

Appendix A – Public Involvement

Table of Contents

Regional Transportation Plan Outreach Process	1
Pre Forum Meeting.....	2
Purpose	2
Format	2
Schedule	2
Pre Forum Notes.....	3
Pre Forum Presentation	5
Regional Transportation Forum	7
Schedule	7
Format	7
Notification.....	8
Press Release	8
Information Letter	10
Invitation	11
Forum Presentation.....	12
Forum Notes	18
Transbucks Maps.....	30
Comments.....	35
Prioritization Meeting.....	37
Purpose	37
Schedule	37
Outcome	37
Draft Statewide/Regional Plan Joint Outreach Meeting.....	38
Invitation	39
Presentation	40
Public Comments	41

Regional Transportation Plan Outreach Process

Public participation is a key element to the transportation planning process. The 2035 Statewide Transportation Plan provides an opportunity for anyone and everyone impacted by transportation to provide input and make comments on regional transportation needs and solutions for the next 28 years. In addition to reaching out to citizens, a concerted effort was made to inform and include local elected officials and underserved populations in the planning process through several the opportunities described below.

These meetings covered all issues that were relevant to the development of the Regional Transportation Plan, from the development of Corridor Visions to public outreach to funding issues. The Regional Planning Commission provided a key element to coordinate plan development within their jurisdictions. Information gathered from these studies and outreach efforts helped guide the development of the plan and are included in this appendix for the 2035 Statewide Transportation Plan.

The regional transportation plan outreach process is intended to provide the public with reasonable opportunity to participate in the development of the plan. Opportunities have been provided to the following groups:

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways & bicycle transportation facilities
- Representatives of the disabled
- Providers of freight transportation services
- Other interested parties

Four primary events were scheduled to provide this opportunity:

- Pre Forum Meeting – gather preliminary information on emerging trends and issues that affect transportation plans
- Regional Transportation Forum – review transportation related documentation and other data and discuss how this may affect priorities
- Prioritization Meeting – assign priorities to Vision and Constrained plans
- Regional/Statewide Draft Plan Joint Review – opportunity to review and comment on both the regional and statewide plans prior to final adoption and publication

Pre Forum Meeting

Purpose

The Pre Forum meeting helped identify changes/trends in the region that might impact the transportation system or the priorities since the last RTP was completed. The primary purposes of the meeting included:

- How to make choices
- Data analysis to inform decisions
- Limited funds = Priority requirements
- Public / RPC Input

Format

The Pre Forum was approximately 2 1/2 hours in length. It featured a presentation about the planning process in general and the need for the update, background on the 2030 Plan, costs of transportation and general funding expectations as expressed in the 2030 Plan. The Pre Forum was a platform used to stimulate conversation about the Forum meeting. Topics included:

- How to contact stakeholders and key persons
- Who to invite to the forum meeting
- How to engage the public
- Details of forum meeting

Schedule

TPR	Date	Location	Address	Time
San Luis Valley	July 25, 2006	San Luis Valley Development Resources Building	626 4 th Street Alamosa, CO 81101	10 a.m.

Pre Forum Notes

**San Luis Valley TPR
Alamosa, CO
July 25, 2006**

Attendance (14)

1. How to Contact Stakeholders and Key Persons

- Develop comprehensive mailing list including: land use and transportation agencies, government agencies, and special interest groups
- Send the information request letter to: land use and transportation agencies, government agencies, and special interest groups prior to the forum meeting. The information request letter will provide the various agencies and groups the opportunity to identify major trends and issues affecting the TPR that are primarily related to transportation.
- The information request letter will be followed with a personal phone call to the identified land use and transportation agencies two weeks after the information request letter is sent.
- Goals and objectives for the forum meeting should be very specific and concise.

2. Who to Invite to Forum Meeting- The contact list will be broken into three mailing lists: land use and transportation agencies, government entities, and special interest groups.

Land Use and Transportation Agencies

- City and County Planners
- Traffic Engineers
- Public Works

Government Entities

- Elected officials: city, state, and federal
- Appointed Officials
- County Commissioners
- City Council
- Economic Development Council
- State Agencies (State Forest Service, State Parks, etc.)
- Greater Arkansas River Nature Association
- Federal Agencies (FTA, FHWA, US Fish and Wildlife, EPA, National Park, Forest Service, etc.)
- Regional Transportation Authority
- Etc.

Special Interest Groups

- Interest groups (Action 22)
- Modal interest
- Senior Citizens
- Disabled
- Medical facilities
- Assisted living homes

- CASTA
- Service groups- Kiwanis and Rotary
- Freight
- Chamber of Commerce
- Etc.

3. How to Engage the Public

- Engage the public through the “CDOT Implementation Strategy”
- Newspaper forum press release should focus on “Taking charge of your future”
- Focus on multi modal transportation
- Posters
- Radio
- Local newsletter, flyers, postcards etc.
- List meetings on CDOT website

4. Forum Meeting

- **Date:** To be determined by the end of week 7/25
- **Time:** 4pm-7pm
- **Venue:** Poncha Springs Fair Grounds, Adams State College, Trinidad Community College, Best Western or other local motels

6. Other Items

- Work with FHWA to coordinate highway projects to assess if congestion could be moved off of 1-70 and on to secondary highways.
- Include a triangle graphic depicting public outreach with the smallest part of the triangle representing the land use and transportation agencies, the middle would represent governmental agencies and the bottom of the graphic would represent the general public.

7. Action Items

- Send the information request letter to land use and transportation agencies, government entities, and special interest groups.
- (late July, early August)
- Create contact list and include: jurisdiction, title, name, address, e-mail address and phone number.
- Contact LSC for their list of contacts
- Send LSC contact list from SLV
- Send copy of completed contact list to Laurie Blanz and George Wilkinson before sending information out.
- Schedule date of Forum meeting
- Reserve venue
- Order food and drink

Pre-Forum Presentation

2035 Transportation Plan Update

San Luis Valley TPR
July 25, 2006




Why Now?

