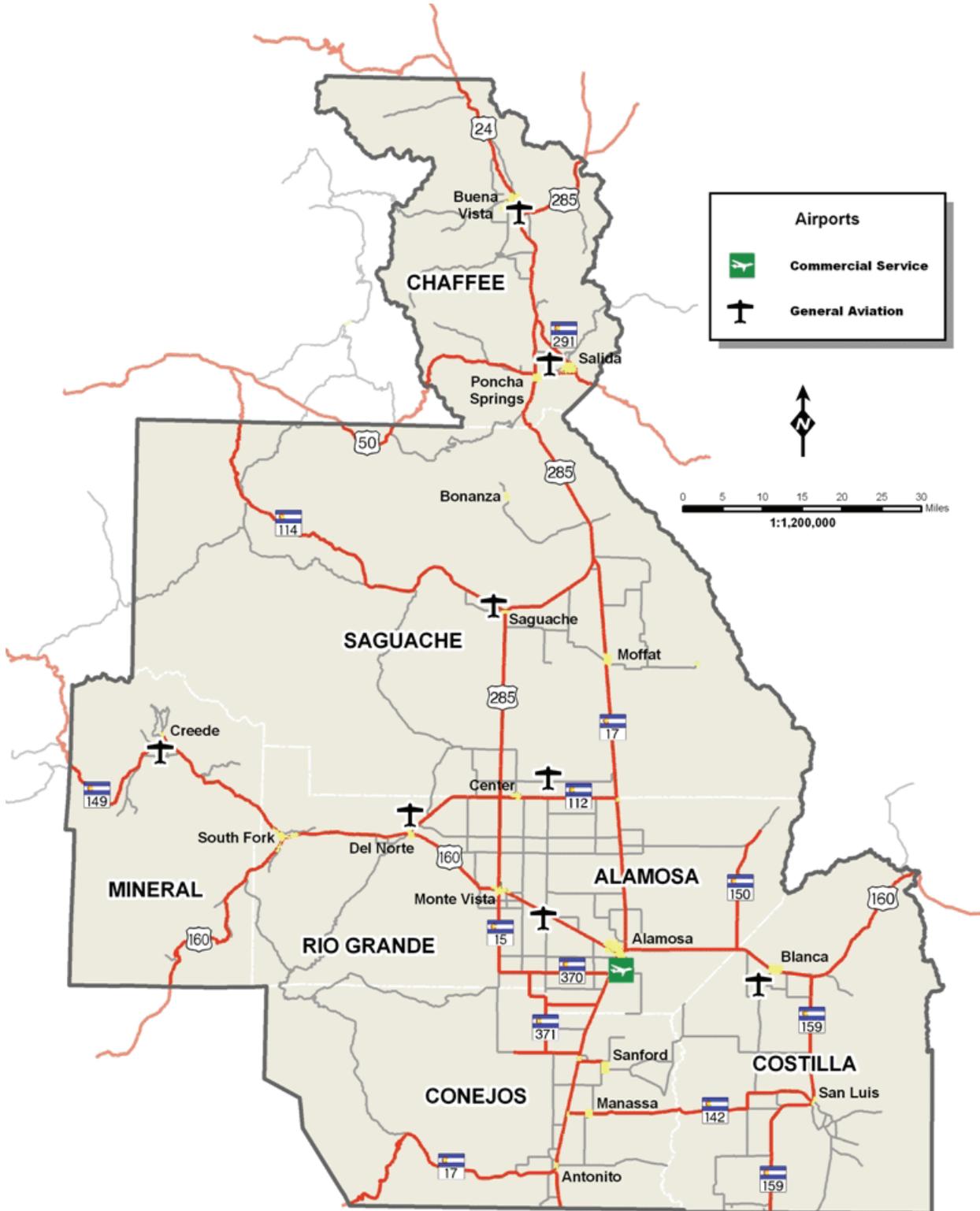
Table 10: Airport Characteristics

Airport Name	San Luis Valley Regional Airport	Blanca Airport	Central Colorado Regional Airport	Leach Airport	Mineral County Memorial Airport	Del Norte Municipal Airport	Monte Vista Municipal Airport	Harriet Alexander Airport	Saguache Municipal Airport
Municipality	Alamosa	Blanca	Buena Vista	Center	Creede	Del Norte	Monte Vista	Salida	Saguache
County	Alamosa	Costilla	Chaffee	Saguache	Mineral	Rio Grande	Rio Grande	Chaffee	Saguache
FAA Classification	Commercial Service	---	General Aviation	---	---	---	General Aviation	General Aviation	---
Functional Level	Major	Minor	Intermediate	Intermediate	Intermediate	Intermediate	Intermediate	Intermediate	Minor
Annual Enplanements	6,000	---	---	---	---	---	---	---	---
Based Aircraft	53	3	32	10	3	19	22	29	0
Annual Operations*	27,850	1,750	3,330	5,600	2,000	1,200	6,600	6,900	100
Runway ID	2/20	3/21	15/33	12/30	7/25	8/26	2/20	6/24	10/28
# of Runways	2	1	1	1	1	2	3	2	1
Length in Feet	8,519	6,160	8,300	7,000	6,880	3,775	5,900	7,350	7,745
Width in Feet	100	52	75	50	60	49	60	75	55
Surface Type	Asphalt	Dirt	Asphalt	Asphalt	Asphalt	Asphalt	Asphalt	Asphalt	Gravel
Lights	HIRL	N/A	MIRL	LIRL	N/A	LIRL	MIRL	MIRL	N/A
Visual Aids	REIL, PAPI	N/A	PAPI	N/A	N/A	N/A	PAPI	VASI	N/A

Source: Colorado Aviation System Plan 2005

MIRL=Medium Intensity Runway Lights  
 HIRL=High Intensity Runway Lights  
 LIRL= Low Intensity Runway Lights  
 VASI= Visual Approach Slope Indicator  
 PAPI= Precision Approach Path Indicator  
 REIL=Runway End Identification Lights

Figure 16: Airports



Source: CDOT 2005

## Rail Transportation

### Cumbres and Toltec Scenic Railroad

Rail transportation in the region is very limited. There are no passenger rail options available in the region, except two seasonal tourist railroads: the Cumbres and Toltec Scenic Railroad and the San Luis and Rio Grande (SLRG). The SLRG also carries freight (see below). The Cumbres and Toltec Scenic Railroad is an authentic railway that traverses the San Juan Mountains and crosses the Colorado - New Mexico border. The railroad operates passenger trains seven days a week from May 26 through October 14.

### Denver and Rio Grande Historic Foundation

The Denver and Rio Grande Historic Foundation is a private foundation seeking to restore and operate the Wagon Wheel Gap Route between South Fork and Creede, previously owned by the Union Pacific Railroad. The route now has both State and Federal and National historic status, which are expected to help in its restoration.

### Freight Rail Service

#### *Union Pacific Railroad*

Two branches of the Union Pacific Railroad currently operate in the SLV TPR. Direct Train Control (DTC) operates the Pueblo to Alamosa Branch). The Creede Branch line extends 69 miles from Alamosa to South Fork.

#### *San Luis and Rio Grande*

The San Luis & Rio Grande Railroad (SLRG) runs west from a connection with the Union Pacific Railroad at Walsenburg, CO., over the Sangre de Cristo Mountains at Le Veta Pass. The SLRG railroad splits at Alamosa, with a branch extending south to Antonito. The SLRG is just less than 150 miles long and primarily hauls grain, minerals, specialty rock products and produce.

#### San Luis Central Railroad Company

The San Luis Central Railroad Company connects Center to the San Luis and Rio Grande Railroad at Alamosa and carries a significant volume of agricultural products out of the Valley.

### Rail Abandonment

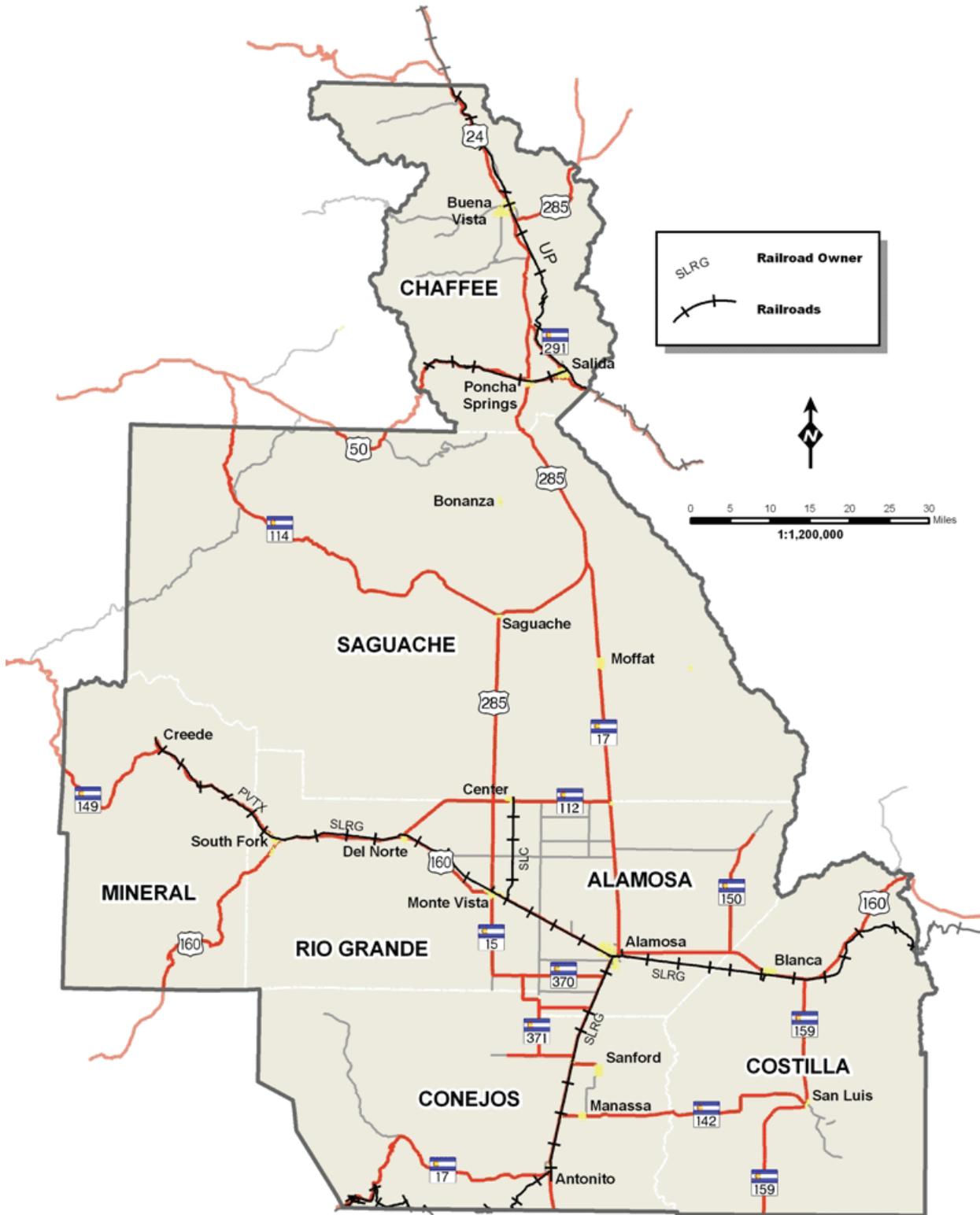
#### *Tennessee Pass Mainline*

The freight rail system in the region includes a segment of the Union Pacific's Tennessee pass mainline. The Tennessee Pass line heads northwest from Pueblo to Canon City along the Arkansas River and continues through Chaffee County and over Tennessee Pass to Dotsero in the I-70 corridor. The line formerly carried coal from mines in the Craig area to Colorado's Front Range and other states, but has not operated since 1997. The line would require significant maintenance upgrades before it could be re-opened. UP has not indicated a desire to re-open or abandon this rail line. The line is currently in "discontinued status."

### *Southern San Luis Valley Railroad*

The Southern San Luis Valley Railroad (SSLV) operated freight service on an irregular basis from a connection with the Denver & Rio Grande Western (DRGW) at Blanca to McClintock, approximately 1.53 miles. Although the line still remains, the railroad is temporarily out of service. Figure 17 for an illustration of railroads within SLVTPR.

Figure 17: Railroads



Source: CDOT 2005

### Designated Bike Routes

Non-motorized access to recreational areas, historic sites, public lands, and the communities within the TPR are important to the region's quality of life. The region's highways, local roads, primitive roads, and trails network are the primary systems for non-motorized travel.

Many cyclists enjoy riding on the region's highways. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. Figure 12 shows state highways with paved shoulders wider than four feet, the minimum perceived safety margin.

It is the policy of CDOT to incorporate the necessary shoulder improvements to enhance safety for both the motoring and non-motoring public along state highways whenever an upgrade of the roadways and structures is being implemented and is technically feasible and economically reasonable.

In addition to the opportunities afforded bicyclists on the state highway system, there is an extensive existing trail system that links open spaces and provides safe access to schools, shopping facilities and recreational areas. The primary challenge for communities is to develop plans and funding options to enhance, extend and connect these systems to create a seamless non-motorized system. In addition to significant local contributions, funding from the Transportation Enhancements Program has been and is expected to continue to be a major source of funding for non-motorized trail projects.

Bicycle facilities include on-street facilities such as bike lanes, bike routes, low-volume roads and roads with shoulders and off-street facilities such as paths, bridges, overpasses and underpasses. Plans should include a mix of all these facilities, and may include state highways, county and local roads.

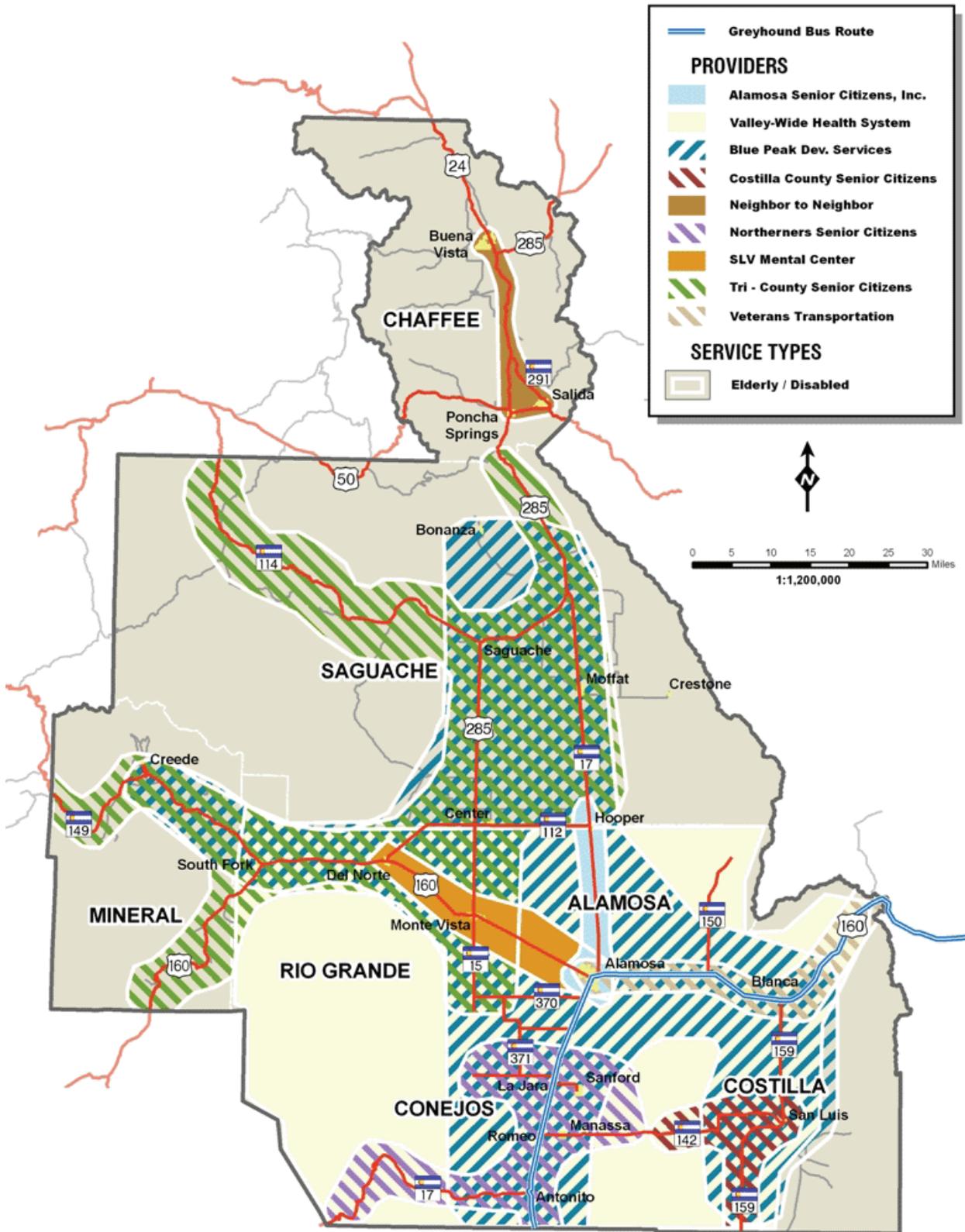
## **TRANSIT SYSTEM**

This section reviews the existing transit systems, facilities, and services; analyzes the transit service gaps; and estimates the overall transit demand within the SLV TPR. This information will be used in the development of transit strategies to meet the demand and service gaps for the transit-dependent and general public populations.

### **Transit Providers Overview**

With the lack of access to employment, medical facilities, and shopping for the aging and low-income populations, public transportation systems represent an important element for access and mobility in the region. The SLV TPR is currently served by 13 transit “providers.” These agencies represent both traditional transit agencies and non-traditional transit agencies that provide some type of transportation service to meet client needs. Not all providers in the area are referenced due to the lack of information provided by these agencies; however the primary agencies did provide updated information concerning operating and capital costs, revenues, and ridership. Figure 18 illustrates the areas served by these agencies.

Figure 18: Transit Service Areas



Source: LSC 2006

**Transit Provider Profiles**

This section provides profiles of each major transit service provider within the SLV TPR that responded to the provider survey. The profile includes service and operating characteristics, agency information, funding types, ridership trends, and performance measures.

**Blue Peaks Development Service, Inc.**

Blue Peaks Developmental Service, Inc. provides specialized transit in the SLV TPR. The agency was formerly known as the San Luis Valley Center for the Handicapped. Blue Peaks is a private nonprofit organization providing services for developmentally disabled persons within the SLV TPR. Blue Peaks operates a workshop at its central administrative office located in Alamosa, as well as several decentralized group homes. Transportation is provided for Blue Peaks' clients only. Agency provides restricted fixed-route and demand-responsive transportation to developmentally disabled passengers in the SLV TPR.



**Agency Information**

- Type of Agency: Private / Nonprofit
- Type of Service: Restricted Fixed-Route and Demand-Response
- Funding Type: Funding source is provided through the Colorado Division of Developmental Disabilities.
- Eligibility: Agency provides transportation services to disabled individuals.

**Operating Characteristics**

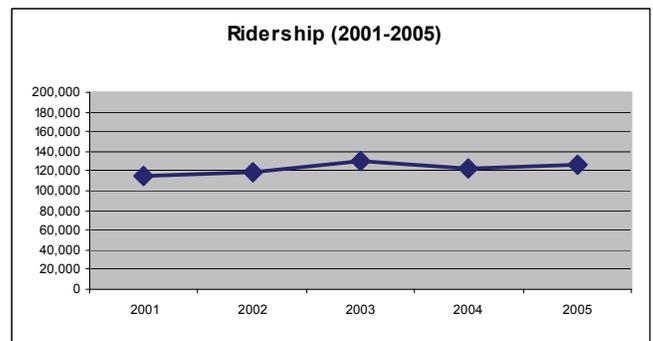
- Size of Fleet: 12 Body-on-Chassis/ Minibus and 23 other vehicles (vans, sedans)
- Annual Operating Budget: \$149,703
- Annual Passenger-Trips: 126,908
- Operating Days and Hours: Seven days per week from 6:00 a.m. to 7:00 p.m.

**Performance Measures**

- Cost per Service Hour: \$4.01
- Cost per Passenger-Trip: \$1.17
- Passenger-Trips per Service Hour: 3.40
- Ridership Trend: *See graph to the right.*

**Contact for Schedules and Information**

George S. Garcia, Operations Director  
703 Fourth Street, Alamosa, CO 81101  
Phone 719-589-5135  
E-mail: [ggarcia@fone.net](mailto:ggarcia@fone.net)



**Chaffee Shuttle**

The Neighbor-to-Neighbor Volunteers organization supports efforts to address needs of people in their own communities. The agency is based out of Salida and provides assistance for numerous programs. These include: transportation, shopping, respite assistance, meal preparation and delivery, yard work, personal business, companionship, shared faith, recreation, special events assistance, and mentors.

The limited transportation program is available in Poncha Springs, Salida and Buena Vista. The curb-to-curb service is called The Chaffee Shuttle and has been in operation since late 2002. The agency is currently using three vehicles that were purchased in coordination with Chaffee County. Two vehicles are in Salida and the other is in Buena Vista. Local residents call the office and can schedule trips 24 hours in advance. There are approximately nine part time employees and volunteers. The Salida vehicle is stored outside the Neighbor-to-Neighbor office, and the Buena Vista vehicle is stored outside the Phillips station.



The service in Salida is available weekdays from 9:00 a.m. to 2 p.m. Public transit service is available Monday through Friday in Buena Vista. A \$1.00 donation is asked for each one-way trip.

**Agency Information**

Type of Agency: Nonprofit  
 Type of Service: Demand-Response  
 Funding Type: FTA 5010, 5011, Council on the Aging, local fundraising, business, and donations.  
 Eligibility: Agency provides transportation services to the general public, seniors and the disabled.

**Operating Characteristics**

Size of Fleet: 3 Buses  
 Annual Operating Budget: \$103,000  
 Annual Passenger-Trips: 6,457  
 Operating Days and Hours: Five days per week, times vary

**Performance Measures**

Cost per Service Hour: \$11.97  
 Cost per Passenger-Trip: \$12.02  
 Passenger-Trips per Service Hour: 2.83  
 Ridership Trend: not available

**Contact for Schedules and Information**

Connie Cole, Executive Director  
 213 East 3rd Street, Salida, CO 81201  
 Phone: 719-530-0223

E-mail: neighborsalida@yahoo.com

**Northern Seniors, Inc.**

Northern Seniors, Inc., based out of La Jara, provides service to the elderly in the area. They currently provide transportation to nutrition sites as well as deliver meals to homes. There are three vans in service. The agency receives Title III, local, and county funds for the services.



**Agency Information**

Type of Agency: Nonprofit  
 Type of Service: Demand-Response  
 Funding Type: Title III, local, and county funding.  
 Eligibility: Agency provides transportation services to seniors and seniors with disabilities

**Operating Characteristics**

Size of Fleet: 3 Vans  
 Annual Operating Budget: \$9,814  
 Annual Passenger-Trips: 288  
 Operating Days and Hours: Two days per month, times vary

**Performance Measures**

Cost per Service Hour: not available  
 Cost per Passenger-Trip: \$34.07  
 Passenger-Trips per Service Hour: not available  
 Ridership Trend: not available

**Contact for Schedules and Information**

Josie Cordova, Director  
 P.O. Box 308, 413 Main Street, La Jara, CO 81140  
 E-mail: not available

**Red Willow, Inc**

San Luis Valley Transportation (SLVT) is a for-hire transportation service operating under Contract Carrier-B Permit authority issued by the Colorado Public Utilities Commission. This authority was originally awarded in August 1998 and most recently revised in June 1999. The authority allows transportation of passengers and their baggage between all points in the area comprised of the counties of Costilla, Rio Grande, Alamosa, Conejos, Saguache, and Mineral. In addition, transportation can be provided for passengers and their baggage from these same counties to Colorado Springs, Denver, and Pueblo. As a contract carrier, SLVT is restricted to providing service to the following customers:



- Departments of Social Services for the counties served
- Alamosa-Saguache Options for Long-Term Care Agency
- Conejos/Costilla Options for Long-Term Care Agency
- Rio Grande/Mineral Options for Long-Term Care Agency

**Agency Information**

Type of Agency: Private nonprofit agency  
 Type of Service: Demand-Response and Medicaid trips  
 Funding Type: Medicaid  
 Eligibility: Demand-responsive, people with disabilities for medical purposes.

**Operating Characteristics**

Size of Fleet: 7 cars / sedans  
 Annual Operating Budget: \$318,213  
 Annual Passenger-Trips: 18,228  
 Operating Days and Hours: Six days a week from 3:00 a.m. to 7:00 p.m.

**Performance Measures**

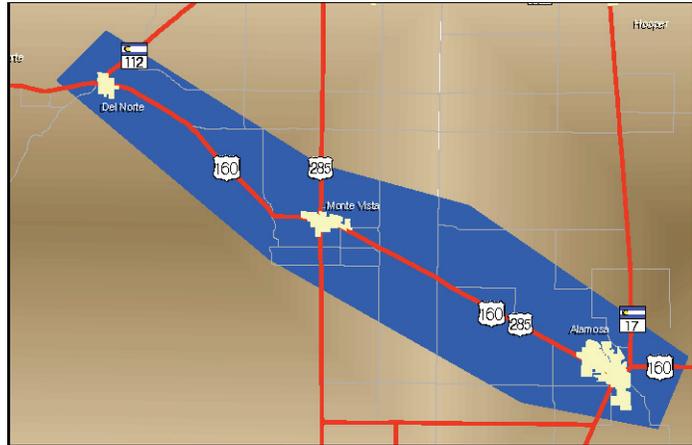
Cost per Service Hour: \$3.43  
 Cost per Passenger-Trip: \$17.45  
 Passenger-Trips per Service Hour: 0.20  
 Ridership Trend: N/A

**Contact for Schedules and Information**

Kindra Lambert, General Manager, 719-589-5734  
 E-mail: N/A

**San Luis Valley Comprehensive Community Mental**

The San Luis Valley Comprehensive Community Mental Health Center, based out of Alamosa, is a private nonprofit human services organization that provides mental health care, alcohol treatment, and adult day care. The agency provides limited transportation to clients (mentally or emotionally disabled and alcohol dependent) participating in the Center’s programs. Service is limited and clients are encouraged to use other “natural supports” such as family and friends if available. Service is primarily provided between clients’ homes and the treatment centers in Alamosa, Del Norte, and Monte Vista. The agency provides service to all counties in the SLV TPR.



Six vehicles are available at the Center for all staff. Staff provides transportation in conjunction with other job functions. No financial, operating, or ridership data were reported by the Center. The agency reported approximately 18,500 annual trips in the 1993 *Transportation Coordination Plan*.

**Agency Information**

Type of Agency: Private Nonprofit  
 Type of Service: Demand-Response  
 Funding Type: N/A  
 Eligibility: Agency provides transportation services to clients of the Center

**Operating Characteristics**

Size of Fleet: 6 Vans  
 Annual Operating Budget: not available  
 Annual Passenger-Trips: not available  
 Operating Days and Hours: Times vary

**Performance Measures**

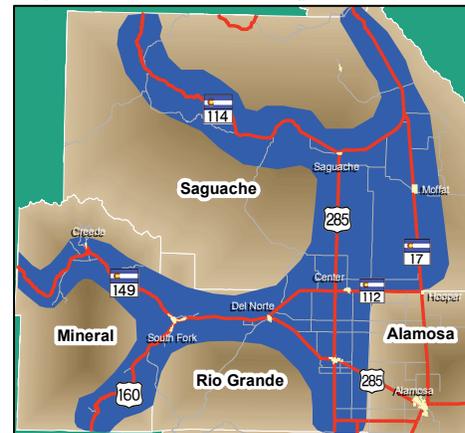
Cost per Service Hour: not available  
 Cost per Passenger-Trip: not available  
 Passenger-Trips per Service Hour: not available  
 Ridership Trend: not available

**Contact for Schedules and Information**

Brad Wilcox ,Business Manager  
 8745 County Road 9 South, Alamosa, CO 81101  
 Phone 719-587-5612  
 E-mail: [bwilcox@slvmhc.org](mailto:bwilcox@slvmhc.org)

**Tri- County Senior Citizens and Housing, Inc.**

Tri-County Senior Citizens and Housing, Inc. is a private nonprofit agency based in Monte Vista serving the social, recreational, and housing needs of the elderly in Rio Grande, Saguache, and Mineral Counties. Agency programs include housing, commodity distribution, house help, senior centers, as well as transportation. Agency provides demand-responsive, door-to-door transportation for seniors to congregate meal sites, essential daily living activities (medical appointments, shopping, etc.), and social and educational events. Van service is provided four days a week—Monday, Tuesday, Wednesday, and Friday. An extensive schedule of trips from the outlying towns of Creede, South Fork, Saguache, Center, and Crestone to activities in the larger towns is provided. A second similar schedule is available to seniors in Monte Vista. In-town service is also available to nutrition sites, commodity distribution, medical appointments, and shopping. Normal hours of operation are 8:30 a.m. to 4:30 p.m. Reservations are required and trips are subject to cancellation in the event of an insufficient number of passengers or due to adverse weather conditions. Recommended donations are clearly identified and range from \$1.50 for in-town trips to \$10.75 for the trip from Creede to Salida. Most suggested donations between the towns are \$3.50 per rider.



**Agency Information**

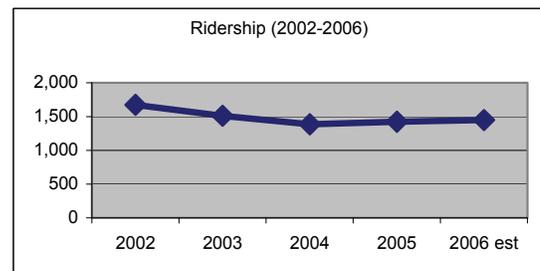
Type of Agency: Private / Nonprofit  
 Type of Service: Demand-Response  
 Funding Type: OAA Title III funds, local and county general funds, and user fees and contributions.  
 Eligibility: Agency provides demand-responsive and subscription transportation services to local seniors and disabled individuals.

**Operating Characteristics**

Size of Fleet: 2 Body-on-Chassis vehicles  
 Annual Operating Budget: \$35,075  
 Annual Passenger-Trips: 1,423  
 Operating Days and Hours: 3 to 4 days per week from 8:30 a.m. to 4:30 p.m.

**Performance Measures**

Cost per Service Hour: \$23.97  
 Cost per Passenger-Trip: \$24.65  
 Passenger-Trips per Service Hour: 0.97  
 Ridership Trend: See graph to the right.

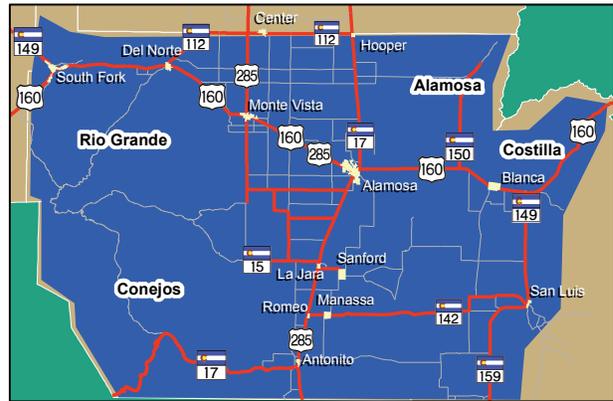


**Contact for Schedules and Information**

Mary Baumfalk  
 311 Washington Street, Monte Vista, CO 81144  
 Phone 719-852-5778, E-mail: tricounty@bresnan.net

**Valley Wide Health System, Inc.**

Valley-Wide Health Systems, Inc. presently serves adult day care clients from four counties within the Valley—Conejos, Costilla, Alamosa, and Rio Grande. Transportation is available to program clients within those counties. Three full-time drivers and one part-time driver are employed by the agency. The agency currently has three vehicles in the fleet, with two of the vehicles in service on the average day. The average number of clients transported per day is 12 to 13 individuals. The data in the following section are based on information from the 2030 San Luis Transit Plan.



**Agency Information**

Type of Agency: Private Nonprofit  
 Type of Service: Demand-Response  
 Funding Type: not available  
 Eligibility: Agency provides transportation services to clients of the Center

**Operating Characteristics**

Size of Fleet: 3 Vans  
 Annual Operating Budget: \$34,817  
 Annual Passenger-Trips: 3,120  
 Operating Days and Hours: Monday through Friday from 7:30 a.m. to 4:30 p.m.

**Performance Measures**

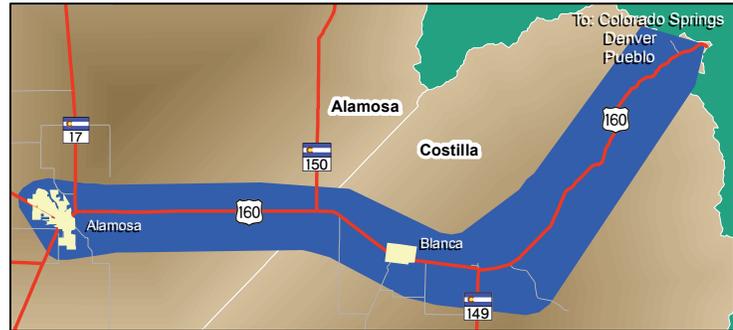
Cost per Service Hour: \$33.48  
 Cost per Passenger-Trip: \$11.16  
 Passenger-Trips per Service Hour: 3.0  
 Hour:  
 Ridership Trend: not available

**Contact for Schedules and Information**

Suzanne DeVore,  
 Special Project Coordinator  
 Phone 719-587-1022  
 E-mail: [DeVoreS@vwhs.org](mailto:DeVoreS@vwhs.org)

**Veterans Transportation**

Veterans Transportation is a service provided by the Alamosa County Department of Veteran’s Affairs in Alamosa. Most riders meet in the Alamosa Veteran Service Office parking lot, with some pick-ups made along Highway 160 if scheduled prior to the vehicle leaving Alamosa.



Most of the trips are to medical facilities in Pueblo, Colorado Springs, or Denver. The passengers do not have to pay for the transportation. Four volunteers provide driving services for the agency. Veterans Administration funding is used for fuel and maintenance. Three to four vehicles are in service on the average day.

**Agency Information**

Type of Agency: Government Agency  
 Type of Service: Demand-Response  
 Funding Type: Veteran Affairs Funding  
 Eligibility: Agency provides transportation services to veterans.

**Operating Characteristics**

Size of Fleet: 2 Minivans, 1 Sedan, and 1 SUV  
 Annual Operating Budget: \$31,000  
 Annual Passenger-Trips: 1,343  
 Operating Days and Hours: Six days per week, times vary

**Performance Measures**

Cost per Service Hour: not available  
 Cost per Passenger-Trip: \$23.08  
 Passenger-Trips per Service Hour: not available  
 Ridership Trend: See graph to the right.

**Contact for Schedules and Information**

Frank Muniz  
 8900 Independence Way, Alamosa, CO 81101  
 Phone 719-589-1109  
 E-mail: [fmuniz@alamosacounty.org](mailto:fmuniz@alamosacounty.org)



### Other Providers

Alamosa Bus Company (ABC), is a new general public transit service for the city of Alamosa. ABC is presently is developing a general public transportation service in the City of Alamosa. ABC did not provide any information on their service or financial information for this study. The San Luis Valley Resource Agency is submitting a grant to CDOT to operational funding and may then contract with ABC to provide general public transit service for the City of Alamosa. The following are those providers that did not participate in the survey for the 2035 Transportation Plan or LSC was unable to contact them for updated information. The information below is based on the 2030 Transit Elements.

#### ***Alamosa Senior Citizens, Inc.***

The Alamosa Senior Citizens Center is a private nonprofit organization providing recreational, social, and nutritional services for seniors in the Alamosa area. Transportation is primarily for taking local residents to the Center from their home.

The Senior Center currently uses two vehicles—neither one wheelchair accessible. The agency previously applied for FTA 5310 grant funds for a wheelchair-accessible van, but was denied. The minivan used by the Senior Center is owned by Alamosa County, but used almost exclusively by the Senior Center and is parked at the Senior Center. The agency also owns a 15-passenger vehicle. Alamosa County provides for maintenance and insurance for the Senior Center. The majority of trips (70 percent) are for nutrition. The agency accepts donations for transportation service. The information in this section is from the 2030 transit element. The agency was contacted to update their information and did not respond.

#### ***Antonito Senior Center***

This is a nonprofit transportation program for seniors. No additional information is available at this time.

#### ***Costilla County Senior Citizens Club, Inc.***

The Costilla County Senior Citizens Club, a nonprofit organization located in SLV TPR, provides nutritional and recreational services to seniors in the San Luis/Fort Garland area. Van service is provided in coordination with meal delivery four days per week. Typically, clients are picked up at their homes at 10:00 a.m., transported to the Club in San Luis, and returned around 3:00 p.m. The seniors are provided a noon meal and participate in Club activities.

Costilla County accepts donations for transportation services. Estimated trip costs are provided to clients. The agency provides more trips during the winter months due to inclement weather. The Senior Citizens Club receives funding from the nutrition programs for delivering meals to county residents. Other funding comes from the county and from donations.

One full-time driver and eight volunteer drivers provide transportation services. Three vehicles are in service on the average day. The peak time of service is from 10:30 a.m. to 1:30 p.m. The vehicles operated by the Senior Citizens Club are 15-passenger vans with no wheelchair accessibility. The vehicles are in fair to poor condition and need to be replaced soon. The vehicles are maintained by Costilla County in exchange for services. The county also pays for a certain amount of the driver's time for the agency.

### **San Luis Valley Mental Health Center**

The San Luis Valley Mental Health Center, based out of Alamosa, is a private nonprofit human services organization that provides mental health care, alcohol treatment, and adult day care. The agency provides limited transportation to clients (mentally or emotionally disabled and alcohol dependent) participating in the Center's programs. Service is limited and clients are encouraged to use other "natural supports" such as family and friends if available. Service is primarily provided between clients' homes and the treatment centers in Alamosa, Del Norte, and Monte Vista. The agency provides service to all counties in the SLV TPR.

Six vehicles are available at the Center for all staff. Staff provides transportation in conjunction with other job functions. No financial or operating data were reported by the Center.

### **Little Stinker's Taxi Cab Service**

Little Stinker's Taxi Cab is authorized by the Colorado Public Utilities Commission to provide taxi service in the five-county area. The fleet consists of four vehicles with two vehicles in service on an average day. In addition to providing some Medicaid service, the agency also serves students at Adams State College.

### **Miscellaneous**

The following agencies provide limited services in the region: Conejos County Hospital, Colorado State Veterans Center, San Juan Care Center, Evergreen Nursing Home, Mountain Meadows Nursing Home, and county Head Start programs.

### **Intercity Services**

In addition to the transit service providers discussed previously, Texas, New Mexico, and Oklahoma (TNM&O) Lines provide for intercity transit needs. There is one bus to Denver and one bus to Albuquerque every day. The buses arrive between 4:05 and 4:15 p.m. and depart Alamosa between 4:25 and 4:40 p.m.

The 2007 Intercity Bus Study identified both US 50 and US 285 as routes that need regional and intercity bus services. The region needs an intercity connection from Poncha Springs to Canon City and Pueblo.

While the region does not currently have rail service, the San Luis & Rio Grande Railroad operates a tourist train from Alamosa to Le Veta once per day. This service started in the year 2006 and is owned by Permian Basin Railways, Inc. The service operates on the old narrow gauge track of the original Denver & Rio Grande Railroad of the 1870's.

### **Intermodal Facilities**

The SLV TPR has several opportunities for multimodal and intermodal travel. Residents of the Region may use a combination of private automobiles, transit, pedestrian, or bicycle modes. Freight goods arrive and are distributed throughout the region by truck.

Intermodal facilities include air freight/passenger terminals, truck transfer facilities, and intercity/local transit links.

### Needs Analysis

#### Methodology

This section presents an analysis of the need for transit services in the SLV TPR based upon standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this section will be utilized throughout the study process. Two methods are used to estimate the maximum transit trip need in the SLV TPR:

#### Mobility Gap

This mobility gap methodology developed by LSC identifies the amount of service required in order to provide equal mobility to persons in households without a vehicle as for those in households with a vehicle. The estimates for generating trip rates are based on the 2001 National Household Travel Survey (NHTS) data and Census STF3 files for households headed by persons 15-64 or 65 and over in households with zero or one or more vehicles.

After determining the trip rates for households with and without vehicles, the difference between the rates is defined as the mobility gap. The mobility gap trip rates range from 1.42 for age 15-64 households and 1.93 for age 65 or older households. By using these data, the percent of mobility gap filled is calculated.

#### Rural Transit Demand Methodology (TCRP Model)

An important source of information and the most recent research regarding the demand for transit services in rural areas and for the elderly or disabled population is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC Transportation Consultants, Inc., represents the first substantial research into the demand for transit service in rural areas and small communities since the early 1980s. The TCRP study presents a series of formulas relating the number of participants in various types of programs in 185 transit agencies across the United States. The TCRP analytical technique uses a logit model approach to the estimation of transit demand, similar to that commonly used in urban transportation models. The model incorporates an exponential equation that relates the service quantity and the area demographics. Details of the formula of this process are presented in Appendix C.

The TCRP analysis procedure considers transit demand in two major categories:

- “program demand,” which is generated by transit ridership to and from specific social service programs, and
- “non-program demand,” which is generated by the other mobility needs of the elderly, disabled, and low-income population. examples of non-program trips may include shopping, employment, and medical trips.