- Resource Allocation / Funding Changes
 - ❑ Increase in system maintenance costs
 - ❑ Limited future construction funds
 - ❑ Focus on what IS attainable
- Integrate Transit
- Synchronize with MPO / STIP Schedule




TRANSPORTATION PLANNING REGIONS





Goals

- Update!
- Focus on Regional Trends
- Determine If/How Trends affect 2035 Plan
- Incorporate Trends in Corridor Visions & Implementation Strategy
- Improved Transit Plan integration




San Luis Valley TPR





Purpose

- How to make choices
- Data analysis to inform decisions
- Limited funds = Priority requirements
- Public / RPC Input




Why Now?

- Meet SAFETEA-LU Requirements for 2009 STIP
 - ❑ Support economic vitality & efficiency
 - ❑ Safety
 - ❑ Homeland & personal security
 - ❑ Access/Mobility for people & freight
 - ❑ Environment
 - ❑ Energy Conservation
 - ❑ Quality of life
 - ❑ Consistency w/local planned growth and economic development
 - ❑ Intermodal connectivity efficient management & operation
 - ❑ System preservation
 - ❑ Environmental Justice (Race / Income)




Schedule

Pre-Forum / Data Collection	Summer 06
Regional Transportation Forum	Sept 06
Tech Report 1 – Major Trends	Oct 06
Forum Output / TPR Meeting	Nov 06
Draft Plan	Spring 07
Final Regional Plan	Dec 07
Statewide Plan	Jan 08




Major Components

- Demographic / Economic update to 2035
- Transportation System Analysis
 - ❑ Multimodal
 - ❑ Current conditions / 2035 needs
- Corridor Vision Updates (if required)
- Implementation Strategy
- Statewide Plan
 - ❑ 17 Technical Reports
 - ❑ Funding Scenarios

URS 9

Other Issues ?

- Development
 - ❑ Residential
 - ❑ Economic
 - ❑ Resource
 - ❑ Recreation
- Major Traffic Generators
- Priority Changes
- Other ?

URS 13

Regional Transportation Forum

- Identify date in September
- Purpose – public input
- Concept
 - ❑ Review summarized information
 - ❑ Interactive / general priorities
 - corridor / mode / safety / capacity / surface

URS 10

Contact

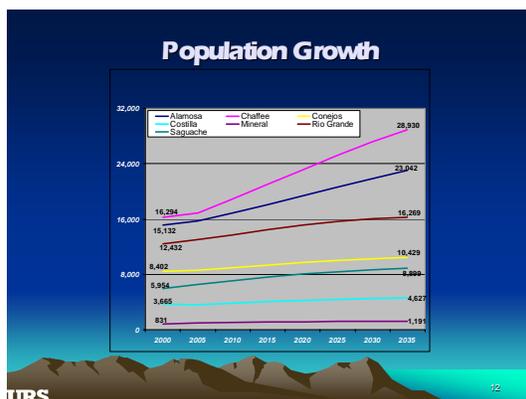
- Phil Anderson, URS Project Manager (Regional Plan)
303-299-7831
phil_anderson@urscorp.com
- Jennifer Fee, Deputy Lead
303-299-7850
jennifer_fee@urscorp.com
- Mike Felschow, LSC (Transit)
719-633-2868
mfelschow@lscs.com

URS 14

Regional Transportation Forum

- Who to invite ?
 - ❑ Your constituents (we need your help to identify)
 - ❑ Community leaders
 - ❑ Business owners
 - ❑ Modal interests
 - ❑ Environmental groups

URS 11



Regional Transportation Forum

The Regional Transportation Forums provided a significant opportunity for dialogue between leaders, planners and residents of the TPR. The format was designed to be interactive, including discussions about the process and exercises to stimulate conversation and allow other direct feedback. This departs from previous “open house” events in which participants were expected to review mounted displays, talk with planners, and leave comments - all on a come and go basis. For this event, participants remained for the entire session. Information was presented as an electronic slide show. The goal was to provide the minimum background and data to assist in understanding the 2035 Plan and the maximum opportunity for discussion of Key Issues and Emerging Trends. A key outcome was to provide direction to CDOT on how to allocate scarce resources to growing needs. The primary purposes of the meeting included:

- Review of 2030 priorities
- Discuss emerging regional issues and trends
- Determine audience’s preference regarding future priorities and issues
- Discussion of funding issues, needs, and solutions

Schedule

TPR	Date	Location	Address	Time
San Luis Valley	September 28, 2006	Adams State College	208 Edgemont Blvd, Alamosa, CO 80110	5:00 pm

Format

The Forum was approximately 3 hours in length. The meeting featured a presentation about the planning process in general and the need for the update, background on the 2030 Plan, costs of transportation and general funding expectations as expressed in the 2030 Plan. 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. Topics included:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

Notification

Multiple forms of notification were utilized. Several weeks before the meeting, a letter signed by the RPC chair was sent to elected and appointed officials, planning and transportation staff of TPR municipalities, county commissioners, planning commissions and special interest groups, such as chambers of commerce, and other groups focused on transportation issues. This was followed with a meeting notice and press releases to media outlets describing the purpose of the meeting and requesting attendance. In addition, CDOT, consultant and TPR representatives made numerous phone calls to potential attendees, describing the importance of the meeting and requesting attendance. A major effort was made to reach out to groups and individuals that have not historically participated in the planning process in great numbers, especially businesses and business groups, local and regional planning groups, alternative mode representatives, and elected officials beyond members of the RPC. Approximately 398 information letters were sent out; 398 formal invitations, and numerous phone calls were made to personally invite individuals. In addition, global invitations indicating the time and location of Forums at all ten TPRs were sent to:

- U.S. Congressmen (7), U.S. Senators (2)
- State Senators and State Representatives– chairmen and members of House and
- Senate Transportation Committees (18)
- Federal and State Agencies – Federal Aviation Administration, Federal Transit Administration, Federal Highway Administration, Federal Railroad Administration,
- Environmental Protection Agency, National Park Service, Bureau of Land Management,
- U.S. Fish & Wildlife Service, Colorado Department of Local Affairs, U.S. Forest Service, and Colorado Forest Service (11)
- Colorado Transportation Commissioners (11)

Press Release

In addition, eight local radio stations and three newspapers throughout the SLVTPR were sent press releases via e-mail that announced the forum location and time. See tables below for specific newspapers and radio stations contacted.

Newspapers

Contact	Newspaper	E-mail Address	City	County
Editor	Valley Courier	Krc@fone.net	Alamosa	Alamosa
Editor	The Chaffee County Times	PO Box 2048	Buena Vista	Chaffee
Editor	Salida Mountain Mail	chris@themountainmail.com	Salida	Chaffee

Radio Announcements

Contact	Radio Station	E-mail Address/Phone #	City	County
PSA Director	KGIW, KALQ	talca@fone.net	Alamosa	Alamosa
PSA Director	KRZA	psa@krza.org	Alamosa	Alamosa
PSA Director	KSLV	kslv@amigo.net	Alamosa	Alamosa
PSA Director	KASF	stennetr@adams.edu	Alamosa	Alamosa
PSA Director	KSPK	719-589-2666	Alamosa	Alamosa
PSA Director	KBVC 104.1	jharris@kvrh.com	Buena Vista	Chaffee
PSA Director	KDMN 1450 AM	donnaz@rcnnetwork.com	Buena Vista	Chaffee

Press Release

2035 San Luis Valley Regional Transportation Forum

TIME FOR TEAMWORK! San Luis Valley Regional Transportation Planning Commission announces an invitation to **2035 Regional Transportation Forum**, which will provide an opportunity for the public to take part in their future.

The purpose of the forum is to gather public input on key transportation issues and emerging trends that are important considerations to developing a safe, efficient and effective transportation system. The input gathered at the forum will provide crucial information needed to develop the 2035 Regional Transportation Plan for San Luis Valley.

San Luis Valley Regional Planning Commission needs your help in identifying key transportation issues and emerging trends to develop future transportation priorities. There are several examples of emerging trends and issues that may influence transportation priorities including:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

A polling system will be used to measure the audience's response to questions that will affect current and future transportation priorities. Anyone with an interest in transportation issues is encouraged to attend and participate.

Thursday, September 28, 2006
Adams State College
208 Edgemont Blvd.
Transportation Forum: 5:00pm-8:00pm

Any questions please contact:

Phil Anderson
Email: philip_anderson@urscorp.com
Mail: URS Corporation
1225 17th Street, Suite 200
Denver, CO 80202
Phone: 303-521-0113

Information Letter

August 14, 2006

Dear Stakeholder:

The San Luis Valley Regional Transportation Planning Region has begun the process to update its regional transportation plan as part of a statewide effort to update the 2030 Colorado Statewide Transportation Plan. URS is the lead consultant brought on by the Colorado Department of Transportation to help the San Luis Valley Planning Commission to prepare the 2035 regional and statewide transportation plan updates.

I would like to ask you to take a few moments of your time to help to identify, from your professional perspective, developing issues and emerging trends that you believe are important considerations in creating a safe, efficient and effective transportation system for the San Luis Valley Transportation Planning Region.

As part of the process, the San Luis Valley Regional Planning Commission has scheduled a **Regional Transportation Forum on September 28, 2006 from 5 p.m. - 8 p.m. at Adams State College located at 208 Edgemont Blvd., Alamosa.** In addition to inviting the general public a special effort is being made to contact and bring to the table representatives from the public and private sectors such as yourself that play a policy and decision making role in the region. An important component of the Forum and the 2035 plan update process is the identification of key issues occurring in the San Luis Valley Transportation Planning Region that may affect transportation priorities. It is important to note that at this phase of the update, issues and trends and not specific projects are of most concern. The issues and trends will be used to develop future transportation priorities.

Specific trends and issues that may influence transportation priorities may include:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

Please forward your response to our URS consultant by August 28, 2006 so we have sufficient time to prepare for the September Regional Transportation Forum.

Email: philip_anderson@urscorp.com
Mail: Phil Anderson
URS Corporation
1225 17th Street
Denver, CO 80210
Phone: 719-299-7831

I want to thank you in advance for helping in the development of the 2035 San Luis Valley Regional Transportation Plan Update.

Sincerely,



San Luis Valley Regional Planning Commissioner

Invitation

2035 San Luis Valley Regional Transportation Forum

Time for Teamwork

Please join your colleagues in discussing key issues and emerging trends that you believe are important considerations in developing a safe, efficient and effective transportation system for the San Luis Valley Transportation Planning Region.

- ✓ Take an interactive poll about regional issues
- ✓ How does commercial & residential development affect our transportation region?
- ✓ What are the costs of transportation?
- ✓ Are some people underserved by transportation?
- ✓ What are your priorities for transportation improvements?

Hosted by your Regional Transportation Planning Commission

When: September 28, 2006

Time: 5:00pm-8:00pm

Location: Adams State College

Address: 208 Edgemont Blvd, Alamosa
Room A126/A131

Refreshments will be served.

ADA Accessible

Contact Phil Anderson (303) 299-7831 philip_anderson@urscorp.com for more information.

Regional Transportation Forum Presentation

2035 Regional Transportation Forum

Time for Teamwork

San Luis Valley
Transportation Planning Region
September 28, 2006

1



Today's Forum

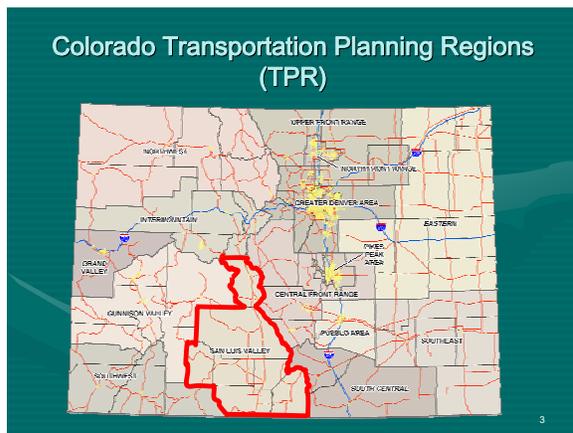
- Planning Process Overview
- Revisiting 2006 Telephone Survey (Audience Response)
- 2030 Plan Overview
- Current Transportation System
- Trends & Issues (Audience Response)
- Allocating Limited Funds

2

Why Update Now?