#### Non-Program Demand

As with any other product or service, the demand for transit services is a function of the level of supply provided. In order to use the TCRP methodology to identify a feasible maximum demand, it is necessary to assume a high supply level measured in vehicle-miles per square mile per year. The high supply level is the upper-bound “density” of similar rural services provided in the United States. The assessment of demand for the rural areas, therefore, could be considered

to be the maximum potential ridership if a high level of rural service were made available throughout the rural area. The TCRP methodology is based on the permanent population. Therefore, the TCRP methodology is a good demand analysis technique to use for the study area.

A maximum level of service for the cities of study area would be to serve every portion of the region with four round-trips (eight one-way trips) daily Monday through Friday. This equates to approximately 2,400 vehicle-miles of transit service per square mile per year.

### **Program Trip Needs**

The methodology for forecasting demand for program-related trips involves two factors.

- Determining the number of participants in each program.
- Applying a trip rate per participant using TCRP demand methodology.

The program demand data for the San Luis Valley planning area were estimated based on the methodology presented in TCRP Report 3. The available program data include the following programs: Developmentally Disabled, Head Start, job training, mental health services, sheltered work, nursing homes, and Senior Nutrition.

### **Regional Transit Needs Summary**

Various transit demand estimation techniques were used to determine overall transit need and future transit need. Transit needs are based upon quantitative methods which were detailed in the Transit Needs Estimation Memorandum submitted to CDOT. The estimation techniques are further defined in the Local Human Service Transportation Coordination Plans developed as part of the overall 2035 Update. Please refer to those documents for greater detail on the methods for estimating needs. Additionally, the Local Plans contain background information on the transit dependent population including low-income, disabled, and elderly persons.

While this section does not specifically detail these populations' needs, they are inclusive of the methods used in this section. The various methods for estimating current need are summarized in the following section. It should be noted that these techniques give a picture of the needs in the region based upon available demographic data.

Table 13 provides a summary of the SLV TPR's transit need using the Mobility Gap and TCRP Model. Based upon the information presented in this chapter, a reasonable level of need can be estimated for the area. Transit need using these methods estimates the approximate need as:

- Approximately 1.6 million annual one-way passenger-trips for the SLV TPR.
- 90 percent of the need is not being met.

Table 11: Summary of Need Estimation Techniques for San Luis Valley

Methodology	Estimated Annual Need
Mobility Gap	1,094,000
Rural Need Assessment	646,000
<b>Total Annual Need</b>	<b>1,595,000</b>
Annual Trips Provided	154,000
Need Met (%)	10%
Unmet Need (%)	90%

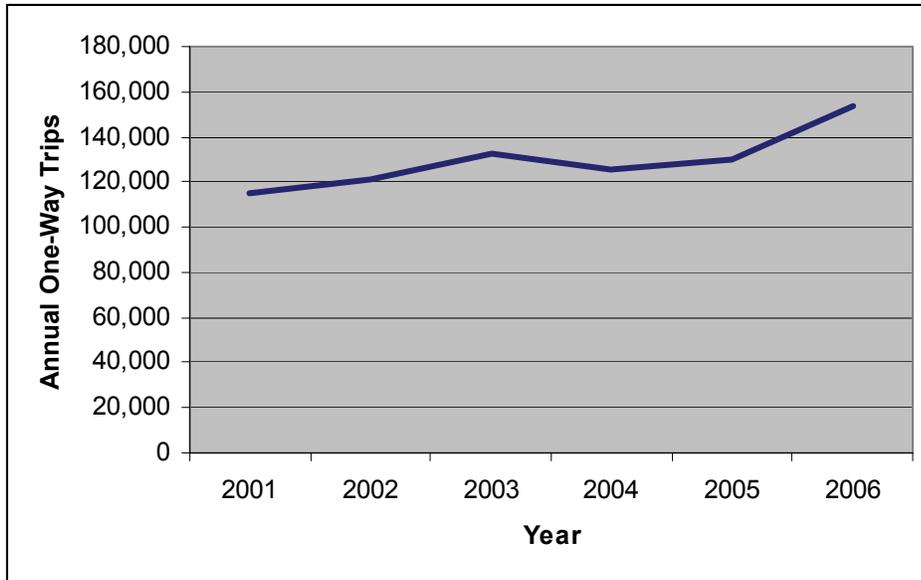
Source: LSC 2006

This is not to say that transportation providers are not doing everything in their power to provide the highest levels of service possible. However, given the constraints of funding and other extraneous factors, it is impossible to meet all the need that could possibly exist in any area. This section has presented estimates of transit need based upon quantitative methodologies. The results are not surprising or unrealistic given LSC’s past work in similar areas. As stated, no area can meet 100 percent of the transit need, however every attempt should be made to meet as much of the demand as possible in both a cost-effective and efficient manner.

**Transit Trends**

Chart 1 presents the regional transit trends in ridership for the Region. As shown, from the available data, ridership has increased since 2001. Currently, there is an estimated 2006 ridership of 160,000 annual one-way trips. This equates to a four percent annual increase in ridership over the past six years. The information in presents the ridership for the agencies that reported data.

Chart 1: San Luis Valley Region Ridership



Source: LSC 2006

### **Needs Identified by Agencies and Public**

This section will address the qualitative needs of this area based on information we received through the forums and transportation provider information.

- General regional service on US Highway 160 from San Luis Valley to the Front Range.
- General regional service on US Highway 285 to the Pike Peak region.
- Some rural portions receive no services in Mineral and Chaffee Counties.
- Limited hours and days of service provided
- Many of the providers do not provide all day service. They typically have scheduled trip times or a 24-hour advance reservation request.
- No general public provider identified.
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips are not only needed for seniors, but other segments such as children.
- Regional and intercity bus service along the US and State Highways throughout the region
- The region needs future commuter rail throughout the valley
- Regional service is needed for tourists to visit the Sand Dunes
- Alamosa and Chaffee County need multi-modal or inter-modal facilities
- Under the 9<sup>th</sup> bullet include regional service from San Luis to Alamosa, Antonito to Alamosa, and Monte Vista to Alamosa.
- On page 60 under service type gaps - Need to develop a general public transit service in the City of Alamosa.

### **Public Forums and Agency Comments**

Information from the Regional Transportation Forum, held in Alamosa, discussed a variety of needs throughout the region. A series of questions associated with specific issues was asked of the participants. The following provides a summary of those issues, needs, and question responses not only from the forum, but also those needs identified by the individual agencies/providers:

- Create intercity bus service.
- Increase public transportation in order to improve the access and mobility of the low-income households for employment purposes.
- Increase the access and mobility of those individuals that need trips for medical facilities and shopping.
- Increase funding levels to transit services in the region through local matches and FTA 5311 funding.
- Replace the existing vehicles in the short and long term.
- Create evening and weekend transit service.

### Transit Service Gaps

This section presents a brief analysis of the service gaps and identified service duplication for San Luis Valley. As mentioned previously, the San Luis Valley has many providers that serve for the elderly and disabled population. These identified gaps and duplication of services will be used in identifying service improvements for the area.

### Identified Service Gaps

Gaps in service for this area relate to both the availability of funding and the lack of additional services. While there are 11 providers in the region, each one mainly serves their clients. There is no general public transportation service in the region. The gaps in transportation service are geographic in nature, as well as lack of service to various market segments. Identified service gaps include the following:

### Geographic Service Gaps

There are few areas throughout the rural portions of San Luis Valley which do not receive any type of transportation services. The major geographic gap is the link between this region and area outside the region. These gaps include:

- General regional service on US Highway 160 from San Luis Valley to the Front Range.
- General regional service on US Highway 285 to the Pikes Peak region.
- Some rural portions receive no services in Mineral and Chaffee Counties.

### Service Type Gaps

The largest gap in the area is a lack of any general public transit providers. While there are several providers that provide special transportation, general public transportation service within the San Luis Valley is non-existent. The service gaps are:

- Limited hours and days of service provided.
- Many of the providers do not provide all-day service. They typically have scheduled trip times or a 24-hour advance reservation request.
- No general public provider identified.
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips are needed not only for seniors, but other population segments such as children.
- Regional and intercity bus service along the US and state highways through the region.
- The region sees the need for future commuter rail through the valley.
- The need for regional service for tourists to the Great Sand Dunes National Park.

### Facility Gap

The community of Alamosa and the service in Chaffee County have a need for a multimodal or intermodal facility.

### Identified Service Duplication

There are many transportation service duplications due to the number of special providers in the region. There is significant overlap of the region's existing agencies and their service areas. Only the Neighbor to Neighbor (Chaffee Shuttle) does not overlap services.

Tri-County Senior Citizens overlaps with Blue Peak Development Service, as both serve some of the same areas as Valley-Wide Health System. In the southern portion of the region are the Northerners Senior Citizens and Costilla County Senior Citizens. In the central part of the region are the Alamosa Senior Citizens, Red Willow Inc., Veterans Transportation, and SLV Mental Center.

### General Strategies to Eliminate Gaps

As mentioned, there are geographic gaps in existing services as well as gaps in types of services.

### Appropriate Service and Geographic Gap Strategies

The general transportation service gaps which should be mitigated in order to meet the needs of the area include the following:

- General public regular scheduled regional service from the San Luis Valley to Pueblo, Trinidad, and Colorado Springs by operating a limited express service.
- General public transit service for the whole region focusing on low-income households, access to employment, and medical and shopping trips by creating a flex-route service between the region's major activities centers.
- Interagency agreement to operate the regional service and general public service.
- Local general public transit service in the City of Alamosa.

### General Strategies to Eliminate Duplication

As stated, there is significant duplication of service areas in the region. Many of the agencies/organizations which provide their own transportation are restricted due to agency policy or funding, such as private nursing homes providing specific transportation to paying clients. There is still room to coordinate or create a more general public transportation service for the region. The following are some strategies to deal with the duplication.

- Create a single regional transit provider. The participating agencies would pay for the single provider through interagency contracts and agreements. The new transit provider would operate all transportation service in the region.
- Develop a broker program to share rides between the agencies that can open their service to other agencies' clients or the general public.
- Have the senior centers in the region consolidate their service into one program; and have the developmental and health service consolidate their service into one program. Therefore, there

would only be two providers serving clients. This would improve service and increase efficiency in the region.

- Have each provider only serve a designated county or area within the San Luis Valley region. Have one agency provide the service trips from one county or area to another.
- Develop general public transit service in Alamosa and Salida.
- Create transit services that focus on access to employment centers; these could be regional peak-hour service.
- Develop a multimodal center to link local and regional service to trips to the Front Range.

Note that in many cases the above strategies would depend on coordination efforts between the agencies. The next section details some coordination strategies that could be used in the region.

### **Coordination Strategies For Further Discussion**

There may be general coordination strategies which could ultimately improve services in the area. The following discussion represents appropriate strategies which could be done within region:

#### ***Coordinating Council***

Similar to a coalition, a coordinating council is made up of myriad agencies and partners with a common goal of coordinating transportation resources. This group differs from a coalition in the fact that it is primarily made up of agencies which have a need for service and other groups (such as local municipalities) specifically formed to accomplish a strategic goal (such as to implement a new service). The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area. This council should be directed by the new transportation coordination position.

#### ***Benefits***

- Allows for greater input from the key transportation agencies in the region.
- Allows the members to share information and knowledge on a one-on-one basis.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.

#### ***Implementation Steps***

- Agencies interested in being members of the council need to meet and develop by-laws for the council.
- Council members need to elect a Chair and Vice-Chair.
- Hire a lead coordinator.
- Council members need to develop a mission statement, vision, goals, and objectives.
- Council members need to set a date for the monthly or quarterly meeting.
- Timing: 1 to 3 years.

### **Coalitions**

A coalition is a group of agencies and organizations that are committed to coordinate transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition could be either an informal or formal group which is recognized by the decision-makers, and which has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad-based purposes (such as to educate local communities about transportation needs).

### **Benefits**

- Development of a broad base of support for the improvement of transit services in the region.
- The coalition is able to speak with the community and region's decision-makers, thereby increasing local support for local funding.

### **Implementation Steps**

- Identify individuals in the region that are interested in improving transit's level of service and have the time and skills to develop a true grassroots coalition.
- Set up a meeting of these individuals in order to present the needs and issues that face the agencies.
- Agencies need to work with the coalition in order provide base information and data on the existing and future needs of transit across the region.
- Timing: 1 to 3 years.

### **Joint Training Programs**

Joint training programs between agencies—in everything from preventative maintenance to safe wheelchair tie-down procedures—can lead to more highly skilled employees. Joint training can lead to reduced training costs with agencies that each possess a specialized trainer who can be responsible for one or more disciplines. For example, one agency could provide Passenger Assistance Training (PATs), and one agency could specialize in preventative maintenance training, etc. Agencies can also purchase special training from reputable organizations/companies and allow other agencies' employees to attend. Costs are shared between the agencies.

### *Benefits*

- Reduction in each agency's training budget.
- Increase in the opportunity for drivers and staff to learn from each other.

### *Implementation Steps*

- Identify the training needs of each agency's staff.
- Identify the training courses that meet the greatest need.
- Identify the agency or organization/company that could provide the needed training.
- Identify the state and federal grants that could assist in paying for the training.
- Timing 1 to 3 years.

### **Vehicle Sharing**

This level of coordination requires that agencies own and operate vehicles. Memoranda of understanding or joint agreements are needed for this element to work properly. Agencies that operate vehicles are able to share those vehicles with other agencies in a variety of circumstances, such as when one agency has a vehicle mechanical breakdown, when vehicles aren't in use by one agency, or when capacity for a specific trip is not available.

### *Benefits*

- Reduction in the overall local capital outlay.
- These funds can be shifted to cover operational costs or to increase the level of service.
- These funds can also be used for capital funding for facilities, equipment, and other capital assets.

### *Implementation Steps*

- Each agency needs to identify their individual vehicle schedules and when their vehicles could be shared.
- Vehicle schedules listing the time the individual vehicles are available need to be created and distributed among the agencies.
- A system of tracking the vehicles that are being shared needs to be developed in order to track miles, hours, and maintenance of the vehicle.
- Timing: 3 to 6 years.

### **Centralized Functions (Reservations, Scheduling, Dispatch)**

A single office would oversee the dispatching of vehicles and the scheduling of reservations for all of the participating transportation entities in order to provide transportation service within a geographic area.

### *Benefits*

- Reduction in the duplication of administrative costs, based on an economy of scale.
- Increase in the marketability of the region's transit service.
- Allows for improved fleet coordination.

### *Implementation Steps*

- Agencies need to meet in order to determine which agency will house the coordination effort.
- Identify each agency's level of funding to cover the cost of the dispatching service.
- Intergovernmental agreement needs to be created detailing the responsibility of each agency.
- Timing 2 to 4 years.

### **Contracts For Service**

This is contracting with another human service agency or a public provider to provide needed trips and can be done occasionally on an as-needed basis or as part of scheduled service. One example is a local Head Start contracting for service with a local public provider. This contract revenue can then be used as local match for the local public provider, using the same drivers and vehicles as used previously. Many times the drivers are also Head Start aides or teachers.

### *Benefits*

- Increase in the amount of local match that can be used to pull additional state and federal funding for transit services into the region.
- Reduction in the duplication of services in the region, thereby creating an economy of scale and improving the overall transit performance level.

### *Implementation Steps*

- Agencies need to meet and identify the needs and capacity of the contract parties.
- Develop a contract that details the responsibility of each party.
- Timing 3 to 6 years.

### **Consolidated Transportation Program**

A consolidated transportation program occurs when all transit services are provided by a single agency. This includes the vehicles, facilities, administration functions, maintenance, and operations.

### Benefits

- Creation of an economy of scale, thereby reducing the cost per passenger, administrative costs, and operational costs.
- Increase in the level of local match funding available to obtain federal funding, through contract services provided to other agencies in the region.
- Reduction in the duplication of services and facilities.

### Implementation Steps

- Intergovernmental agreement needs to be created detailing the level of service that will be provided by the single agency for the level of funding detailed in the contract.
- Each agency's council and/or board would need to approve the intergovernmental agreement.
- Create a new board for the consolidated agency that would be made up of the participating agencies and would oversee the service.
- Transfer all vehicles and facilities to the consolidated agency.
- Timing: 3 to 6 years or longer.

### Local Service Priorities

The following are the service improvement potentials and priorities for the San Luis Valley region.

#### Short-Term (1 to 5 Years)

- The Tri-County Senior Center will be implementing expanded service of 600 annual revenue-hours at an estimated 2035 cost of \$467,000.
- Red Willows will be implementing 4,000 new annual revenue-hours at an estimated 2035 cost of \$490,000.
- Chaffee Shuttle will implement an additional 1,000 new revenue-hours with a new vehicle at an estimated 2035 cost of \$1.5 million.
- Development of general public transit service in Alamosa at an estimated 2035 cost of \$7.0 million.
- Hire a lead transportation coordinator; the cost is estimated at \$735,000 over the planning horizon.

#### Long-Term

- Blue Peaks is planning to develop 1,000 additional annual revenue-hours at an estimated 2035 cost of \$147,000.
- General public regularly scheduled regional service from the San Luis Valley to Pueblo, Trinidad, and Colorado Springs through limited express service at an estimated 2035 cost of \$6.9 million (amount includes vehicles and facilities).

- General public transit service for the whole region focusing on low-income households as well as access to employment, medical, and shopping trips by creating a flex-route service between the region’s major activities centers based in Alamosa at an estimated 2035 cost of \$7.8 million (amount includes vehicles and facilities).
- The development and construction of a multimodal center at an estimated 2035 cost of \$5 million.

**Coordination Potential and Priorities**

There was limited discussion on the coordination potentials and priorities. Only the following strategy was selected by the group as a priority:

- A coordination council would represent a step toward achieving a coordinated system within the service area. At this point, a prudent approach to providing coordinated services is to further develop the details of how a coordination council would function in the counties.

Table 12 presents the cost to eliminate the service and geographic gaps by agency type.

Table 12: San Luis Valley Gap Elimination

Agency Type	Total 2035 Costs (\$000)
Human Service Provider	\$10,399
Transit Agencies	\$ -
Regional / Rail	\$19,782
<b>Total</b>	<b>\$30,181</b>

Source: LSC & CDOT, 2007

**SOCIOECONOMIC PROFILE**

The Socioeconomic and Environmental Regional Profile provides the human and natural environment background necessary to help in estimating future transportation demand through 2035. It also provides the framework to assess the potential impacts of proposed transportation investments on the human and natural environment within the SLV TPR.

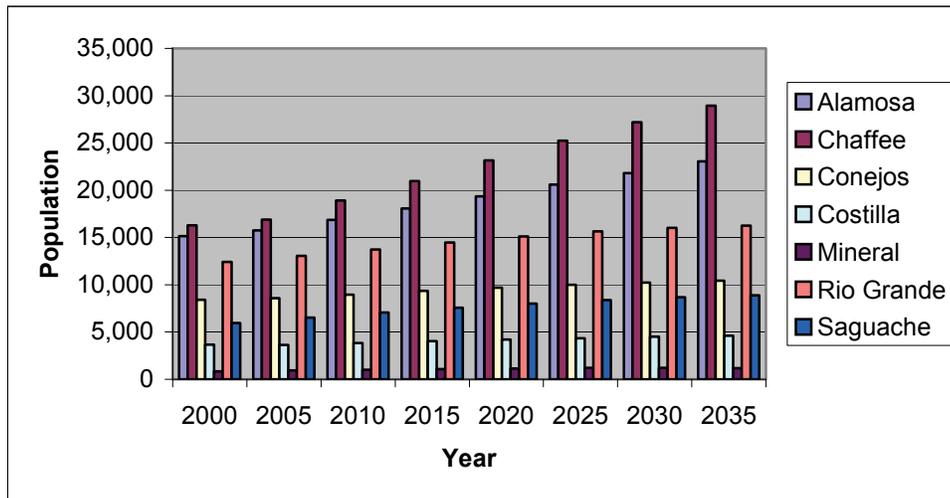
The plan compiles socioeconomic projections for 2035 for the SLV TPR based on U.S. Census projections, Colorado Department of Local Affairs projections and locally generated projections. Since population is integrally related to travel demand, reviewing current demographic information in relation to projected future growth will give a broad indication of future travel demand potential within the SLV TPR.

**Population**

Population in the region is anticipated to grow from 62,710 in 2005 to 93,387 in 2035, reflecting a 49% growth rate. Over the same period, statewide population is expected to grow by 65.1%.

The fastest growing counties in descending order are Chaffee (78%), Alamosa (52%), Saguache (49%), Mineral (43%), Rio Grande (31%), Costilla (26%) and Conejos (24%). Chart 2 and Table 13 identify the numerical and percentage population growth by county, region and state.

Chart 2: Population Estimates and Forecast by County



Source: Colorado Department of Local Affairs, 2006

Table 13: Population Estimates and Forecasts

County	2005	2010	2015	2020	2025	2030	2035	% Population Change	% Compound Annual Growth Rate
Alamosa	15,763	16,873	18,085	19,357	20,594	21,823	23,042	46%	1.27%
Chaffee	16,883	18,897	20,980	23,143	25,239	27,182	28,930	71%	1.81%
Conejos	8,581	8,947	9,365	9,699	9,995	10,236	10,429	22%	.65%
Costilla	3,641	3,830	4,031	4,207	4,352	4,501	4,627	27%	.80%
Mineral	950	1,026	1,093	1,155	1,211	1,203	1,191	25%	.76%
Rio Grande	13,043	13,716	14,482	15,124	15,659	16,010	16,269	25%	.74%
Saguache	6,543	7,076	7,588	8,020	8,387	8,672	8,899	36%	1.03%
Region Total	65,404	70,365	75,624	80,705	85,437	89,627	93,387	43%	1.19%
Colorado Total	4,722,460	5,209,892	5,729,644	6,257,281	6,787,307	7,298,094	7,798,107	65%	1.69%

Source: Colorado Department of Local Affairs, 2006

### Household Characteristics

The household characteristics of the SLV TPR are as indicated in Table 14. The average household size ranges from 2.20 people in Mineral County to 2.80 people in Conejos County. The percentage of households with individuals under 18 years of age ranges from 24.9% in Mineral County and up to 42.4% in Conejos County. Households with individuals over 65 years of age range from 18.7% in Alamosa County and up to 31.3% in Costilla County.

Table 14: Household Characteristics, 2000 Census

County	Total HH	Avg. HH Size	% Individuals < 18	% Individuals > 65	% disabled Individuals
Alamosa	5,467	2.56	38.0%	18.7%	17.9%
Chaffee	6,584	2.26	26.9%	29.1%	18.5%
Conejos	2,980	2.80	42.4%	30.2%	22.8%
Costilla	1,503	2.44	32.6%	31.3%	30.5%
Mineral	377	2.20	24.9%	27.9%	16.9%
Rio Grande	4,701	2.59	38.5%	25.6%	20.8%
Saguache	2,300	2.56	36.7%	21.0%	21.1%
Region Total	23,912	2.49	34.29%	26.26%	21.2%

Source: US Census 2000

## Employment

Table 15: Labor Force and Total Jobs

County	Labor Force			Total Jobs		
	2005	2035	% Change	2005	2035	% Change
Alamosa	7,135	11,734	64%	11,038	14,448	31%
Chaffee	7,456	14,967	101%	8,822	15,605	77%
Conejos	3,589	4,773	33%	2,724	3,167	16%
Costilla	1,598	2,225	40%	1,256	1,598	27%
Mineral	466	593	27%	699	1,767	152%
Rio Grande	5,878	8,793	50%	7,114	9,299	31%
Saguache	3,071	4,261	39%	2,929	4,606	57%
Region Total	29,193	47,346	62%	34,582	50,490	46%

Source: Colorado Department of Local Affairs, 2006

## Place of Work

In 2000, 81.0% of workers lived and worked in the same county, compared to 67% for the state as a whole, refer to Table 16 below.

Table 16: Place of Work by County-2000

County	Workers 16 and Over	Worked in County of Residence	% Worked in County of Residence	Worked Outside County of Residence	Worked Outside State of Residence
Alamosa	6,766	5,880	86.9%	858	28
Chaffee	6,665	6,151	92.3%	456	58
Conejos	3,052	1,933	63.3%	1,070	49
Costilla	1,115	801	71.8%	287	27
Mineral	402	333	82.8%	57	12
Rio Grande	5,282	4,138	78.3%	1,104	40
Saguache	2,440	1,655	67.8%	763	22
Region Total	25,722	20,891	81.2%	4,595	236
Colorado Total	2,191,626	1,468,010	67.0%	702,583	21,033

Source: US Census 2000

## Means of Transport to Work

Table 17 provides more information about how people traveled to work in years 2000. Approximately 64.4% drove alone in their car to work in 2000, compared to 75% statewide. Carpooling is the next most common means of transportation to work, with 15.0% riding in a multiple occupant vehicle in 2000 compared to 12.2% statewide. Public transportation accounted for 1.1% of work trips in the region in 2000 compared to 3.2% statewide.

Table 17: Means of Transport to Work by County-2000

Means of transport	Alamosa		Chaffee		Conejos		Costilla		Mineral		Rio Grande		Saguache		Region		Colorado	
	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total
Drove alone in car, truck, or van	4,683	69.2%	4816	72.3%	2207	72.3%	797	71.5%	204	50.7%	3,698	70.0%	1507	61.8%	17912	69.6%	1,646,454	75.1%
Carpooled in car, truck, or van	1,029	15.2%	871	13.1%	493	16.2%	202	18.1%	113	28.1%	876	16.6%	472	19.3%	4056	15.8%	268,168	12.2%
Public transportation	0	0.0%	35	0.5%	12	.04%	2	0.2%	1	0.2%	2	0.0%	1	0.0%	53	0.2%	69,515	3.2%
Motorcycle	33	0.5%	5	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	38	0.1%	2,582	0.1%
Bicycle	56	0.8%	62	0.9%	2	0.1%	5	0.4%	2	0.5%	48	0.9%	20	0.8%	195	0.8%	16,905	0.8%
Walked	611	9.0%	266	4.0%	110	3.6%	41	3.7%	44	10.9%	197	3.7%	161	6.6%	1430	5.6%	65,668	3.0%
Other means	47	0.7%	56	0.8%	17	0.6%	17	1.5%	6	1.5%	39	0.7%	50	2.0%	232	0.9%	14,202	0.6%
Worked at home	307	4.5%	554	8.3%	211	6.9%	51	4.6%	32	8.0%	422	8.0%	229	9.4%	1806	7.0%	108,132	4.9%
<b>Total</b>	<b>6,766</b>	<b>100.0%</b>	<b>6,665</b>	<b>100.0%</b>	<b>3,052</b>	<b>100.0%</b>	<b>1115</b>	<b>100.0%</b>	<b>402</b>	<b>100.0%</b>	<b>5282</b>	<b>100.0%</b>	<b>2440</b>	<b>100.0%</b>	<b>25722</b>	<b>100.0%</b>	<b>2,191,626</b>	<b>100.0%</b>

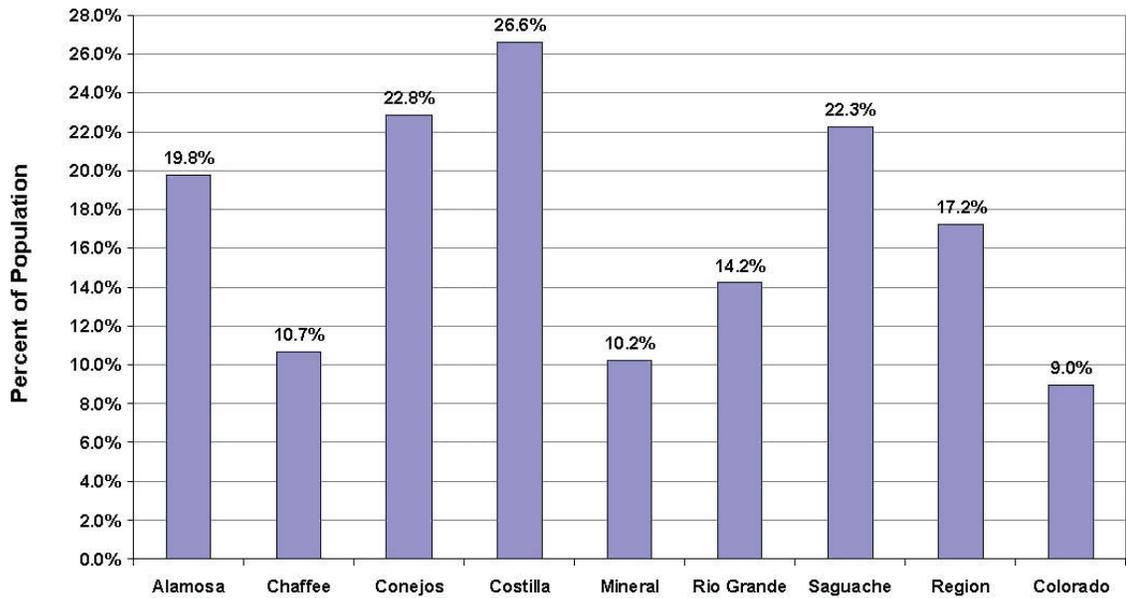
Source: US Census 2000

**Low Income Areas**

The following chart shows the percentage of the population with household income below the Census-defined poverty level. The 1999 definition of poverty level for a family of four was income under about \$17,000, depending on relative age of the residents and other factors. About 17.2% of the region falls below this line, nearly twice the statewide average of 9.3%. Alamosa, Conejos, Costilla, Rio Grande, and Saguache Counties all have significantly larger populations below the poverty level than the state as a whole. For more information about how the Census defines poverty, see <http://www.census.gov/hhes/poverty/povdef.html>.

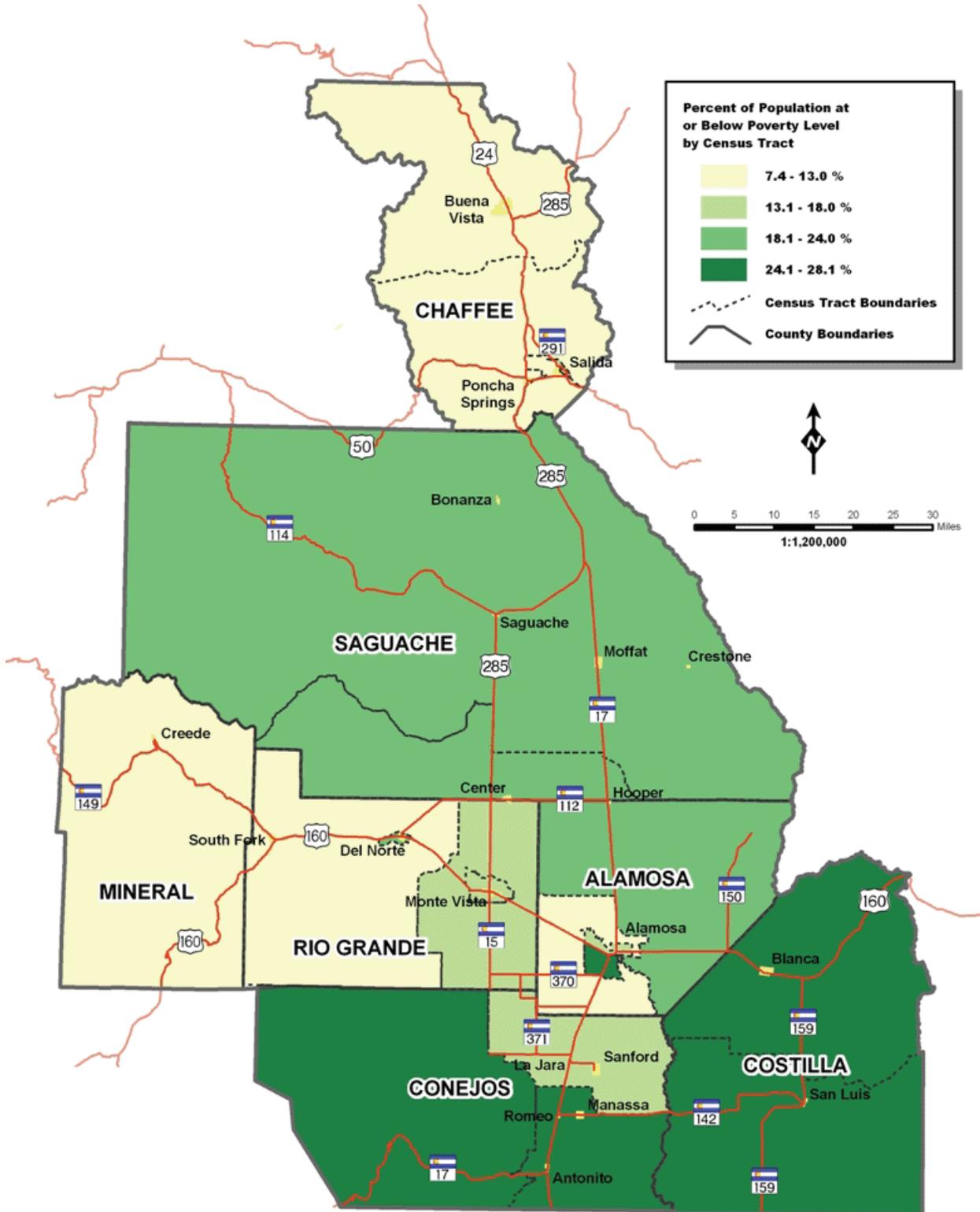
Chart 3 reflects the percentage of population below poverty level by county. Figure 19 illustrates the low-income areas by census tract within the SLV TPR.

Chart 3: Percent of Population below Poverty Level-1999



Source: US Census 2000

Figure 19: Low Income

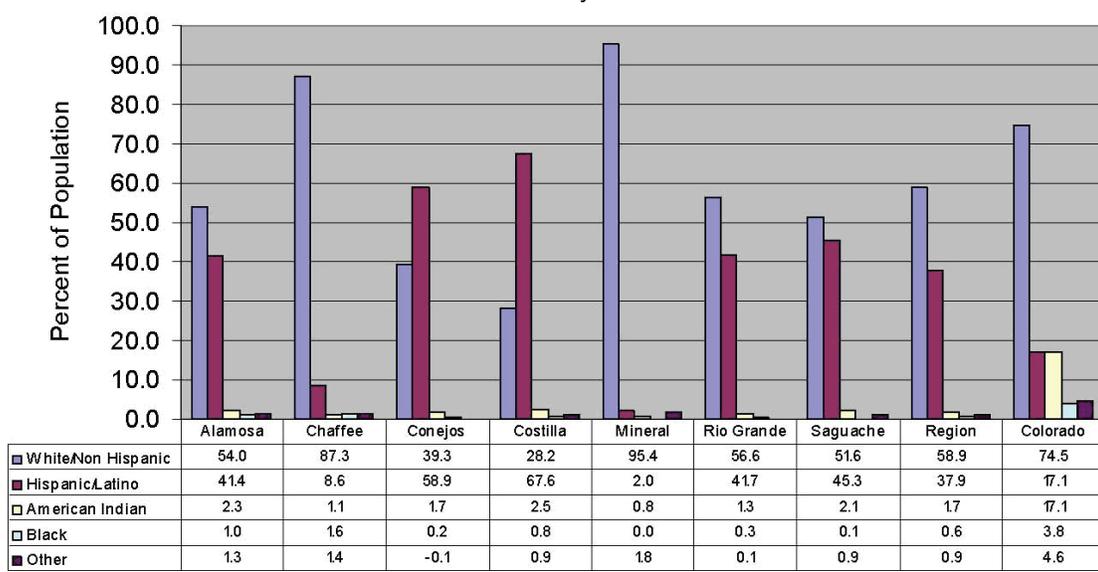


Source: CDOT 2005

**Minority Status**

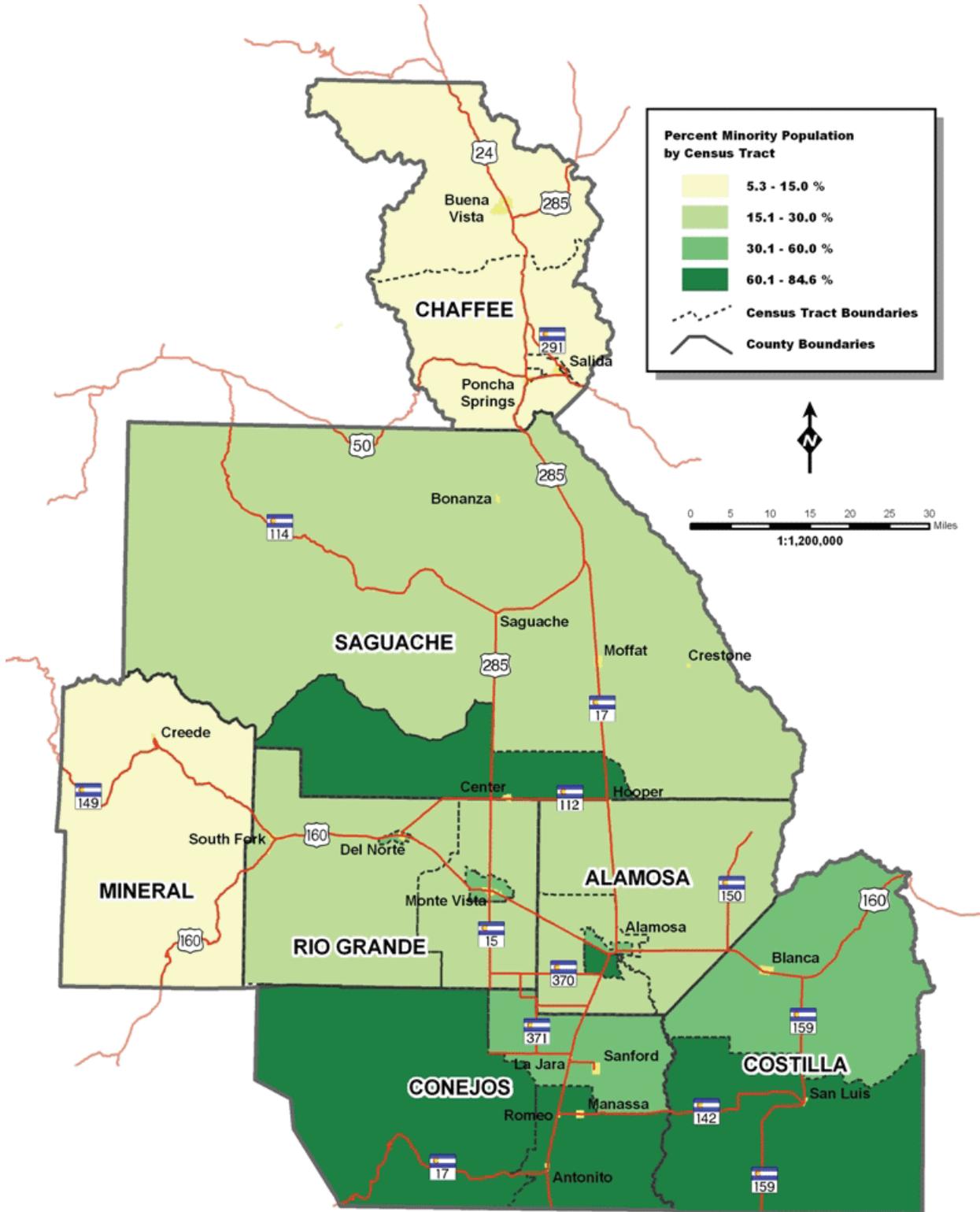
Minority status as defined for the purposes of this report is all residents who are not White/Non-Hispanic. The minority population of the region is quite large, about 41%, when counted this way. The largest minority population is Hispanic/Latino, about 38%. Mineral and Chaffee Counties have much lower Hispanic/Latino populations.

Chart 4: Minority Status



Source: US Census 2000

Figure 20: Minority Status



Source: CDOT 2005

### ENVIRONMENTAL OVERVIEW

Environmental factors include not only natural resources such as water quality, air quality, and wildlife, but also wetlands, threatened and endangered species, noise, historic and cultural sites, hazardous materials sites, and recreational areas. The Colorado Department of Transportation's environmental principle states: *"CDOT will support and enhance efforts to protect the environment and the quality of life for all of Colorado's citizens in the pursuit of the best transportation systems and services possible."*

As an effort to avoid and minimize environmental impacts from transportation system improvements, CDOT is required to comply with the provisions of the National Environmental Policy Act (NEPA). NEPA is typically introduced at the earliest stage practicable and should identify areas where both natural and human environmental resources might be compromised as a result of a project. To further the importance of environmental issues, the SLVTPR has created specific goals towards preserving land and critical environmental values.

Although the regional planning process does not require a complete or specific inventory of all potential environmental resources within the corridor, identifying general environmental concerns within the region will provide valuable information for project planners and designers. The information contained in this report will serve as the basis for a more in depth analysis, typically NEPA, as part of the project planning process. There are two components to this analysis:

- Identifying general resources within the region that have the potential to be impacted by projects, and
- Identifying agencies with responsibilities for resources within the region; examples may include, the US Forest Service, the US Bureau of Land Management, the Colorado Division of Wildlife, the State Historical Preservation Office, or the local Parks Department.

The information that follows identifies general environmental issues within the region. The fact that an issue is not identified in this review should not be taken to mean that the issue might not be of concern along a corridor. This section focuses on issues that are easily identifiable and/or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be addressed proactively so that the environmental concerns can be mitigated or incorporated into a project in a manner that supports the values of the citizens and communities the TPR serves.