- Respond to future funding scenarios
- Focus on regional trends
- Develop near term Implementation Strategy
- Meet federal requirements for 2009 STIP

5



Revisiting the 2006 Statewide Telephone Survey

6

2030 Plan Overview

- **Top Issues**
 - **Highway Improvements**
 - Major Improvements needed on US 285, US 24, SH 17 and US 160
 - Designated truck or bypass route around Alamosa
 - **Safety**
 - Dangerous intersections
 - Safe pedestrian crossings needed
 - Adequate signage for cross streets and intersections needed

7

Accomplishments

Major Projects 2005 - 2009

Over \$51 Million!

- Highway Construction
- Bridge
- Transit
- Safety
- Aviation
- Enhancements



10

2030 Plan Overview

- **Top Issues**
 - **Transit**
 - Elderly and handicap transit services needed
 - Re-institute effective passenger service
 - Provide public transportation access to the Wildlife Refuge
 - **Bicycle/Pedestrian**
 - Bicycle lanes needed on heavily traveled roads
 - Pedestrian overpasses are needed at main intersections
 - **Environmental**
 - Junkyards along Silver Thread Scenic Byway degrade the corridor

8

Current System Overview

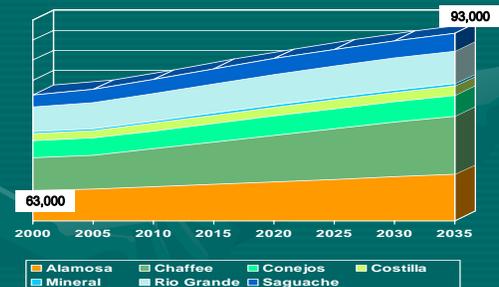
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SLVTPR High Corridor Priorities 2030 Plan

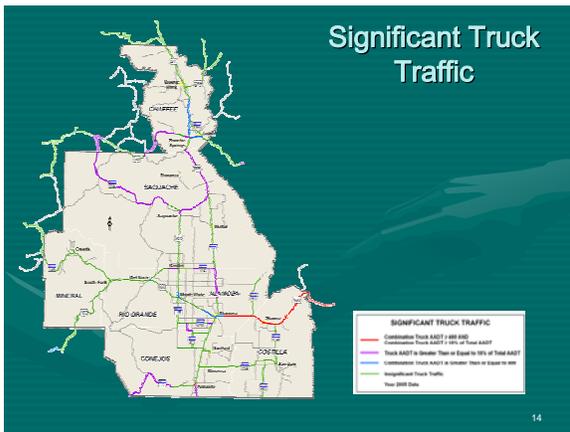
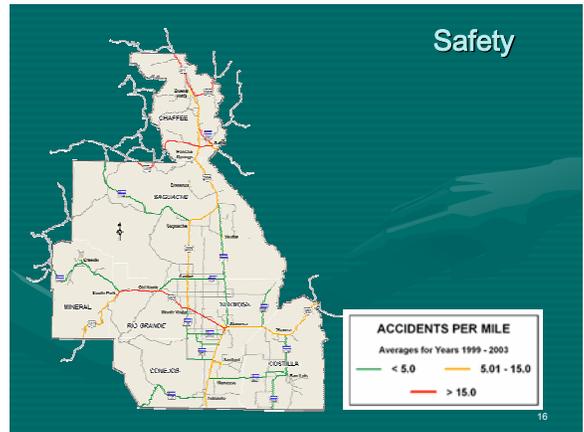
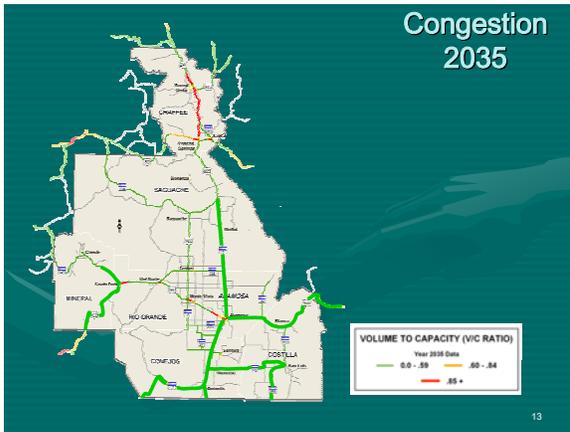


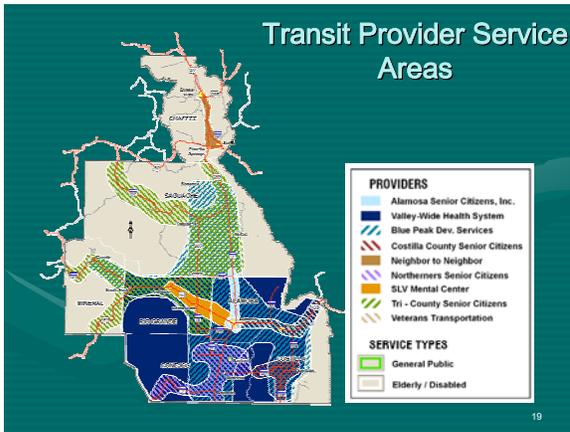
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SLVTPR Population Growth 2000 - 2035



12





Other ?

- What other issues have a significant impact on the regional transportation system?