#### Threatened or Endangered Species

In Colorado, there are 30 species of fish, birds, mammals and plants on the federal list of threatened or endangered species. The U.S. Fish and Wildlife Service identified another 10 as candidate species. In addition to the federally listed species, there are 16 additional species listed by the state as threatened or endangered and another 44 listed as State species of concern (Colorado Division of Wildlife, May 2004). Impacts can result from destruction of habitat, animal mortality (including from vehicle-wildlife collisions), fragmentation of habitat, or changes in species behavior such as altering foraging or denning patterns.

To comply with the federal Endangered Species Act, CDOT evaluates all possible adverse impacts and takes all necessary measures to avoid harming proposed, candidate and listed

species before construction and maintenance activities begin. Impacts that are studied and determined to be unavoidable are minimized through highway design and construction techniques. Appropriate compensation is utilized after all reasonable avoidance and minimization techniques have been exhausted.

Senate Bill 40 (SB40) was created primarily for the protection of fishing waters, but it does acknowledge the need to protect and preserve the fish and wildlife resources associated with streams, banks and riparian areas in Colorado. This is accomplished through erosion control, water contaminate control, discharge conditions, construction procedures, vegetation manipulation and noxious weed control. These measures, when properly used, can ensure that Colorado waters remain conducive to healthy and stable fish and wildlife populations which depend on the streams of Colorado.

See Appendix B – Environmental for lists of species potentially affected by each corridor.

### **Air Quality**

The Colorado Air Quality Control Commission, a division of the Colorado Department of Health and Environment, is responsible for developing and adopting a regulatory program to protect and improve air quality in Colorado. Typically, the commission is involved in the maintenance of the regulations through modification and revision. Much of the air quality management program currently is in place and has been adopted over time. Establishing new programs is occasionally considered by the commission. The commission oversees the implementation of the air quality programs. The commission is responsible for hearing appeals of the Air Pollution Control Division's implementation of the programs through permit terms and conditions and enforcement actions. Colorado's air quality management program regulates air pollutant emissions from stationary industrial sources, cars and light duty trucks, burning practices, street sanding and sweeping activities, and the use of prescribed fire. The air quality program also is focused on visibility, odor and transportation planning impacts to future air quality.

The Colorado Air Quality Control Commission distributed a "Report to the Public 2005-2006" addressing air quality issues and attainment designations in the state of Colorado. When discussing air quality in Colorado, the Air Quality Control Commission separates the state into six regions to more clearly address each region's air quality conditions and activities. The San Luis Valley TPR falls within the Western Slope air quality region.

During the 1970s and 1980s, the U.S. Environmental Protection Agency (EPA) designated many Colorado cities and towns as nonattainment areas because the areas violated nationwide air quality standards. By the mid-1990s, all these areas came into compliance with the various standards. All areas have been redesignated.

The redesignations are made possible by cleaner air, and through development and implementation of air quality management plans known as State Implementation Plans or "SIPs." These plans describe the nature of the air quality problems and the probable causes. The plans show projections of future pollutant levels and identify strategies to reduce these pollutants to acceptable levels.

In order to comply with the Clean Air Act (CAA), the State of Colorado adopted the following standards/regulations that relate to transportation projects, which in turn apply to the San Luis Valley TPR:

- Ambient Air Quality Standards Regulation - This regulation established ambient air quality standards for the state and dictates monitoring procedures and data handling protocols. It also identified non-attainment areas in the state, which have historically violated federal and state air quality standards.
- State Implementation Plan Specific Regulations – This regulation defines specific requirements concerning air quality control strategies and contingency measures for non-attainment areas in the state.
- Transportation Conformity, Reg. No. 10 – This regulation defines the criteria the Colorado Air Quality Control Commission uses to evaluate the consistency between state air quality standards/objectives, and transportation planning and major construction activities across the state, as defined in the state implementation plans.
- Street Sanding & Sweeping, Reg. No. 16 – This regulation sets specific standards for street sanding and sweeping practices.

### Water Quality

There are four major river basins within Colorado. They are: Colorado, Missouri, Rio Grande, and the Arkansas. Within these basins are numerous creeks, tributaries, and ditches; as well as lakes, floodplains, and wetlands. The SLV TPR is mostly in the Rio Grand River Basin with some portions to the west in the Colorado River Basin, in particular Mineral County and portions of Conejos and Rio Grande Counties. To the north – a portion of northwestern Saguache County and all of Chaffee County are in the Arkansas River Basin. The Water Pollution Control Act of 1972, later amended to include the Clean Water Act (CWA), protects the waters of the TPR. This Act promulgated the National Pollution Discharge Elimination System (NPDES) and created water discharge standards which includes maintaining the chemical, physical and biological integrity of the nation’s waters. Protection of these waters is done through regulatory review and permits. A list of potential environmental permits is listed in the subsequent paragraph.

A detailed discussion on impacts to water quality and wetlands is located in Appendix B.

### Noise

The FHWA Noise Abatement Criteria (NAC) define noise levels which, if approached or exceeded, require noise abatement consideration. FHWA requires all states to define at what value a predicted noise level approaches the NAC, thus, resulting in a noise impact. CDOT has defined “approach” as 1dBA less than the FHWA NAC for use in identifying traffic noise impacts in traffic noise analyses.

Noise abatement guidelines also state that noise abatement should be considered when the noise levels “substantially exceed the existing noise levels.” This criterion is defined as increases in the L(eq) of 10.0 dBA or more above existing noise levels.

As existing higher-speed transportation facilities are widened or new facilities are constructed noise becomes a greater issue. Noise can also be an issue for lower-speed facilities where steep grades or a high percentage of trucks exist. As a result of potential impacts, all projects involving federal funding will require a noise analysis be completed.

### Historical/Archaeological Sites

Both the Colorado State Register of Historic Places and the National Register of Historic Properties (NRHP) list sites and/or communities of historic/archaeological significance. Any transportation project identified for this region would require field surveys to determine which resources have cultural/archaeological significance and/or potential eligibility for listing on the NRHP. The Colorado Office of Archaeology and Historic Preservation tracks sites that are considered significant and are on the NRHP. Within the SLV TPR there are a substantial number of sites. For more information on these properties see <http://www.coloradohistoryoahp.org/programareas/register/1503/cty.htm>

### Hazardous Materials

The potential to find hazardous materials during the construction of a transportation facility always exists. Hazardous materials are regulated under several programs, including: the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). Until specific transportation corridors and/or improvement projects are identified, no specific data collection at hazardous material sites is recommended at this time. Certain land uses frequently result in a higher potential for location of hazardous waste or materials. Examples of land uses often associated with hazardous materials include industrial and commercial activities such as existing and former mining sites; active and capped oil and gas drilling operations and pipelines; agricultural areas using chemical fertilizers, insecticides, and pesticides; and railroad crossings where there have been accidental cargo spills. Active, closed and abandoned landfill sites are also potential problem areas for transportation facility construction as are gasoline stations that potentially have leaking underground storage tanks.

See Appendix B for corridors with potential impacts to hazardous material sites.

### Environmental Permits

The following list of permits is meant to provide information needed to comply with basic environmental permitting requirements for construction activities. It is impossible to be all-inclusive and addressing every situation. These are just some of the more common permits associated with construction activities.

- County/State Air Permit (for construction activities, grading, clearing, grubbing)
- County/State Demolition Permit (these permits may also require a utility disconnect permit from your local utility department)
- Source Air Permit (APEN) (concrete batch plant, haul road, fuel storage tank)
- Sandblasting Permit
- Construction Dewatering Permit
- Sand & Gravel Permits (Certificate of Designation)
- Construction Stormwater Permit
- Compliance with a Municipality Separate Storm Sewer System (MS4) Permit
- US Army Corps of Engineers 404 Permit (wetlands and waters of the state impacts)
- Floodplain Permit
- Wildlife Surveys (Preble's Meadow Jumping Mouse Survey, Migratory Bird Survey)

### **CDOT Environmental Forum**

The CDOT Environmental Forum was held March 9, 2007. This was a first time event intended to improve relations and develop understanding at the planning level of resource/regulatory agency responsibilities and concerns. It provided an opportunity for one-on-one conversations between resource and regulatory agencies and local transportation planning officials. It was intended to foster an atmosphere of cooperation and provide an opportunity for cooperative identification of potential conflicts and opportunities at the regional level and provide the opportunity for resource and regulatory agency needs and concerns to be identified at the earliest planning stages.

Subject matter experts from 16 Federal and State agencies and organizations identified environmental issues and concerns for each TPR. A summary of the issues, arranged by resource agency follows in Table 18.

Table 18: Statewide Environmental Forum

March 9, 2007 San Luis Valley TPR	
Resource/Regulatory Agency	Information/Issues/Concerns
Environmental Protection Agency (EPA)	The EPA has no major issues in the San Luis Valley.
Colorado Department of Public Health and Environment (CDPHE) - Solid Waste	Contractors violate regulations by burning project materials on-site. CDOT should make sure contractors obtain a solid waste permit to bury on-site or take the materials to a landfill. Project engineers should look for abandoned landfills when conducting excavation.
Colorado Department of Public Health and Environment (CDPHE) - Water Quality	Construction on Wolf Creek Pass impacts sensitive waterways due to sediment from the construction site. A determination has to be made if the levels of pollutants impact other streams in the TPR. CDPHE has started assessing the sediment load for bodies of water in the TPR. Follow-up with Paul Hagman at 303-692-3555.
Colorado Department of Public Health and Environment (CDPHE) - Air Quality	Follow-up: CDPHE staff will check sources of funding to help Alamosa deal with dust.
Colorado Department of Wildlife (CDOW)	CDOT Region 5 has been mitigating and preserving habitat for two endangered species; the lynx and southwestern willow flycatcher.
State Historic Preservation Office (SHPO)	Listing of potential historic properties and districts for San Luis Valley can be obtained from CDOT Headquarters.
U.S. Fish and Wildlife Services (USFWS)	Tamarisk has become an important shrub for the endangered southwestern willow flycatcher. Efforts are under way across the state to remove tamarisks because of their aggressive ability to crowd out native shrubbery. Habitat fragmentation from gas development in the area is likely to impact wildlife.
U.S. Army Corps of Engineers (USACOE)	No water flow out San Luis Valley basin north of US 160. USACOE has little jurisdiction over the wetlands in that portion of the valley. Due to a pending court decision, jurisdiction over the San Luis Lake may change.
CDOT (MS4) Discharge	No significant issues were discussed.
CDOT Wildlife Program	Transportation projects in neighboring Southwest TPR could impact lynx, southwestern willow flycatcher, deer and elk. Vehicle collisions with deer and elk are an issue in the TPR. Measures need to be taken to ensure safe wildlife crossings of state highways.
CDOT Environmental Programs Branch	No significant issues were discussed.
Colorado State Parks (CSP)	Colorado State Parks has a rails-to-trails project (conversion of abandoned rail lines into trails) between South Fork and Creede in the San Luis Valley. The San Luis State Park and the Arkansas Headwaters Recreation Area have trails. The agency also has a statewide comprehensive outdoor recreation plan and other resources for those interested in trails: <a href="http://parks.state.co.us/Trails/Publications/">http://parks.state.co.us/Trails/Publications/</a> .

March 9, 2007 San Luis Valley TPR	
Resource/Regulatory Agency	Information/Issues/Concerns
Central Federal Lands (CFL) and Colorado Trout Unlimited	CDOT needs to be aware of the impact on streams and fish from highway runoff of sand and de-icing chemical. This is particularly important for the headwaters of the Arkansas, Rio Grande and Conejos rivers. Trout Unlimited can help raise funding to restore streams. Follow-up: Place Trout Unlimited on the stakeholders' list for transportation planning.
Federal Highway Administration (FHWA)	No significant issues were discussed.
U.S. Forest Service (USFS)	The US160 Wolf Creek Pass EA and FONSI specifies USFS requirements for mitigation measures instead of including general statements that could be misinterpreted.

### **CORRIDOR VISIONS**

The 2035 Long Range Transportation Plan begins to build a “corridor-based” plan that more effectively envisions the long term needs each corridor, rather than focusing on specific intersections, safety issues or capacity issues from point to point.

#### **Corridor Visions Purpose**

- Integrates community values with multi-modal transportation needs
- Provides a corridor approach for a transportation system framework
- Strengthens partnerships to cooperatively develop a multi-modal system
- Provides administrative and financial flexibility in the Regional and Statewide Plans
- Links investment decisions to transportation needs
- Promotes consistency and connectivity through a system-wide approach
- Creates a transportation vision for Colorado and surrounding states

#### **Corridor Vision Process**

This part of the plan examines what the final build-out needs might be given population growth, traffic growth, truck movements, and other operational characteristics of the facility. Then, an effort was made to focus improvements on the midterm, or next 10 years. The Midterm Implementation Strategy will be examined later in this plan. These steps will help guide investment decisions throughout the planning period:

- Identify corridor segments with common operating characteristics and future needs
- Develop a corridor vision for each corridor segment
- Develop goals/objectives for each corridor segment
- Develop strategies to achieve the goals for each corridor segment
- Assign a primary investment category

The following Corridor Vision Segments were defined as the basis for the plan. Each identified segment operates with similar characteristics along its length, with respect to traffic volumes, terrain, amount of truck traffic, etc. In this way a future vision of long term needs could be developed.

Table 19: Corridor Vision Segments

Corridor Number	Corridor Name	Description		Within TPR		Primary Investment
		From	To	Beg. MP	End MP	
PSL7001	SH 15 A	US 160 (Monte Vista)	Conejos Co. Line	0.000	12.370	Safety
PSL 7002	SH 15 B	West of Capulin	Jct US 285 at La Jara	20.398	30.916	System Quality
PSL 7003	SH 17 A	CO/NM State Line	Jct US 285 (Antonito)	0.000	38.984	Safety
PSL7004	SH 17 B	Jct US 160 (Alamosa)	Jct. US 285 S. (Villa Grove)	69.107	118.790	System Quality
PSL7005	US 24 A (i)	Granite	Jct US 285 (Johnson Village)	192.73	212.910	Safety
PSL7006	US 24 A (ii)	Jct US 285 (Johnson Village)	Jct US 285 (Antero Junction)	212.910	225.56	Safety
PSL7007	US 50 A (i)	Jct SH 114 West of Parlin	West of Poncha Springs	165.520	216.697	Safety
PSL7008	US 50 A (ii)	West of Poncha Springs	East of Salida	216.697	222.455	Safety
PSL7009	US 50 A (iii)	East of Salida	Coaldale	222.455	241.270	Safety
PSL7010	SH 112 A (i)	Jct US 160 (Del Norte)	Jct US 285	0.000	13.138	Safety
PSL7011	SH 112 A (ii)	Jct US 285	Jct SH 17 (Hooper)	13.138	27.802	Safety
PSL7012	SH 114 A	Jct US 50 West of Parlin	Jct US 285 (Saguache)	0.000	61.697	Safety
PSL7013	SH 136 A	Jct US 285 (La Jara)	Sanford	0.000	4.469	Safety
PSL7014	SH 142 A	US 285 West of Romeo	Jct SH 159 (San Luis)	0.000	33.840	System Quality
PSL7015	SH 149 A	Jct US 160 (South Fork)	Mineral/Hinsdale County Line	0.000	42.170	Safety
PSL7016	SH 150 A	Jct US 160 W. of Blanca	Sand Dunes National Park	0.000	15.999	System Quality
PSL7017	SH 159 A	CO/NM State Line	Jct US 160 (Fort Garland)	0.000	33.660	Safety
PSL7018	US 160 A (i)	Jct SH 84	West of South Fork	155.09	184.200	Safety
PSL7019	US 160 A (ii)	West of South Fork	West of Monte Vista	184.200	214.000	System Quality
PSL7020	US 160 A (iii)	West of Monte Vista	East of Alamosa	214.000	235.000	Mobility
PSL7021	US 160 A (iv)	East of Alamosa	Jct SH 150 (Blanca)	235.000	247.928	Mobility
PSL7022	US 160 A (v)	Jct SH 150 (Blanca)	East of La Veta Pass	247.928	282.190	Mobility
PSL7023	US 285 A (i)	CO/NM State Line	2 Miles s/o US 160 (Alamosa)	0.000	32.000	Mobility
PSL7024	US 285 A (ii)	2 Miles s/o US 160 (Alamosa)	Jct of US 160 in Alamosa	32.000	33.999	Mobility
PSL7025	US 285 B/C	US 160 In Monte Vista	Jct US 24 S. of Buena Vista	51.210	126.48	System Quality
PSL7026	SH 291 A	Jct US 50 Salida	Jct US 285	0.000	8.999	Safety
PSL7027	SH 368 A	Jct SH 370	Jct US 285 (Estrella)	0.000	12.329	System Quality
PSL7028	SH 370 A	Jct SH 15 s/o Monte Vista	Jct US 285 s/o Alamosa	0.000	14.000	System Quality
PSL7029	SH 371 A	Jct SH 15	SH 370	0.000	6.000	System Quality

Source: CDOT 2007

### Corridor Visions

**Corridor:** SH 15 A (PSL7001)

**Description:** Monte Vista to Conejos County Line MP 0.0 to MP 12.37

#### Vision Statement

The Vision for the SH 15 A - Monte Vista to Conejos County line corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the central San Luis Valley area, including the Monte Vista National Wildlife Refuge and Alamosa Canyon area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, and other destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value transportation choices and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor. The local Amish community uses horse-drawn carriages along the route, presenting the need for a safe interface with motorized vehicles.

**Primary Investment Category:** SAFETY

**Priority:** LOW

#### Goals

- Eliminate shoulder deficiencies
- Support recreation travel
- Provide for safe movement of bicycles, pedestrians and non-motorized vehicles
- Expand transit usage
- Maintain or improve pavement to optimal condition

#### Strategies

- Construct intersection/ interchange improvements
- Add/improve shoulders
- Improve geometrics
- Provide bicycle/pedestrian facilities
- Add signage
- Add surface treatment/overlays
- Provide and expand transit bus services

**Corridor:** SH 15 B (PSL7002)

**Description:** West of Capulin to Jct. US 285 at la Jara MP 20.398 to MP30.916

### **Vision Statement**

The Vision for the SH 15 B - West of Capulin to Jct. US 285 at La Jara corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections south of the Monte Vista area. Future travel modes include passenger vehicle and truck freight. The transportation system primarily serves towns and other destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on agriculture for economic activity. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

**Primary Investment Category:** SYSTEM QUALITY

**Priority:** LOW

### **Goals**

- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Support existing transit services
- Reduce fatalities, injuries and property damage crash rate

### **Strategies**

- Add surface treatment/overlays
- Bridge repairs/replacement
- Add/improve shoulders
- Add signage
- Improve geometrics
- Construct intersection improvements
- Provide and expand transit bus services

**Corridor:** SH 17 A (PSL7003)

**Description:** New Mexico state line to Antonito MP 0.0 to MP 38.984

### **Vision Statement**

The Vision for the SH 17 A - New Mexico state line to Antonito corridor is primarily to improve safety as well as to maintain system quality. This corridor connects to places outside the region, and makes east-west connections within the southern San Luis Valley area via Cumbres Pass. The portion from the New Mexico line to the Forest Boundary 12 miles west of Antonito is also designated Forest Highway 5. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, tourist-passenger rail, and truck freight. The transportation system in the area primarily serves destinations within the corridor as well as connecting to New Mexico. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas and safety. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and winter recreationalists in and through the corridor.

**Primary Investment Category:** SAFETY

**Priority:** MEDIUM

### **Goals**

- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Support existing transit services
- Reduce fatalities, injuries and property damage crash rate

### **Strategies**

- Improve geometrics
- Construct intersection/ interchange improvements
- Provide pullouts for winter recreationalists
- Improve signing/stripping
- Add passing lanes
- Add/improve shoulders
- Add guardrails
- Add truck parking areas
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Provide and expand transit bus service

**Corridor:** SH 17 B (PSL7004)

**Description:** Alamosa to Jct. US 285 at Villa Grove MP 69.107 to MP 118.790

### **Vision Statement**

The Vision for the SH 17 B - Alamosa to Jct. US 285 at Villa Grove corridor is primarily to maintain system quality as well as to improve safety. This corridor makes north-south connections within the San Luis Valley north of Alamosa. The southern part of the corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. A high volume of trucks use the highway to connect north from Alamosa to US 285. The communities along the corridor value transportation choices, connections to other areas, and safety. They depend on tourism and agriculture for economic activity in the area. Greater numbers of visitors to the newly redesignated Great Sand Dunes National Park and Reserve are expected to access the Park on Saguache County 6 Mile Road east of Moffat. In addition, growing subdivisions at Baca Grande will attract new residents who require access to jobs and commercial services in Alamosa. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor.

**Primary Investment Category:** SYSTEM QUALITY

**Priority:** MEDIUM

### **Goals**

- Provide for safe movement of bicycles and pedestrians
- Improve signing/stripping
- Maintain or improve pavement to optimal condition
- Support and increase transit bus ridership
- Reduce fatalities, injuries and property damage crash rate

### **Strategies**

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Improve intersections
- Post informational signs
- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Improve the 6 Mile Road from SH 17 B east to the Great Sand Dunes National Park

**Corridor:** US 24 A (i) (PSL7005)

**Description:** Granite to Johnson Village MP 193.770 to MP 212.910

### **Vision Statement**

The Vision for the US 24 A - Granite to Johnson Village corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor connects to places outside the region. It also provides local access, is a commercial corridor in Buena Vista, and provides commuter access in Chaffee County and to Lake and Summit Counties. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities. Based on historic and projected population and employment levels, both passenger traffic and freight volumes are expected to increase. The Union Pacific Tennessee Pass Line parallels the corridor, but has not been operated for several years. The communities along the corridor value safety. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor.

**Primary Investment Category:** SAFETY

**Priority:** MEDIUM

### **Goals**

- Eliminate shoulder deficiencies
- Add passing lanes and auxiliary lanes where needed
- Support and expand transit services
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Rehabilitate/replace deficient bridges

### **Strategies**

- Improve geometrics
- Intersection improvements
- Add turn lanes and passing lanes
- Add/improve shoulders
- Add accel/decel lanes
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Promote carpooling and vanpooling
- Provide and expand transit bus and rail services
- Preserve railroad right of way

**Corridor:** US 24 A (ii) (PSL7006)

**Description:** Johnson Village to Antero Junction MP 212.910 to MP 226.810

### Vision Statement

The Vision for the US 24 A - Johnson Village to Antero Junction corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor connects to places outside the region, and makes east-west connections within the South Park area. It is a tourism link to the Front Range area. This segment overlays a portion of US 285 and is considered a unique portion of the corridor for its transit of Trout Creek Pass. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety, connections to other areas, and high levels of mobility. They depend on tourism, and commercial activity at Johnson Village for economic activity. Commercial activity at Johnson Village centers on rafting and fishing opportunities on the Arkansas River. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

**Primary Investment Category:** SAFETY

**Priority:** HIGH

### Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Support and expand transit services

### Strategies

- Construct intersection improvements
- Add passing lanes
- Improve geometrics
- Add/improve shoulders
- Add roadway pullouts for breakdowns and slow vehicles
- Reconstruct roadways
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Provide and expand transit bus services
- Bridge repairs/replacement for SD/FO structures
- Preserve railroad right of way

**Corridor:** US 50 A (i) (PSL7007)

**Description:** West of Parlin to Poncha Springs MP to MP165.520

### **Vision Statement**

The Vision for the US 50 A - West of Parlin to Poncha Springs corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections via Monarch Pass. Monarch Pass serves as an important gateway to western Colorado. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system primarily serves destinations outside of the corridor, but also provides access to the Monarch Ski Area and other recreational opportunities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Users of the corridor wish to improve safety for bicyclists and vehicles. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

**Primary Investment Category:** SAFETY

**Priority:** MEDIUM

### **Goals**

- Support recreation travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain and improve pavement to optimal condition

### **Strategies**

- Improve geometrics
- Construct intersection improvements
- Add passing lanes
- Add turn lanes
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Add/improve shoulders
- Add truck parking areas
- Add rest areas
- Preserve railroad right of way
- Add wildlife crossing structures, wildlife fencing, and other appropriate mitigation measures

**Corridor:** US 50 A (ii) (PSL7008)

**Description:** Poncha Springs to Salida MP 216.697 to MP222.455

### **Vision Statement**

The Vision for the US 50 A - Poncha Springs to Salida corridor is primarily to improve safety as well as to maintain system quality. This corridor is a designated scenic byway; Collegiate Peaks Scenic Byway, and serves as a multi-modal National Highway System facility, provides local access, and makes east-west connections in the Poncha Springs and Salida area. A significant portion of this corridor is in commercial development, as it effectively acts as a bypass to the Town of Salida. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area serves towns and recreational destinations within the corridor as well as forms a critical link in the interregional corridor, connecting to US 285 and the Monarch Pass gateway to western Colorado. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety for vehicles and also for pedestrian and bicycle the commercialized portion. Many business exist along both sides of the highway, providing a challenge in crossing the busy, wide segment. Local communities depend on tourism and commercial activity for economic activity. Users of this corridor want to preserve the semi-urban character of the area while supporting the movement of tourists, freight, and local access to commercial services.

**Primary Investment Category:** SAFETY

**Priority:** HIGH

### **Goals**

- Eliminate shoulder deficiencies
- Reduce traffic congestion and improve traffic flow
- Provide information to traveling public
- Support and expand transit services
- Provide for safe movement of bicycles and pedestrians

### **Strategies**

- Provide and expand transit bus and rail services
- Add/synchronize/interconnect traffic signals
- Construct intersection improvements
- Improve crosswalks, medians, and sidewalks
- Improve gateway signage to downtown Salida and Poncha Springs
- Expand Poncha Springs visitors' center
- Construct bike path from Poncha Springs to Salida
- Preserve railroad corridor (Tennessee Pass Line)
- Develop Access Management Plan(s)
- Add drainage improvements

**Corridor:** US 50 A (iii) (PSL7009)

**Description:** Salida to Coaldale MP 222.455 to MP 241.270

### **Vision Statement**

The Vision for the US 50 A - Salida to Coaldale corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the Arkansas Canyon area. Future travel modes include passenger vehicle, bus service, and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas and system preservation. They depend on tourism for economic activity in the area. The Canyon is a popular fishing and whitewater rafting area. The Bureau of Land Management operates several access areas along the River. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, freight, and recreationalists in and through the corridor.

**Primary Investment Category:** SAFETY

**Priority:** HIGH

### **Goals**

- Reduce fatalities, injuries and property damage crash rate
- Accommodate growth in freight transport
- Maintain or improve pavement to optimal condition
- Improve access to public lands; support recreation travel
- Support and expand transit services

### **Strategies**

- Reconstruct roadways
- Improve geometrics
- Add passing lanes
- Provide bicycle/pedestrian facilities
- Add surface treatment/overlays
- Add rest areas
- Preserve railroad corridor (Tennessee Pass Line)
- Provide and expand transit services
- Add deceleration signage into Salida
- Construct intersection improvements particularly at the US 285/US 50 intersection

**Corridor:** SH 112 A (i) (PSL7010)

**Description:** Del Norte to US 285 MP 0.00 to MP 13.138

**Vision Statement**

The Vision for the SH 112 A - Del Norte to US 285 corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the central San Luis Valley. Many local residents commute to Del Norte, Monte Vista, or agriculture based employment throughout the Valley. Future travel modes include passenger vehicles, truck freight, and aviation (Del Norte Airport). The transportation system in the area serves towns and employment destinations within the Valley. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas and system preservation. They depend on agriculture and gravel production for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the area.

**Primary Investment Category:** SAFETY

**Priority:** MEDIUM

**Goals**

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support and expand transit services
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

**Strategies**

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Add accel/decel lanes
- Add turn lanes
- Bridge repairs/replacement for SD/FO structures
- Provide and expand transit services
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add surface treatment/ overlays

**Corridor:** SH 112 A (ii) (PSL7011)

**Description:** US 285 to SH 17 MP 13.138 to MP 13.138

### **Vision Statement**

The Vision for the SH 112 A - US 285 to SH 17 corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street in the Town of Center, and provides a link between Center and Hooper. Many local residents commute to Alamosa or agriculture based employment throughout the Valley. Future travel modes include passenger vehicle, bus service, rail freight, and bicycle pedestrian facilities and aviation (Leach Field). The San Luis Central Railroad Company connects Center to the San Luis and Rio Grande Railroad at Alamosa and carries a significant volume of agricultural products out of the Valley. The transportation system in the area serves towns and employment destinations within the Valley. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The communities along the corridor value safety. They depend on manufacturing and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of commuters, freight and farm-to-market products in and through the corridor.

**Primary Investment Category:** SAFETY

**Priority:** MEDIUM

### **Goals**

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Provide improved freight linkages and accommodate growth in freight
- Support and expand transit services
- Provide for bicycle/pedestrian travel

### **Strategies**

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Improve railroad crossing devices
- Add lights for crosswalks and highways

**Corridor:** SH 114 A (PSL7012)

**Description:** East of Gunnison to Jct. US 285 MP 8.020 to MP 61.697

### **Vision Statement**

The Vision for the SH 114 A - East of Gunnison to Jct. US 285 (Saguache) corridor is primarily to improve safety as well as to maintain system quality. This corridor connects to places outside the region, and makes east-west connections via Cochetopa Pass, connecting the San Luis Valley to the US 50 corridor west of Monarch Pass. Future travel modes include passenger vehicle and aviation (Saguache Airport). The transportation system in the area primarily serves destinations outside of the corridor as well as accesses local land use, primarily agricultural and recreational. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists and farm-to-market products.

**Primary Investment Category:** SAFETY

**Priority:** LOW

### **Goals**

- Maintain or improve pavement to optimal condition
- Rehabilitate/replace SD/FO bridges
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Support and expand transit services
- Eliminate shoulder deficiencies

### **Strategies**

- Improve geometrics
- Add/improve shoulders
- Add roadway pullouts for breakdowns and slow vehicles
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Add Surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Provide and expand transit services
- Bridge repair/replacement

**Corridor:** SH 136 A (PSL7013)

**Description:** La Jara to Sanford MP 0.00 to MP4.469

### **Vision Statement**

The Vision for the SH 136 A - La Jara to Sanford corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections within the northeast Conejos County area. Future travel modes include passenger vehicles. The transportation system in the area primarily serves towns and residential destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products. This low volume highway could be considered as a trade with the state for another equivalent segment of off-system roadway.

Primary Investment Category: SAFTEY

Priority: LOW

### **Goals**

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Eliminate shoulder deficiencies
- Support and expand transit services

### **Strategies**

- Improve geometrics
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement for SD/FO structures
- Provide and expand transit services

**Corridor:** SH 142 A (PSL7014)

**Description:** Romeo to SH 159 MP 0.00 to MP 33.840

### **Vision Statement**

The Vision for the SH 142 A - Romeo to SH 159 corridor is primarily to maintain system quality as well as to improve safety. This corridor serves local access needs and makes east-west connections within the lower San Luis Valley area. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns and other destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

**Primary Investment Category:** SYSTEM QUALITY

**Priority:** LOW

### **Goals**

- Preserve the existing transportation system
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies

### **Strategies**

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Improve hot spots
- Add Accel/decel lanes
- Add turn lanes
- Bridge repairs/replacement for SD/FO bridges
- Reconstruct roadway

**Corridor:** SH 149 A (PSL7015)

**Description:** South Fork to Mineral/ Hinsdale County Line MP 0.00 to MP 42.170

### **Vision Statement**

The Vision for the SH 149 A - South Fork to Mineral/Hinsdale County Line corridor is primarily improve safety as well as to maintain system quality and to increase mobility. This corridor connects to places outside the region, and makes north-south connections on the Silver Thread Scenic Byway, between South Fork and Lake City via Slumgullion Pass. The entire corridor is part of the Silver Thread Scenic and Historic Byway. This is a part of Forest Highway 7; the forest highway route continues north on SH 149 to the Lake San Cristobal Road 2 miles south of Lake City. Future travel modes include passenger vehicle, bicycle and pedestrian facilities, and aviation (Mineral County Airport). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists.

**Primary Investment Category:** SAFETY

**Priority:** MEDIUM

### **Goals**

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Support and expand transit services
- Preserve the existing transportation system

### **Strategies**

- Add/improve geometrics and shoulders
- Bridge repairs/replacement for SD/FO structures
- Add guardrails
- Add roadway pullouts for breakdowns and slow vehicles
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Provide and expand transit bus services
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Add Accel/decel lanes
- Preserve Railroad right of way

**Corridor:** SH 150 A (PSL7016)

**Description:** US 160 to Great Sand Dunes National Park and Reserve MP 0.00 to MP 15.999

### Vision Statement

The Vision for the SH 150 A - US 160 to Great Sand Dunes National Park and Reserve corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and connects to the Great Sand Dunes National Park. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. Travelers along the corridor value system preservation. The area depends on tourism for economic activity. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists while recognizing the environmental, economic and social needs of the surrounding area.

**Primary Investment Category:** SAFETY

**Priority:** HIGH

### Goals

- Preserve the existing transportation system
- Support economic development while maintaining environmental responsibility
- Provide for bicycle/pedestrian travel
- Reduce fatalities, injuries and property damage crash rate
- Expand transit usage

### Strategies

- Construct intersection/ interchange improvements
- Post informational signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Add signage
- Add surface treatment/overlays
- Add rest areas
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Add and improve shoulders

**Corridor:** SH 159 A (PSL7017)

**Description:** New Mexico state line to Fort Garland MP 0.00 to MP 33.660

### **Vision Statement**

The Vision for the SH 159 A - New Mexico state line to Fort Garland corridor is primarily to improve safety as well as to maintain system quality. This corridor primarily serves as a local facility, but also connects to places outside the region, making north-south connections from the lower San Luis Valley to Taos, New Mexico. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle and truck freight. The transportation system in the area serves towns and other destinations within the corridor as well as linking to New Mexico. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting local access needs and the movement of tourists.

**Primary Investment Category:** SAFETY

**Priority:** MEDIUM

### **Goals**

- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support and expand transit services

### **Strategies**

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Add rest areas
- Provide and expand transit services
- Add general purpose lanes In the vicinity of Centennial School

**Corridor:** SH 160 A (i) (PSL7018)

**Description:** Jct. With SH 84 to west of South Fork MP 144.459 to MP 184.200

### Vision Statement

The Vision for the US 160 A – Jct with SH 84 to west of South Fork corridor is primarily to improve safety as well as to maintain system quality. Continued safety and system quality improvements will have the effect of increasing mobility to a degree without constructing new through traffic lanes. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, making east-west connections via Wolf Creek Pass. It is the only access to Wolf Creek Ski Area. Future travel modes include passenger vehicle truck freight **and a regional/ inter regional form of public transportation.** The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, system, and preservation safety. The area depends on tourism and recreation for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight.

**Primary Investment Category:** SAFETY

**Priority:** MEDIUM

### Goals

- Support recreation travel
- Support truck freight travel
- Preserve the existing transportation system
- Support and expand transit services
- Reduce fatalities, injuries and property damage crash rate

### Strategies

- Add passing lanes
- Add/improve shoulders
- Add turn/accel/decel lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Add truck parking areas
- Add rest areas
- ITS/Variable Message Signs for travel advisories
- Promote carpool/vanpool access to Wolf Creek Ski area
- Provide and expand transit services
- Preserve railroad row of way

**Corridor:** SH 160 A (ii) (PSL7019)

**Description:** West of South Fork to east of Monte Vista MP 182.200 to MP 214.000

### Vision Statement

The Vision for the US 160 A - West of So. Fork to West of Monte Vista corridor is primarily to maintain system quality and to improve safety. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections through southwest Colorado. Future travel modes include passenger vehicle, truck freight, a regional/ inter regional form of public transportation and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, interregional travelers, and freight.

**Primary Investment Category:** SYSTEM QUALITY

**Priority:** MEDIUM

### Goals

- Accommodate growth in freight transport
- Increase travel reliability and improve mobility
- Provide for bicycle/pedestrian travel
- Expand transit usage
- Maintain or improve pavement to optimal condition

### Strategies

- Add passing lanes
- Improve hot spots
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Bridge repairs/replacement for SD/FO structures
- ITS/Variable Message Signs for travel advisories
- Promote carpool/vanpool access to Wolf Creek Ski area
- Add surface treatment/overlays
- Preserve railroad row of way

**Corridor:** SH 160 A (iii) (PSL7020)

**Description:** West of Monte Vista to east of Alamosa MP 214.000 to MP 235.000

### **Vision Statement**

The Vision for the US 160 A - West of Monte Vista to East of Alamosa corridor is primarily to increase mobility as well as to improve safety. This corridor serves as a multi-modal National Highway System facility, acts as Main Street in Alamosa, and makes east-west connections between Monte Vista and Alamosa. Future travel modes include passenger vehicle, truck freight, rail freight, bicycle and pedestrian facilities, aviation (Monte Vista Airport), and a form of regional/ inter regional public transportation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on agriculture, commercial activity, and local access to commercial development for economic activity. Users of this corridor want to preserve the small urban and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor.

**Primary Investment Category:** MOBILITY

**Priority:** HIGH

### **Goals**

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Coordinate transportation and land use decisions
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

### **Strategies**

- Add passing lanes
- Build one way couplet within the City of Alamosa (Main St. and 6th St.)
- Add new interchanges/intersections
- Construct, improve and maintain the system of local roads
- Post informational signs
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Preserve railroad row of way

**Corridor:** SH 160 A (iv) (PSL7021)

**Description:** East of Alamosa to Jct. SH 150 (Blanca) MP 235.000to MP 247.928

### **Vision Statement**

The Vision for the US 160 A – East of Alamosa to Jct SH 150 (Blanca) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the San Luis Valley. The corridor connects to SH 150, the gateway to the Great Sand Dunes National Park and Reserve. It provides commuter access to Alamosa and acts like a Main Street through several smaller towns, including Blanca and Ft. Garland. Future travel modes include passenger vehicle, truck freight, rail freight, bicycle and pedestrian facilities, and a form of regional/ inter regional public transportation. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists.

**Primary Investment Category:** MOBILITY

**Priority:** MEDIUM

### **Goals**

- Accommodate growth in freight transport
- Provide public transportation alternatives
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Increase travel reliability and improve mobility

### **Strategies**

- Add passing lanes
- Construct intersection improvements
- Improve hot spots
- Post informational signs
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Add surface treatment/overlays
- Preserve railroad row of way

**Corridor:** SH 160 A (v) (PSL7022)

**Description:** Jct. SH 150 (Blanca) to east of la Veta Pass MP 247.928 to MP282.190

### Vision Statement

The Vision for the US 160 A - Jct SH 150 (Blanca) to east of La Veta Pass corridor is primarily to increase mobility as well as to improve safety. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region via La Veta Pass, and makes east-west connections within the south-central Colorado area. Future travel modes include passenger vehicle, a form of regional / inter regional public transportation, truck freight and aviation (Blanca Airport). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility and connections to other areas. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

**Primary Investment Category:** MOBILITY

**Priority:** MEDIUM

### Goals

- Eliminate shoulder deficiencies
- Provide information to traveling public
- Preserve the existing transportation system
- Accommodate growth in freight transportation
- Expand transit usage

### Strategies

- Construct intersection improvements
- Add/improve shoulders
- Add turn/accel/decel /passing lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Add truck parking areas
- Add rest areas
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve and expand transit bus and rail service
- Preserve railroad row of way

**Corridor:** US 285 A (i) (PSL7023)

**Description:** New Mexico state line to 2 miles south of Alamosa MP 0.000 to MP 32.000

### **Vision Statement**

The Vision for the US 285 A - NM state line to 2 miles south of Alamosa corridor is primarily to increase mobility as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections on this major route to New Mexico. The section between Antonito and Romeo is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, truck freight, rail freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on tourism and agriculture for economic activity. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, and freight.

**Primary Investment Category:** MOBILITY

**Priority:** HIGH

### **Goals**

- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Maintain or improve pavement to optimal condition
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage crash rate

### **Strategies**

- Add general purpose lanes
- Add/improve intersections
- Add passing lanes
- Add turn/accel/decel lanes
- Add/improve shoulders
- Improve hot spots
- Provide bicycle/pedestrian facilities
- Replace/repair SD/FO bridges
- Provide transit bus service
- Preserve railroad row of way

**Corridor:** US 285 A (ii) (PSL7024)

**Description:** 2 miles south of Alamosa MP 32.000 to MP33.999

### **Vision Statement**

The Vision for the US 285 A - 2 miles south of Alamosa to US 160 corridor is primarily to increase mobility as well as to improve safety. This corridor serves as a multi-modal National Highway System facility, acts similarly to Main Street in Alamosa, and makes north-south connections within the Alamosa urban area. Future travel modes include passenger vehicle, a form of regional/ inter regional public transportation service, truck freight, rail freight, bicycle and pedestrian facilities, aviation (San Luis Valley Regional Airport), and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community values high levels of mobility. They depend on manufacturing, tourism, and commercial activity for economic activity in the area. Users of this corridor want to preserve the small urban character of the area while supporting the movement of tourists, commuters, and freight.