Take a Break

- Back in 15 minutes

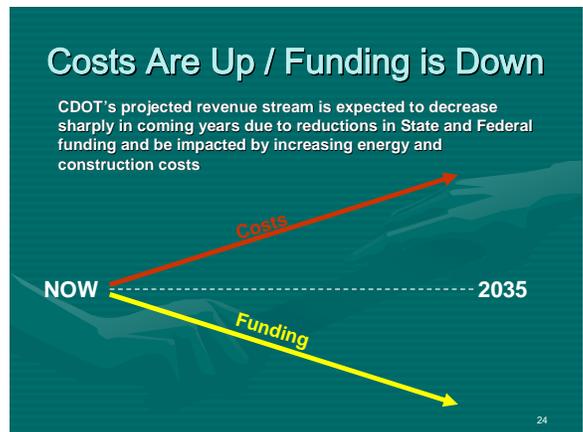
Allocating Limited Resources

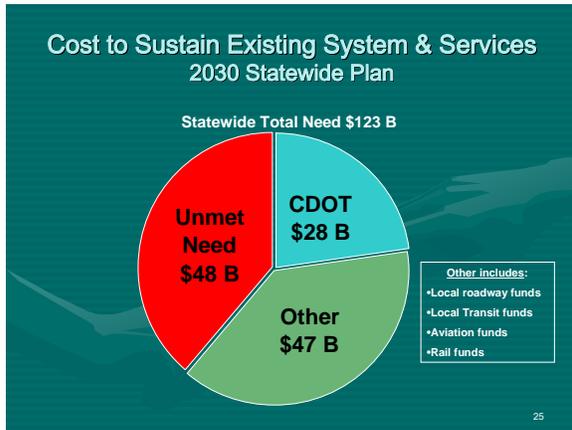
In this section, you will be asked to allocate a given amount of funds to transportation activities in the transportation planning region. Funding amounts and estimated costs represent actual 2030 Plan needs and available funding for the TPR

Trends & Issues

Here is a set of questions concerning impacts to transportation from issues and concerns that have been expressed.

You will be asked to discuss each issue, then vote on a set of possible answers. After that we will have the opportunity to identify and discuss any other issues you would like.





SLVTPR- Background

- Population will grow from 65,400 to 94,000
- Jobs are expected to grow from 34,600 to 50,500
- Daily VMT will grow from 1.7 million to 2.7 million
- 7.6% of households have no vehicle available
- 17.2% of the population is below the poverty level

28

System Performance 2030 Statewide Plan

Investment Category	Performance Level Sustaining Level \$123 B	Performance Level Current Investment \$75 B
Pavement	58% Good/Fair	32% Good/Fair
Bridge	96% Good/Fair	80% Good/Fair
Maintenance	B - Scale of A to F	F - Scale of A to F
Congestion	10% - Congested Miles	25% - Congested Miles
Safety	1.47 - Fatalities/MVMT *	1.47+ - Fatalities/MVMT

* Million Vehicle Miles Traveled

26

Allocating Limited Resources

Here is the problem: The TPR has a total need of \$1.8 B.* You have an estimated 30-year transportation budget of \$135 M for the TPR. Where are your priorities? * 2030 Plan

Program Area	Needs *	Allocation
Congestion	\$433 M	\$?
Safety	\$ 563 M	\$?
Existing System Highway Reconstruction / Bridge Repair / Resurfacing	\$ 845 M	\$?
Alternative Modes	\$ 46 M	\$?
Total	\$1,838 M	\$135 M

29

SLVTPR - Background

- 685 miles of state highway – 37% are in Poor condition
- Approximately 6,400 miles of local roads
- Six bridges need replacement (on-system)
- 11 local transit agencies providing human services transportation
- Limited rail freight service
- 7 General Aviation Airports
- 1 Commercial Service Airport

27

Costs of Transportation

- Today it costs about:
 - \$2.9 M to construct a mile of two-lane highway with shoulders
 - 17 miles = \$50 M
 - \$900,000 to reconstruct & maintain one mile of highway in Good Surface Condition for 30 years
 - 55 miles = \$50 M
 - \$60,000 to purchase a step van plus \$45,000 annually to maintain and operate for one year; \$150,000 to purchase and \$100,000 to operate and maintain one bus for one year)
 - 8 Step Vans = \$13.2 M to purchase and operate for 30 years
 - 8 Buses = \$27 M to purchase and operate for 30 years

30

Allocation Exercise

- Place your “TransBucks” on the issues and areas of your greatest concerns
- More than one sticker may be placed at a location
- Maps
 - Congestion
 - Safety
 - Road Surface Condition
 - Transit Service Providers
 - Alternative Modes (Shoulders / Bike / Airports / Railroads)

31

Next Steps

Pre-Forum / Data Collection	Summer 2006
Regional Transportation Forum	Sept 2006
Forum Output / TPR Meeting	Nov 2006
Statewide Transportation Forum	Jan 16, 2007
Draft Regional & Statewide Plan	May 2007
Final Regional Plan	Oct 2007
Final Statewide Plan	Jan 2008

31

Forum Notes

Meeting Minutes
San Luis Valley Regional Transportation Forum
September 28, 2006 @ 5:00pm
Adams State College, 208 Edgemont Blvd, Alamosa

Forum Attendance

The 2035 San Luis Valley Regional Transportation Forum was held on September 28, 2006 in Alamosa. 29 people signed in for the public meeting, however there were 10-12 people that arrived late that did not sign in. In addition, four representatives from CDOT, and three consultants were in attendance.

Project Mailings and Invitations

For the San Luis Valley TPR, the following was distributed to solicit attendance from elected and appointed officials, city and county planning and transportation staff, and various special interest groups that have an interest in transportation issues.

- Information Request letter- sent to 398 entities and/persons
- Forum Invitation- sent to 398 entities/persons
- Press releases were sent to eight local radio stations and three local newspapers.

Global invitations – indicating the time and location of forums for all ten TPRs were sent to:

- Seven U.S. Congressmen, Two U.S. Senators
- State Senators and State Representatives– chairmen and members of House and Senate Transportation Committees (18 total invitations)
- Twelve Federal and State Agencies – Federal Aviation Administration, Federal Transit Administration, Federal Highway Administration, Federal Railroad Administration, Environmental Protection Agency, National Park Service, Bureau of Land Management, U.S. Fish & Wildlife Service, Colorado Department of Local Affairs, U.S. Forest Service, and Colorado Forest Service.
- Colorado Transportation Commissioners.

Key Issues for the SLVTPR- Based on comment cards, information request letters, meeting minutes, and polling results.

- 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, Alamosa 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.

Forum Format

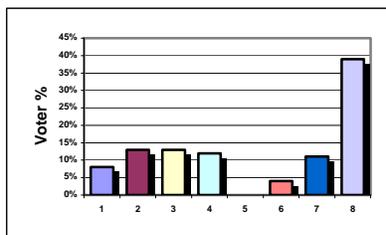
The meeting format was a presentation along with, interactive voting on questions embedded within the presentation and refreshments were provided. CDOT recently acquired electronic polling equipment that allowed the consultant to ask attendees to vote on several questions pertaining to the issues and trends of the San Luis Valley Transportation Planning Region (SLVTPR). In addition, five boards were on display showing the 2035 estimated traffic congestion, roadway shoulders, transit providers, state highway surface conditions, and safety information.

The presentation began with a welcome from Phil Anderson, the consultant project manager. The purpose of the meeting was to solicit information from attendees regarding what their issues and concerns are and what their preferences are for transportation improvements in the SLVTPR. A map of the SLVTPR was presented and a description of the TPRs throughout Colorado. Phil provided an overview of the forum agenda, and explained why the update process was occurring now. The rationale was as follows: to respond to future funding scenarios (which recently have been substantially limited), focus on regional trends, develop near term implementation strategy and meet federal requirements (SAFTEA-LU) for developing the 2009 State Transportation Improvement Program (STIP). The results of the statewide telephone survey, which was conducted in January 2006, were revisited. Phil at this time described the working of the audience polling devices and they were made available to eligible attendees. A test question was asked of the attendees to vote on to test the technology. Attendees were asked to select responses to survey questions that were then compared to the responses of the original phone survey. It was explained that the comments received tonight would be taken into consideration during CDOT’s decision-making process for future projects, but would not change previously prioritized projects not yet funded or currently funded in the Statewide Transportation Improvement Program (STIP).

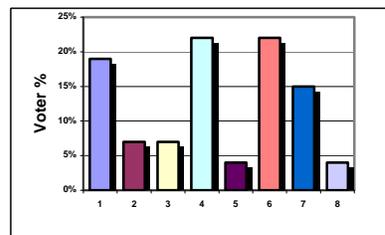
The first round of polling included three questions repeated from the telephone survey:

What is the most important problem or issue facing the state of Colorado?

- | | |
|-----------------|------------------------|
| 1. Budget/taxes | 5. Illegal Immigration |
| 2. Economy | 6. Transportation |
| 3. Education | 7. Water |
| 4. Growth | 8. Other |



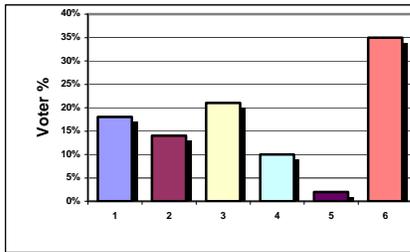
Phone Survey Results



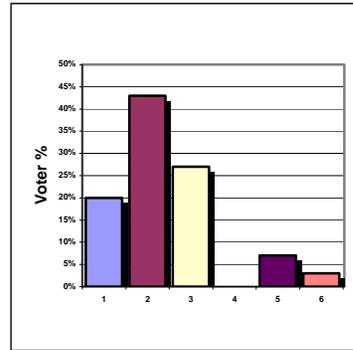
Forum Audience Results

Which of these is the most important transportation problem facing Colorado?

1. Traffic congestion
2. Public transportation
3. Road maintenance and repair
4. Fuel Costs
5. Construction Delays
6. Other



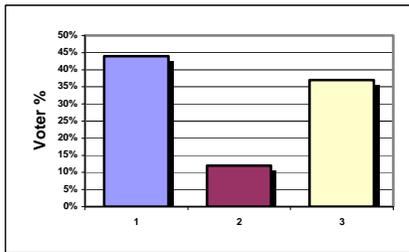
Phone Survey Results



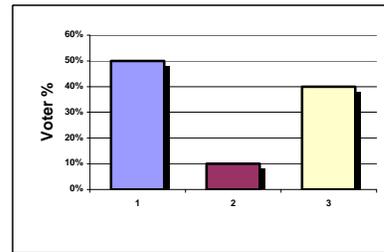
Forum Audience Results

Which of these transportation needs should get the highest priority?

1. Maintenance and repair
2. Improve safety
3. Provide travel options



Phone Survey Results



Forum Audience Results

Next an overview of the 2030 Plan and existing conditions of the SLVTPR were presented including:

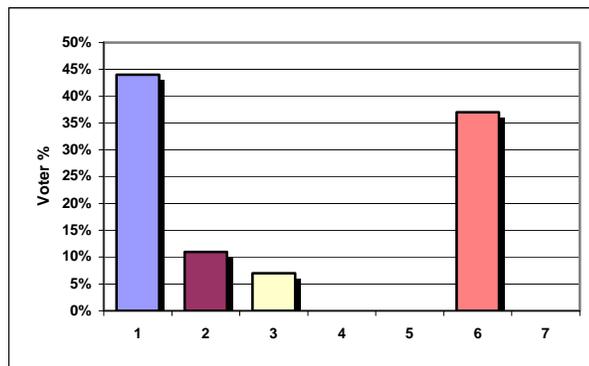
- 2030 Plan corridor priorities
- Accomplishments in the TPR – major CDOT projects completed or underway between 2005 and 2009.
- Population growth estimates for 2035
- Estimated congestion for 2035
- Existing significant truck traffic
- Roadway surface condition – good, fair, poor
- Safety – accidents per mile
- Shoulder width (bicycle accommodations)
- Bridge condition – sufficiency rating of 50 or less

Kyle Kosman, transit consultant of LSC provided an overview of transit providers in the TPR.

The polling of attendees on trends and issues within the TPR was initiated. Comments raised during this phase of the polling process are listed below or under the question associated with specific issues.

In what County do you live?