**Primary Investment Category:** MOBILITY

**Priority:** HIGH

### **Goals**

- Maintain and improve pavement to an optimal condition
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Expand transit usage
- Reduce fatalities, injuries and property damage crash rates

### **Strategies**

- Add general purpose lanes
- Add/improve interchanges/intersections
- Synchronize/interconnect traffic signals
- Promote carpooling and vanpooling
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct, improve and maintain the system of local roads
- Add surface treatment/overlays

**Corridor:** US 285 B/C (PSL7025)

**Description:** Monte Vista to Johnson Village MP 51.210 to MP 148.000

### Vision Statement

Vision Statement The Vision for the US 285 B/C - Monte Vista to Johnson Village corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor is a designated scenic byway, the Collegiate Peaks Scenic Byway, and serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections from the central San Luis Valley via Poncha Pass to the Chaffee County area. Future travel modes include passenger vehicle, truck freight, rail freight, bicycle and pedestrian facilities, and aviation (Harriet Alexander and Central Colorado Regional Airports). The transportation system in the area serves towns and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value system preservation, safety, and connections to other areas, particularly access from Colorado's Front Range for recreation activities. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, freight, farm-to-market products, and interregional access.

**Primary Investment Category:** SYSTEM QUALITY

**Priority:** HIGH

### Goals

- Preserve the existing transportation system
- Rehabilitate/ replace deficient bridges
- Reduce fatalities, injuries and property damage crash rates
- Reduce traffic congestion and improve traffic flow
- Expand transit usage

### Strategies

- Add surface treatment/overlays
- Bridge repairs/ replacement for SD/FO structures
- Provide lighting, sidewalks, landscaping, medians, crosswalks and gateway signage in towns, as appropriate
- Add passing & accel/decal lanes, where appropriate
- Provide bicycle/ pedestrian facilities
- Preserve railroad corridor (Tennessee Pass line- Salida to Johnson Village)
- Provide and expand transit bus service
- Add signage
- Construct intersection improvements at US 285/US50 and US 285/US24
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

**Corridor:** SH 291 A (PSL7026)

**Description:** Jct. US 50 southeast of Salida to Jct. US 285 MP 0.000 to MP 8.999

### Vision Statement

The Vision for the SH 291 A - Jct. US 50 southeast of Salida to Jct. US 285 corridor is primarily to improve safety as well as to maintain system quality. This corridor is a designated scenic byway, the Collegiate Peaks Scenic Byway, and serves as a multi-modal local facility, acts similar to a Main Street, and makes north-south connections within the Upper Arkansas Valley area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. This corridor needs to have transit and or intercity bus service. The communities along the corridor value safety and system preservation. They depend on tourism and commercial activity for economic activity in the corridor. Users of this corridor want to preserve the small urban (and adjacent rural) character of the area while supporting the movement of tourists and local access to commercial and residential areas.

**Primary Investment Category:** SAFETY

**Priority:** MEDIUM

### Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Provide for safe movement of bicycles and pedestrians

### Strategies

- Improve geometrics
- Add/improve shoulders
- Improve hot spots
- Construct intersection improvements
- Add signage
- Add traffic signals
- Add pedestrian crosswalks
- Develop access management plans
- Improve landscaping
- Add drainage improvements
- Preserve railroad right of way

**Corridor:** SH 368 A (PSL7027)

**Description:** Jct. SH 370 to Jct. US 285 MP 0.000 to MP 12.329

### **Vision Statement**

The Vision for the SH 368 A - Jct. SH 370 to Jct. US 285 corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections south of Alamosa. Future travel modes include passenger vehicle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products and maintain access to regional services in surrounding communities.

**Primary Investment Category:** SYSTEM QUALITY

**Priority:** LOW

### **Goals**

- Eliminate shoulder deficiencies
- Preserve the existing transportation system

### **Strategies**

- Improve geometrics
- Construct Intersection/Interchange improvements
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays

**Corridor:** SH 370 A (PSL7028)

**Description:** Jct. SH 15 to Jct. US 285 MP 0.000 to MP 14.000

### **Vision Statement**

The Vision for the SH 370 A - Jct. SH 15 to Jct. US 285 corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections south of Alamosa. Future travel modes include passenger vehicle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products and maintain access to regional services in surrounding communities.

**Primary Investment Category:** SYSTEM QUALITY

**Priority:** LOW

### **Goals**

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Reduce fatalities, injuries, and property damage crash rate

### **Strategies**

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays

**Corridor:** SH 371 A (PSL7029)

**Description:** Jct. SH 15 to SH 370 MP 0.000 to MP 6.000

### **Vision Statement**

The Vision for the SH 371 A – Jct SH 15 to SH 370 corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes north-south connections between Conejos and Alamosa Counties. Future travel modes include passenger vehicle. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products and maintain access to regional services in surrounding communities.

**Primary Investment Category:** SYSTEM QUALITY

**Priority:** LOW

### **Goals**

- Eliminate shoulder deficiencies
- Preserve the existing transportation system

### **Strategies**

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays

### VISION PLAN

For the purposes of this plan, the RPC examined all the available background data, matched unmet needs with the regional vision, goals; strategies and determined what the ultimate needs are on each corridor segment that are consistent with the needs and desires of the community. With this in mind, the RPC assigned a primary investment category to each segment. This does not in any way imply that other types of projects may be needed on any given corridor. For instance, if safety was determined to be the primary investment category, the most pressing need may be for safety type projects – passing lanes, straightening, signage, intersection improvements, etc. But, there may also be spot locations in the corridor that need to be addressed from a congestion or capacity standpoint, the main focus of the mobility category. Likewise, if a segment has been selected primarily for system quality improvements, there may also be a need for spot safety or mobility improvements. The goal has been to identify the primary set of needs given the corridor’s place in the regional system prioritization.

### Multimodal Plan

This multimodal transportation plan addresses roadway, transit, aviation, rail, non-motorized transportation and travel demand management strategies. Table 20 lists all corridors in the region, the total cost of needed improvements, the primary investment category, the priority as assigned by the regional planning commission, and the percentage of funding from two different programs. A percentage of The Regional Priority Program funds from the region has been assigned to the corridor.

Where transit costs can be attributed to an individual corridor, for instance intercity bus, those cost estimates have been included with the corridor. A separate category has been added, Community Based Transit, for those transit programs that are area based and cannot be assigned to a single corridor. Likewise, aviation costs have been assigned to a specific corridor based on the proximity of each airport to the highway corridor.

### Total Cost

Total costs are based on updated costs from the 2030 plan. The original (2030) cost was updated by subtracting expenditures for completed projects since the completion of the last plan in 2004, including FY 2006-2008, then factoring in the significant inflation in construction costs over the last three years. An enormous jump in costs has been identified, approximately 33%, due to increasing pavement, steel and transportation costs. This has caused a significant scale back of expectations for transportation improvements in the near term.

The total Vision Plan cost from 2008 to 2035 is estimated to be about \$2.6 billion, including approximately \$59 million in transit costs and \$84 million in aviation costs.

Table 20: San Luis Valley TPR - 2035 Vision Plan Priorities

Corridor	Description	Total Cost 2008 Dollars (\$000)			Primary Investment Category	Priority
		Highway	Transit	Aviation		
TPR	Region 5 Intersection Improvements	---			M/S/SQ	High
TPR	Region 5 Shoulder Improvements	---			System Quality	High
TPR	Region 5 Engineering Studies & Environmental Compliance	---			System Quality	High
TPR	Community Based Transit		\$44,944		Mobility	High
SH 150 A	Jct. US 160 west of Blanca to Sand Dunes National Park	\$39,235			Safety	High
US 50 A (iii)	East of Salida to Coaldale	\$105,070			Safety	High
US 50 A (ii)	West of Poncha Springs to east Poncha Springs	\$47,082			Safety	High
US 285 B/C	US 160 in Monte Vista to Jct. US 24 south of Buena Vista	\$232,750		\$1,991	System Quality	High
US 285 A (ii)	2 miles s/o US 160 (Alamosa) to Jct. Of US 160 in Alamosa	\$29,260		\$13,114	Mobility	High
US 285 A (i)	CO/NM State line to 2 miles s/o US 160 (Alamosa)	\$93,433	\$10,545		Mobility	High
US 24 A (ii)	Jct. US 285 (Johnson Village) to Jct. US 2 85 (Antero Junction)	\$84,500			Safety	High
US 160 A (iii)	West of Monte Vista to east of Alamosa	\$47,947		\$1,871	Mobility	High
US 50 A (i)	Jct. SH 114 west of Parlin to west of Poncha Springs	\$133,399			Safety	Medium
US 24 A (i)	Granite to Jct. US 285 (Johnson Village)	\$7,315		\$11,495	Safety	Medium
US 160 A (v)	Jct. SH 150 (Blanca) to east of Alamosa	\$373,730			Mobility	Medium
US 160 A (iv)	East of Alamosa to Jct. SH 150 (Blanca)	\$19,285			Mobility	Medium
US 160 A (ii)	West of South Fork to east of Monte Vista	\$113,782		\$23,154	System Quality	Medium
US 160 A (i)	Jct. SH 84 to west of South Fork	\$133,880	\$3,829	\$14,871	Safety	Medium

Corridor	Description	Total Cost 2008 Dollars (\$000)			Primary Investment Category	Priority
		Highway	Transit	Aviation		
SH 291 A	Jct. US 50 Salida to Jct. US 285	\$27,930		\$10,056	Safety	Medium
SH 17 B	Jct. US 160 (Alamosa) to Jct. US 285 S. (Villa Grove)	\$142,975			System Quality	Medium
SH 17 A	CO/NM State line to Jct. 285 (Antonito)	\$141,379			Safety	Medium
SH 159 A	CO/NM State line to Jct. US 160 (Fort Garland)	\$29,393			Safety	Medium
SH 149 A	Jct. US 160 (South Fork) to Mineral/Hinsdale County line	\$164,920		\$4,264	Safety	Medium
SH 112 A (ii)	Jct. US 285 to Jct. SH 17 (Hooper)	\$25,935			Safety	Medium
SH 112 A (i)	Jct. US 160 (Del Norte) to Jct. US 285	\$39,900		\$3,117	Safety	Medium
SH15 B	West of Capulin to Jct. US 285 at la Jara	\$27,997			System Quality	Low
SH 136 A	Jct. US 285 (La Jara) to Sanford	\$10,667			Safety	Low
SH 114 A	Jct. US 50 west of Parlin to Jct. US 285 (Saguache)	\$170,240			Safety	Low
SH 368 A	Jct. SH 370 to Jct. US 285 (Estrella)	\$16,625			System Quality	Low
SH 15 A	US 160 to Conejos CO. Line	\$37,972			Safety	Low
SH 142 A	US 160 to Conejos CO. Line	\$37,972			System Quality	Low
SH 370 A	West of Capulin to Jct. US 285 at la Jara	\$27,997			System Quality	Low
SH 371 A	CO/NM State line to Jct. 285 (Antonito)	\$141,379			System Quality	Low
	Sub-Total	\$2,503,949	\$59,318	\$83,932		
	TOTAL	\$2,647,199				

Source: CDOT and SLVRPC 2007

### Transit Vision Plan

This section presents the Long-Range 2035 Transit Plan for the Regional Transportation Plan. The Long-Range Transit Plan includes an analysis of unmet needs, gaps in the service areas, regional transit needs, and a funding plan. Intercity bus service is an element of the vision plan for the region. Regional service is included in \$19 million in new and expanded transit service as presented in table 21. Of this \$19 million, \$9.5 million is allocated toward regional and intercity transit service.

The San Luis Valley is a challenging environment for public transportation due to the distinct rural nature of the area and scattered development. Funding and land-use development patterns are constraints to transit growth in the region. One constraint is due to transit operations being dependent on federal transit funds and the lack of dedicated local funding in the study area. A second constraint is the low residential density within the region, combined with scattered work destinations, which limit the ability of traditional transit service to efficiently serve an increasing number of people. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles.

The existing transportation providers were presented earlier in this document, along with the transit demand for the region. Unmet need has several definitions. This plan introduces two different definitions of unmet need. The first unmet needs analysis is quantitative while the second unmet needs analysis is from public feedback from the public forums, human services transportation coordination meetings, and other local meetings. The LSC Team received several comments and suggestions regarding the adequacy of transit services in the local area.

The unmet needs are identified as gaps in service. These gaps include areas which are under served, lack of connections between local service areas, corridors without service, under served population groups, and times of day or days of the week which are not served. This plan includes strategies to eliminate many of the gaps in transit service in the region, but funding is not available to implement most of those strategies. Many of the strategies are incorporated into the Vision Plan for the region, but are not included in the Financially-Constrained Plan because of the lack of additional funding. Potential sources of additional funding include higher fares, public/private partnerships, additional local government funding, and formation of Rural Transportation Authorities.

This Plan looked at how people currently use the existing transit services, who uses the services, and what keeps others from doing so. There are many reasons why people choose their automobiles over the transit service. Many of the future transit services would operate longer hours, run more frequently, and extend service areas. That is expensive, particularly in the early years as ridership builds. However, a fast, frequent, and reliable transit system would attract all market segments to the service. The fact is that transit services cannot come close to paying for themselves. Almost all services across the nation are subsidized from the Federal Transit Administration, state funding sources, and grants. The ability to leverage these federal funds becomes a difficult challenge as this match, in most cases, must be a locally derived cash match. While there have been increasing sources of federal operating and capital funding in recent years, the ability to raise the local match in many of Colorado's rural areas is difficult at best.

### **Future Funding**

Funding for transit services within the region will come from federal and local (public and private) sources. SAFETEA-LU is the current legislation guiding the federal transit program. Under SAFETEA-LU the Federal Transit Administration administers formula and discretionary funding programs that are applicable to the San Luis Valley. Senate Bill 1 resulted in state funding for transit. The following text provides a short description of other existing funding sources which are the primary source of operating and capital funds for Colorado's rural regions.

#### **5309 Discretionary Funds**

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978, the Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU, this program provides capital funding assistance to any size community. The program is administered by the FTA. The funds are available to public transportation providers in the state on a competitive discretionary basis, providing up to 80 percent of capital costs. Competition for these funds is fierce, and generally requires lobbying in Washington, DC and receiving a congressional earmark.

Approximately 10 percent of the funds are set aside for rehabilitation or replacement of buses and equipment, and the construction of bus transit facilities. It should be noted that in recent years the transit agencies in Colorado have submitted requests for projects through a statewide coalition—CASTA. The LSC Team encourages the transit agencies in the San Luis Valley to join the CASTA coalition.

#### **5310 Elderly and Persons with Disabilities Capital Funds**

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies that transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. Preliminary estimates by FTA regional staff indicate that CDOT's apportionment for Fiscal Year 2008 is approximately \$1.6 million. For the San Luis Valley region, the amount of 5310 is \$47,000 in 2008 and over the planning horizon, a total of \$1.48 million.

#### **5311 Capital and Operating Funds**

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978, the Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU, this program provides funding assistance to communities with a population of less than 50,000. The Federal Transportation Administration (FTA) is charged with distributing federal funding for "purposes of mass transportation."

The program is administered by the Colorado Department of Transportation. The funds are available to public and private transportation providers in the state on a competitive, discretionary basis to support up to 80 percent of the net administrative costs and up to 50 percent of the net operating deficit. Use of this funding requires the agency to maintain certain records in compliance with federal and state requirements. A portion of the funds are apportioned directly to rural counties based upon population levels. The remaining funds are distributed by the Department of Transportation on a discretionary basis based on system

performance and merits of the grant application, and are typically used for operating purposes. The estimated 5311 funding for the San Luis Valley region for Fiscal Year 2008 is \$88,000. The amount of 5311 funding over the planning horizon (2008-2035) is estimated at \$2.8 million.

### **Additional Federal Transit Administration Funding Programs**

There are additional federal funding programs for a variety of programs. The following represent myriad funding programs and a short description of each:

- 5313 State Planning and Research Programs with 50 percent being available to states to conduct their own research. The dollars for state research are allocated based on each state's respective funding allotment in other parts of the Mass Transportation Chapter of the US Code.
- 5319 Bicycle Facilities are to provide access for bicycles to mass transportation facilities or to provide shelters and parking facilities for bicycles in or around mass transportation facilities. Installation of equipment for transporting bicycles on mass transportation vehicles is a capital project under Sections 5307, 5309, and 5311. A grant under 5319 is for 90 percent of the cost of the project, with some exceptions.
- Transit Benefit Program is a provision in the Internal Revenue Code (IRC) that permits an employer to pay for an employee's cost to travel to work in other than a single-occupancy vehicle. The program is designed to improve air quality, reduce traffic congestion, and conserve energy by encouraging employees to commute by means other than single-occupancy motor vehicles.

### **State Funding Sources**

The Colorado Legislature passed legislation that provides state funding for public transportation under House Bill 1310. House Bill 1310 requires that 10 percent of funds raised under Senate Bill 1 be set aside for transit-related purposes. Funds under this legislation are available in 2007.

### **2035 Transit Vision**

Each provider in the San Luis Valley region study area was asked to submit operational and capital projects for the next 28 years to address long-range transit needs. The plan incorporates goals and strategies to address the gaps in service and support the corridor visions throughout the region. The Vision Plan is based on *unrestricted funding* for the transit providers. The submitted projects include costs to maintain the existing system and also projects that would enhance the current transit services. All of the projects are eligible for transit funding. For more information on the projects, the Local Transit Plan and Human Services Transportation Plan provide the details on this long-range plan.

The transit projects for the region for the next 28 years have an estimated cost of approximately \$59 million dollars as presented in table 21. This total includes operational and capital costs.

Table 21: Transit Vision Plan

Transit Vision Plan	
Operating	Amount (\$000)
Existing Operational Costs	\$21,436
New Service/Expand Service	\$19,203
<b>Subtotal</b>	<b>\$40,639</b>
Capital	
New/Replace Vehicles	\$12,379
Facilities/Equipment	\$6,300
<b>Subtotal</b>	<b>\$18,679</b>
<b>Grand Total</b>	<b>\$59,318</b>

Source: LSC 2007

### Aviation Vision Plan

The preferred list of airport projects and their associated cost estimates were developed utilizing several sources of information:

**Six Year Capital Improvement Program:** Every airport in the State of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year capital improvement program (CIP) list (see attached sample). That list contains major capital projects that the airport anticipates could take place over the six-year planning period. The CIP will show the year the project is anticipated to occur and further identifies anticipated funding sources that will be used to accomplish the project. Those funding sources may include local, FAA and Aeronautics Division funds.

CDOT – Aeronautics and FAA staff work very closely with those airports that anticipate funding eligible projects with grant funds from the FAA. Since the FAA and CDOT – Aeronautics are concerned with the Statewide system of airports, it is very important that individual airport projects be properly planned and timed to fit within the anticipated annual Federal funding allocation.

FAA and CDOT-Aeronautics staff meet on a regular basis to evaluate the Federal CIP program and make any adjustments as may be required. Therefore, projects shown on the individual airport CIP that identify FAA as a source of funding for the project have already been coordinated with FAA and CDOT – Aeronautics for programming purposes.

The costs of the projects are estimates and are typically provided to airports through either their own city staff, consulting firms, engineering firms, planning documents, FAA, CDOT-Aeronautics or other similar sources.

**National Plan of Integrated Airport Systems (NPIAS):** The NPIAS identifies more than 3,000 airports nationwide that are significant to the national air transportation system and thus are eligible to receive Federal grants under the Airport Improvement Program (AIP). The projects listed in this document include those that have been identified in the near term and have been programmed into individual airport CIP's as well as long term projects that have only been identified as a need but not programmed into the Federal grant process. The plan also includes cost estimates for the proposed future projects. The projects included in the NPIAS are intended to bring these airports up to current design standards and add capacity to congested airports.

The NPIAS comprises all commercial service airports, all reliever airports and selected general aviation airports. The plan draws selectively from local, regional and State planning studies.

The State of Colorado is served by a system of 77 public-use airports. These 77 airports are divided into two general categories, commercial service and general aviation. The Statewide Airport Inventory and Implementation Plan was designed to assist in developing a Colorado Airport System that best meets the needs of Colorado's residents, economy and visitors. The study was designed to provide the Division of Aeronautics with information that enables them to identify projects that are most beneficial to the system, helping to direct limited funding to those airports and those projects that are of the highest priority to Colorado's airport system.

The report accomplished several things including the assignment of each airport to one of three

functional levels of importance: Major, Intermediate or Minor. Once each airport was assigned a functional level, a series of benchmarks related to system performance measures were identified. These benchmarks were used to assess the adequacy of the existing system by determining its current ability to comply with or meet each of the benchmarks.

**Airport Survey Information:** As a part of the CDOT 2035 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits occurred requesting updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2035 planning period. Letters were mailed out to each airport manager or representative that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet whereby airports could list their anticipated projects through the year 2035. Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information.

Most airports responded to this information request. Some of the smaller airports with limited or no staff were not able to respond.

**Joint Planning Conferences:** One of the methods utilized by the CDOT-Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport. CDOT-Aeronautics and FAA staff attend these meetings. The JPC allows an opportunity for all of the aviation community to contribute into the planning process of the airport. Many good ideas and suggestions are generated as a result of these meetings.