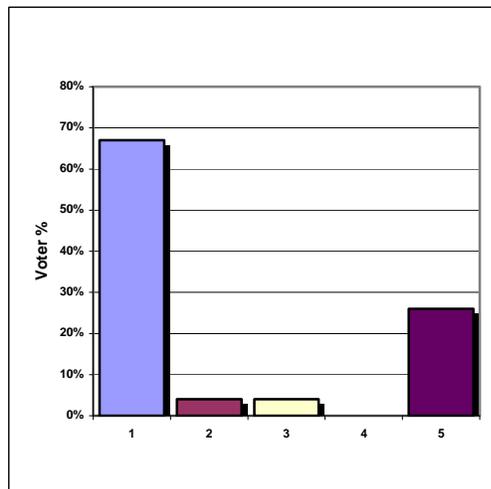
1. Alamosa County
2. Chaffee County
3. Conejos County
4. Costilla County
5. Mineral County
6. Rio Grande County
7. Saguache County



Forum Audience Results

Further improvements on the SH 17 corridor may be very expensive. Considering these costs, the highway:

1. Needs shoulders
2. Needs more passing lanes
3. Should be 4-lanes
4. Intersection improvements
5. Operates OK as is

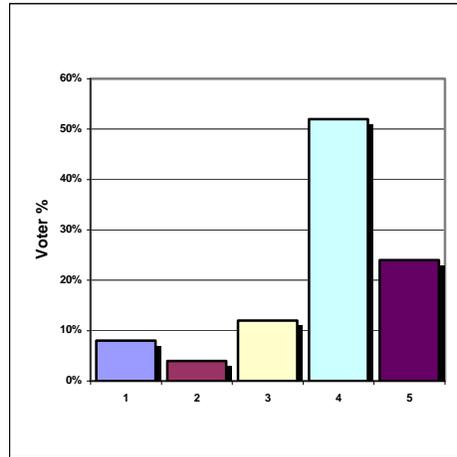


Forum Audience Results

Audience Discussion: Several audience members suggested that the question include a specific response to public transportation.

Significant increase in traffic has occurred on US 160. What type, if any, are needed?

- 1. More turn lanes
- 2. Better access control
- 3. Intersection improvements
- 4. Additional lanes
- 5. Other

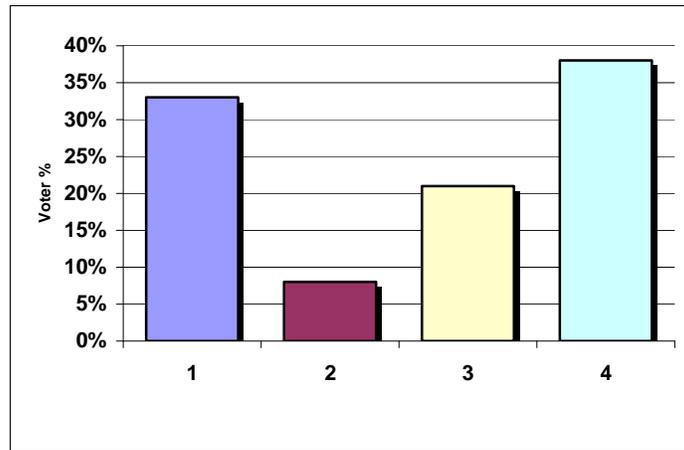


Forum Audience Results

Audience Discussion: Several audience members suggested that the question include a specific response to public transportation.

Further improvements on US 285 corridor may be very expensive. Considering these costs, the highway:

1. Needs more passing lanes
2. Intersection improvements
3. Should be 4-lanes
4. Operates OK as is



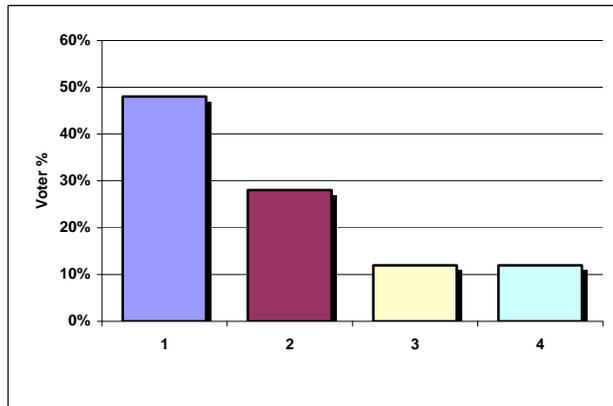
Forum Audience Results

Audience Discussion:

- Discussion: A forum attendee voiced that new subdivisions in Chaffee County have had a negative impact on the roadway. CDOT responded that the developer is required to minimize and resolve impacts.
- *Several audience members suggested that the question include a specific response to public transportation.*

As truck traffic increases in the San Luis Valley, how would you rate the need for transportation improvements that reduce truck traffic on Main Street?

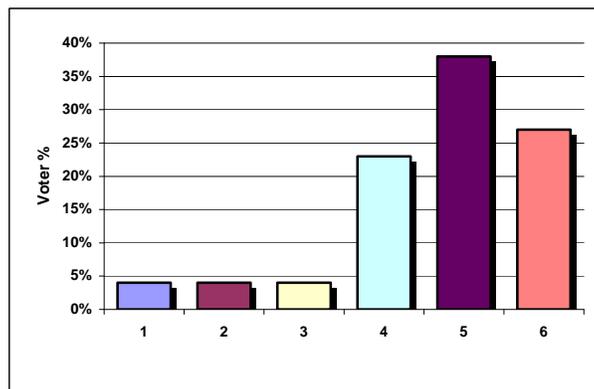
- 1. High
- 2. Medium
- 3. Low
- 4. Operates OK as is



Forum Audience Results

What transportation improvements are needed to improve access to the newly designated Great Sand Dunes National Park and Reserve?