Table 22: Aviation Vision Plan

Airport	Corridor Number	Amount (\$000)
San Luis Valley Regional (Alamosa)	US 160 (iii)/US 285 A (ii)	\$13,114
Blanca Airport (Blanca)	US 160 A (iii)	\$1,873
Central Colorado Regional (Buena Vista)	US 24 A (i)/US 285 B/C	\$11,492
Leach Field (Center)	SH 112 A (i)	\$3,115
Mineral County Memorial Airport (Creede)	SH 149	\$4,264
Del Norte Municipal (Del Norte)	US 160 A (i) and (ii)	\$14,872
Monte Vista Municipal (Monte Vista)	US 160 A (iii)	\$23,155
Harriet Alexander Airport (Salida)	SH 291 A/US 285 B/C	\$10,056
Saguache Municipal (Saguache)	US 285 B/C	\$1,991
<b>Total</b>		<b>\$83,932</b>

Source: CDOT Division of Aeronautics 2007

**FISCALLY CONSTRAINED PLAN**

Current estimates of funding availability (2035 Resource Allocation) anticipate that CDOT will not achieve a single performance goal after 2010. Colorado's transportation investments are at risk of serious deterioration as a combination of issues has come together requiring that the state identify new ways to fund transportation needs. Revenues are sluggish at both federal and state levels and not able to keep up with dramatic construction cost increases. The future of federal transportation funding is even uncertain. In addition, growth in the use of the system has outpaced growth in system capacity. A combination of strategies will be required to address the shortfall, including optimizing system expenditures and seeking additional revenue options.

**Resource Allocation**

CDOT allocates funds to various programs, including strategic projects, system quality (preservation of the existing system), mobility, safety, and program delivery as well as other earmarks, statewide programs, and the Regional Priority Program (RPP). These program funds are allocated to CDOT Engineering Region. The Region may contain multiple TPRs; or two Regions may overlap a TPR, making for a rather complicated scenario of available resources. Each Region then expends these funds based on need. The Fiscally Constrained Plan focuses on the RPP designed specifically to engage local partners in the decision-making process for priorities among major projects. It is important to note that the size of other programs far exceeds the RPP. CDOT continues to develop a wide range transportation improvements throughout the state, and throughout the TPR, in addition to the RPP.

San Luis Valley TPR is within CDOT Engineering Region 5. Total program funds are responsible for everything from major projects of statewide significance (Strategic Projects) to resurfacing to maintenance to bridge repair and bicycle/pedestrian programs.

Table 23:Fiscal Year 2008 - 2035 CDOT Planning Control Totals (\$000)

Program	Region 5
Strategic Projects	\$214,500
System Quality	\$864,000
Mobility	\$236,700
Safety	\$360,500
Program Delivery	\$177,600
Regional Priority Program	\$59,200
Earmarks FY2008 & FY2009	\$0
<b>Total</b>	<b>\$1,912,300</b>

Source: CDOT December 14, 2006

### **Multimodal Constrained Plan**

The multimodal fiscally constrained plan allocates funds reasonably expected to be available to the priorities established in the Vision Plan. A total of \$25 million from CDOT Region 5 is anticipated to be available during the planning period for the RPP program from fiscal year 2008 - 2035. Other funds for safety, traffic operations, bridge replacement, resurfacing and other programs are also expected to be available, but are not allocated by CDOT based on performance, infrastructure life expectancy and other factors. Including the Aviation and Transit Plans the total 2035 Constrained Plan is approximately \$96.6 million.

### **Strategic Projects Program**

The Strategic Projects Program (SPP) allocates Colorado General Funds to a set of specific projects around the State. The program began in 1997 with 28 high profile major corridor improvements commonly known as the “7th Pot” and is funded through an annual allocation through Senate Bill 97-1. The elements that qualify a project for high priority status are based on the project’s regional or statewide significance, cost and return on investment of the project in addressing on-going needs of safety, system quality and mobility. These projects are large in scope and consist of multiple phases to complete.

All projects in the current program are projected to be complete by 2017. Past Projects in the San Luis Valley TPR included US 160 on Wolf Creek Pass. If funding is available in this program after 2017, the TPR recommends application of future SPP funds 100% to US 160.

Table 24: Constrained Plan

Corridor	Description	Primary Investment Category	Region RPP %	2035 Constrained Total (\$000)		
				Highway	Transit	Aviation
TPR	Region 5 Intersection Improvements	M/S/SQ	30%	\$7,535		\$7,535
TPR	Region 5 Shoulder Improvements	System Quality	10%	\$2,512		\$2,512
TPR	Region 5 Engineering Studies & Environmental Compliance	System Quality	5%	\$1,256		\$1,256
TPR	Community Based Transit	Mobility	1%*		\$251*	28,719
SH 112 A	Jct. US 285 to Jct. SH 17 (Hooper)	Safety	Transit		\$28,468	500
SH 149 A	Jct. US 160 (South Fork) to Mineral/Hinsdale County line	Safety			\$500	\$500
SH 291 A	Jct. US 50 Salida to Jct. US 285	Safety			\$4,500	\$4,500
US 285 A (ii)	2 miles s/o US 160 (Alamosa) to Jct. Of US 160 in Alamosa	Mobility	12%	\$3,014		\$8,764
US 285 A (i)	CO/NM State line to 2 miles s/o 160 in Alamosa	Mobility	6%	\$1,507		\$1,507
US 285 B/C	US 160 in Monte Vista to Jct. US 24 south of Buena Vista	System Quality			\$9,000	\$9,000
US 24 A (i)	Granite to Jct. US 285 (Johnson Village)	Safety			\$4,000	\$4,000
US 24 A (ii)	Jct. US 285 (Johnson Village) to Jct. US 285 (Antero Junction)	Mobility	16%	\$4,019		\$4,019
US 160 A (i)	Jct. SH 84 to west of South Fork	Safety			\$625	\$625
US 160 A (ii)	West of South Fork to east of Monte Vista	System Quality			\$625	\$625
US 160 A (iii)	West of Monte Vista to east of Alamosa	Mobility	20%	\$5,022		\$22,522
<b>Total</b>				<b>\$24,865</b>	<b>\$28,719</b>	<b>\$96,584</b>

Source: URS and LSC 2007

\* includes \$251,000 RPP funds in Constrained Transit Plan Total.

### Transit Constrained Plan

The Long-Range Fiscally-Constrained Transit Plan is presented in Table 22. The Fiscally-Constrained Plan presents the long-range transit projected funding for FTA and CDOT programs. This is anticipated funding which may be used to support services. It should be noted that this total constrained amount is only an estimate of funding. As funds are appropriated in future Federal Transportation Bills, these amounts will likely fluctuate. Capital requests are anticipated for future vehicle requests for the 5310 and 5311 providers over the course of the 2035 Planning Horizon. Additionally, the local funding amounts have been held constant. The constrained operating plan has an estimated cost of approximately \$21.4 million, with a capital cost of approximately \$7.0 million. Total constrained FTA funding is approximately \$4.5 million. The remainder of the cost will be provided by local funding, estimated at \$21.6 million. This includes \$2.1 million of local match funding for the FTA and CDOT funding. The estimated total transit revenue is \$28.5 million.

Table 25: Constrained Transit Plan

Constrained Transit Plan (\$000)	
<b>Operating Costs</b>	<b>Total</b>
Existing Operational Costs	\$21,436
New Services Regional Service	\$-
Subtotal	\$21,436
<b>Capital Costs</b>	
Replacement Vehicles	\$6,882
New Vehicles	\$-
Facilities/Equipment *	\$150
Subtotal	\$7,032
<b>Grand Total - Costs</b>	<b>\$28,468</b>
<b>Funding Sources</b>	
Local Funding	\$21,673
Local Match Funding	\$2,136
FTA	\$4,509
<b>Total Funding</b>	<b>\$28,468</b>

Source: LSC & CDOT, 2007

Source: LSC & CDOT, 2007

\* - includes \$150,000 Colorado Senate Bill 1 funds for Chaffee County Neighbor to Neighbor Shuttle

Note: In addition, \$251,000 of CDOT RPP funds will be available for transit, but are not shown here. See Multimodal Constrained Plan Table 24.

### Aviation Constrained Plan

The constrained costs were developed for the airports in Colorado using very general assumptions and forecasts. Airports that receive entitlement money fell under the assumption that they will continue to receive entitlements through 2035 at the current level. In addition to the entitlements, forecasts were used to determine how much discretionary money an airport would receive. The discretionary money is all FAA dollars other than entitlement and any money the state might grant. The forecasts were derived from any projects in their 6 year CIP, any major projects anticipated outside the 6 year CIP, as well as looking at historic funding levels at that airport to help predict the possible level of funding over the next 28 years. Any contributions to the airport from the local communities were not included in these constrained costs. By no means do these constrained costs guarantee that each airport will receive this amount through 2035.

Table 26: Constrained Aviation Plan

Airport	Corridor Number	Total (\$000)
San Luis Valley Regional (Alamosa)	US 160 (iii)/US 285 A (ii)	\$11,500
Blanca Airport (Blanca)	US 160 A (iii)	\$250
Central Colorado Regional (Buena Vista)	US 24 A (i)/US 285 B/C	\$8,000
Leach Field (Center)	SH 112 A (i)	\$500
Mineral County Memorial Airport (Creede)	SH 149	\$500
Del Norte Municipal (Del Norte)	US 160 A (i) and (ii)	\$1,250
Monte Vista Municipal (Monte Vista)	US 160 A (iii)	\$11,500
Harriet Alexander Airport (Salida)	SH 291 A/US 285 B/C	\$9,000
Saguache Municipal (Saguache)	US 285 B/C	\$500
<b>Total</b>		<b>\$43,000</b>

Source: CDOT Division of Aeronautics 2007

### MIDTERM IMPLEMENTATION STRATEGY

The final step in the prioritization process was to identify a Midterm Implementation Strategy for the SLVTPR. This step is an outcome of the 2030 Plan Debriefing Session at which many participants expressed the need for an intermediate strategy that is something less than the full long range outlook. In short, “Where should we focus our efforts?” The purpose of the Midterm Implementation Strategy is to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next 10 years, knowing there are limited funds and increasing costs.

The Midterm Implementation Strategy has two parts. In general, the SLVTPR felt that the funding *status quo* will not be sufficient to adequately address transportation needs in either the short or long term. The Strategies to Increase Transportation Revenue address the need to either increase existing revenue streams or seek additional funding mechanisms.

The second part of the Midterm Implementation Strategy, Implementation Strategy Corridors, directs currently available, and limited, funds toward a set of improvements determined through this planning process to be most critical. The SLV TPR has selected four high priority corridors: US 50, SH 150, US 160 and US 285 for priority implementation. The TPR’s Midterm Implementation Strategy consists of select strategies from the respective corridor visions. These strategies should be the focus of transportation investments over the midterm or the next ten years.

These offer the most benefits to moving people, goods and services throughout the region and should form the basis for project selection and programming. Funds should be utilized from appropriate CDOT programs including Regional Priority, system quality and safety programs as available.

While investments should also continue to be made on other corridors in the TPR, this group of highest priorities will help insure the interregional connectivity that is crucial to maintain regional and statewide economies and access to mobility.

#### Strategies to Increase Transportation Revenue

The Regional Planning Commission (RPC) recognizes that CDOT investment in capital improvements using existing resources must necessarily be minimal over the midterm due to accelerating costs and declining revenues. To help offset costs, the RPC adopts the following Midterm Implementation Strategy Policies:

- The RPC encourages local governments to work with CDOT to develop local comprehensive plans that minimize the effects of growth and development on state operated transportation facilities.
- The RPC encourages CDOT to perform Access Management Plans within transportation corridors where anticipated commercial and residential growth may adversely affect a facilities level of service.
- The RPC supports the use of Regional Transportation Authorities as a mechanism to provide for transportation improvements within the TPR.
- The RPC supports pursuing additional funds as well as developing options to better prioritize

existing dollars for transportation improvements.

- The RPC supports state initiatives that provide energy impact funds for transportation improvements on facilities that are affected by energy or mineral extraction.

### Implementation Strategy Corridors

#### *US 50 Corridor*

##### ***What local issues are creating a transportation improvement need?***

Based on population and labor force, Chaffee County is the fastest growing county in the SLVTPR. Population is expected to grow from approximately 17,000 in 2005 to approximately 29,000 in 2035. Labor force is expected to grow by more than 100% over the same time frame. In addition, recreation, tourism and the growth in second home industry will result in increased demand on the existing transportation system, particularly US 50. See Local Transit Plan in appendix C for more information.

##### ***What transportation problems are created by these issues?***

US 50 is a designated principal arterial and a designated segment on the National Highway System. It also serves the middle portion of Colorado as a major east-west US Highway serving local, regional, inter-regional and inter-state traffic. It is expected that various segments of US 50 within the SLVTPR will experience significant increases in average annual daily traffic and commercial truck traffic by 2035 or earlier. Segments of the roadway will experience volume to capacity ratios of greater than .85 by 2035 or earlier, particularly in the Poncha Springs and Salida area. Fatal crash rates in excess of the statewide average of 1.47 fatalities per 100 million vehicle miles of travel occur on road segments between Salida and Coaldale and Parlin and Poncha Springs. Deficient shoulders are characteristic throughout most of the corridor. Roadway surface conditions east of Salida and west of Poncha Springs are rated poor.

##### ***What strategies should receive priority in the midterm?***

- Construct intersection improvements based on the current Region 5 Intersection Analysis Study, particularly the US 285/US 50 intersection where technically, environmentally and fiscally prudent.
- Construct shoulders on segments of US 50 that are identified as deficient in Technical Report 1 Regional Systems, page 24.
- Add passing lanes on the US 50 roadway segment from Salida to Coaldale and from Parlin to Poncha Springs.
- Develop access management plan(s) and add drainage improvements on US 50 between Poncha Springs and Salida.

### ***SH 150 – US 160 to Great Sand Dunes National Park and Reserve (GSDNPR)***

#### ***What local issues are creating a transportation improvement need?***

The creation of the Great Sand Dunes National Park and Reserve will require additional and better access as visitation increases. Currently the only form of access is through the use of private vehicles. Issues such as parking and pollution potentially could have an adverse affect on those who visit the GSDNPR. Many national parks including Rocky Mountain National Park have initiated transit service as a way to maintain historic experience and reduce pollution. It is suggested that increased visitation will result in the need for roadway improvements and some form of public transportation.

#### ***What transportation problems are created by these issues?***

SH 150 is a minor collector facility and was not built to serve heavy vehicle traffic over a sustained period of time. While SH 150 currently experiences low traffic volumes, volumes are anticipated to grow as more people visit the GSDNPR. The facility currently has substandard shoulders as well as a poor roadway surface condition. Also, the facility has a fatal accident rate of 10.2 fatalities per 100 Million Vehicle Miles of Travel, far in excess of the statewide average of 1.47 per 100 Million Vehicle Miles of Travel.

#### ***What strategies should receive priority in the midterm?***

- Construct shoulders between where technically, environmentally and fiscally prudent.
- Provide public transit access from the major communities in the San Luis Valley to the GSDNPR. See Local Transit Plan in appendix for more information.
- Construct intersection improvements to improve access and overall safety for those entering or exiting the GSDNPR.
- Provide bicycle and pedestrian facilities as an alternative means of entering the GSDNPR.

### ***US 160 Corridor***

#### ***What local issues are creating a transportation improvement need?***

Population and jobs are expected to grow by 65% and 45% respectively by 2035 in the SLVTPR. Much of the growth will occur in the US 160 corridor. In addition, significant developments on Wolf Creek Pass and in South Fork are in the planning stages and are not accounted for in the 2035 population and job projections. The movement of agricultural goods and the growth in tourism and recreation traffic in southwestern Colorado is expected to increase resulting in increasing traffic on US 160.

#### ***What transportation problems are created by these issues?***

US 160 is a designated principle arterial and a designated highway on the National Highway System. In addition, it is also the southern most east-west US highway serving local, regional, inter-regional and inter-state traffic in Colorado. It is projected that various segments of the facility will experience significant growth in average annual daily traffic and commercial vehicle traffic by 2035 or earlier. High volume to capacity ratios, indicating congestion, occur on several segments of the facility including South Fork, Del Norte and between Monte Vista and Alamosa. Between Alamosa and Blanca a significant portion of the roadway surface is in poor condition. Deficient shoulders west of South Fork, in proximity to Monte Vista and in the extreme eastern area of the SLVTPR make it difficult for vehicles to safely get off the roadway and for bicyclists to recreate safely. Segments of the roadway have fatal crash rates in excess of the statewide average.

#### ***What strategies should receive priority in the midterm?***

- Construct shoulders west of South Fork, in proximity of Monte Vista and in the eastern portion of US 160 within the SLVTPR where technically, environmentally and fiscally prudent.
- Provide public transit access between the major communities within the US 160 corridor. See Local Transit Plan in appendix C for more information.
- Identify and construct intersection improvements to improve access/egress and overall safety based on the current CDOT Region 5 Intersection Analysis Study.
- Add additional general purpose and passing lanes between Alamosa and Monte Vista where appropriate to reduce delays associated with congestion.

### ***US 285 Corridor***

#### ***What local issues are creating a transportation improvement need?***

Population and jobs are expected to grow by 65% and 45% respectively by 2035 in the SLVTPR. Population and development in Chaffee County and the surrounding area will result in increased vehicle traffic on US 285. Also, commuting patterns from Antonito north to Alamosa are expected increase significantly by 2035. An increase in recreation and tourist traffic will affect the whole corridor from the New Mexico state line to the northern border of the SLVTPR in Chaffee County.

#### ***What transportation problems are created by these issues?***

US 285 is a designated principle arterial and a designated highway on the National Highway System. In addition, it is the only north-south US Highway serving local, regional, inter-regional and inter-state traffic in central Colorado. It is projected that various segments of the facility will experience significant growth in average annual daily traffic and commercial vehicle traffic by 2035 or earlier, particularly in the northern and southern portions of the corridor. Volume to capacity ratios, indicating congestion, occurs on several segments of the facility including US 285 south of Alamosa and the segment of roadway between Poncha Springs and Buena Vista. From the New Mexico state line to Alamosa, south of Saguache and north of Buena Vista a significant portion of the roadway surface is in poor condition. Four bridges, one in Conejos County and the others in Chaffee County are either structurally or deficient or functionally obsolete. Deficient shoulders south of Poncha Springs and east of Buena Vista make it difficult for vehicles to safely get off the roadway and for bicyclists to recreate safely. The entire US 285 corridor has a fatal crash rate in excess of the statewide average.

#### ***What strategies should receive priority in the midterm?***

- Construct shoulders south of Poncha Springs and east of Buena Vista where technically, environmentally and fiscally prudent.
- Provide public transit access between the major communities within the US 285 corridor. See Local Transit Plan in appendix C for more information.
- Identify and construct intersection improvements to improve access/egress and overall safety based on the current Region 5 Intersection Analysis Study.
- Add additional general purpose and passing lanes south of Alamosa and between Poncha Springs and Buena Vista where appropriate to reduce delays associated with congestion.

### ASSESSMENT OF IMPACTS OF PLAN IMPLEMENTATION

The impacts from implementation of this plan are mixed. The currently acute shortage of transportation funding will continue to provide challenges for the TPR. The constrained plan will allocate funds to the TPR's most critical needs as identified in the Midterm Implementation Strategy; the Regional Pools will use 45% of the available RPP in combination with other safety, operational, resurfacing and engineering/environmental funds to address specific problems based on engineering, safety and other criteria. In addition, some funds will be available to address major mobility and safety issues on major regional and interregional corridors like US 160, US 24, and US 285. Overall, the Midterm Implementation Strategies will direct funding at the most critical areas so as to provide the best possible system, within funding constraints.

Reasonably expected transit funding will keep the existing transit providers operating at existing levels, with little opportunity for expansion of services beyond the current clientele. Fixed route transit and improved intercity bus or rail may be needed in the future, if not sooner, but funding availability will make implementation difficult in the near term.

The TPR has clearly placed a priority on developing transportation improvements in an environmentally sensitive way. This can be accomplished through both mitigation of impacts and seeking alternative modal options that may be less damaging to air quality, water quality, scenic assets and other quality of life issues. The TPR is also dedicated to making transportation available to those traditionally underserved by private automobiles.

Outside of these areas, the TPR will expect to see little additional major construction work in the near term due to equally important needs elsewhere, unless additional funds are forthcoming. While CDOT will continue to address safety, bridge and resurfacing needs on many of the region's highways, other major work will have to wait for the funding scenario to improve.

As a result, congestion will continue to deteriorate in spot locations on US 160, US 285 and US 24 and throughout the TPR. Many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists as well as leaving some safety concerns unaddressed. Surface conditions are expected to deteriorate over time.