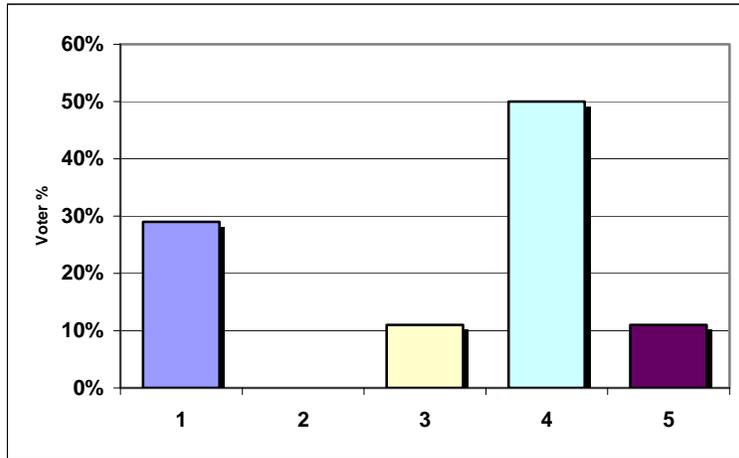
- 1. Intersection Improvements
- 2. Roadway Improvements
- 3. Alternative access
- 4. Public transportation
- 5. All of the above
- 6. OK as is



Forum Audience Results

What transportation improvements, if any, are needed to support growing tourism and the second home market throughout the San Luis Valley?

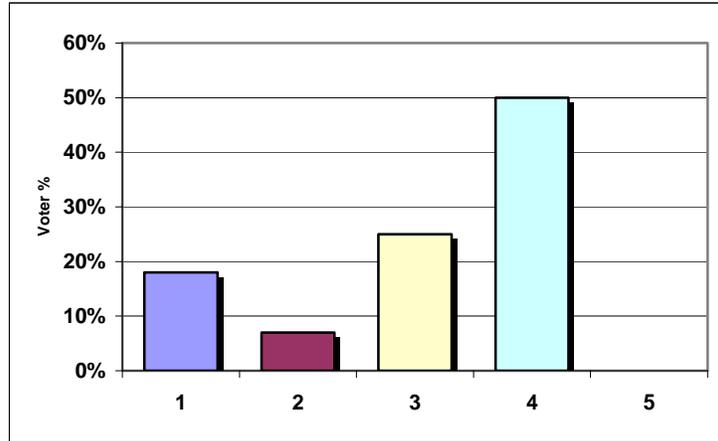
1. Additional lanes
2. Passing lanes
3. Intersection improvements
4. Public transportation
5. OK is as



Forum Audience Results

My opinion about the proposed development at Wolf Creek Ski Area, South Fork and Salida area is:

1. Will help the area develop economically
2. May have unreasonable housing impacts
3. May have unreasonable transportation impacts
4. All of the above
5. Will have no impact on the San Luis Valley



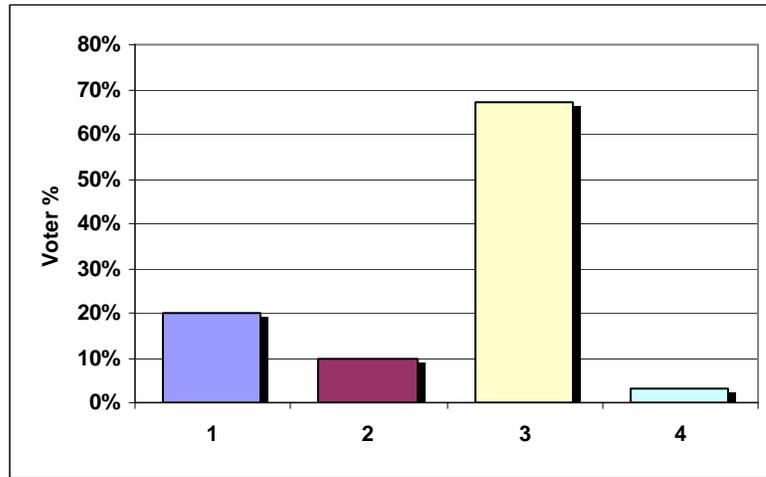
Forum Audience Results

Audience Discussion:

- Very few of the audience members believed that the proposed development in Wolf Creek would help the area develop economically.
- 12 of the audience members voted for both 2 and 3. Eight of the audience members voted for both 1 and 2.

There are gaps in local and regional public transportation. Where should the focus be in the short term?

1. Elderly/disabled to get to medical, shopping, work
2. Inter-city bus service
3. Local transit for general public
4. Keep at current level



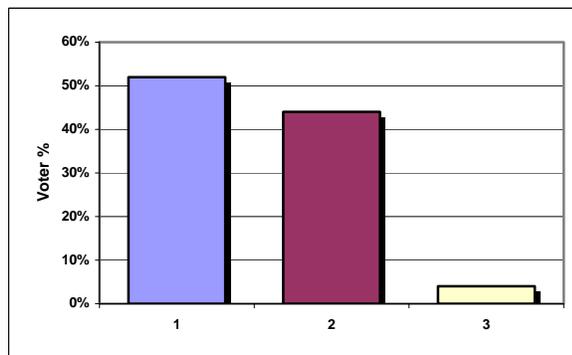
Forum Audience Results

Audience Discussion:

- Several members of the audience believed that there should be an “all the above option for 1-3.
- An audience participate suggested that a website should be available, which would allow citizens and other interested parities to communicate and express their ideas and opinions.

To reduce seasonal roadway congestion, attributed to agricultural production, more emphasis should be placed on rail freight.

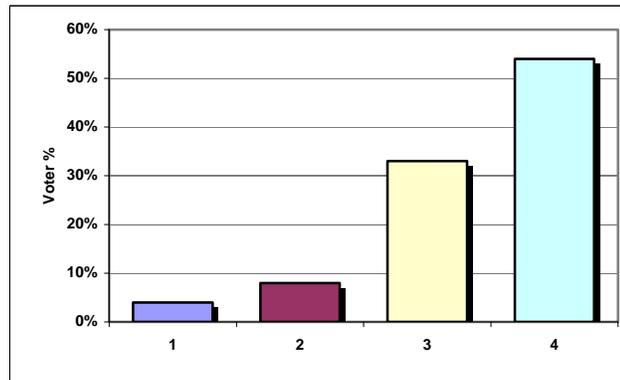
1. Agree
2. Disagree
3. Don't know



Forum Audience Results

What is the most important regional transportation issue?

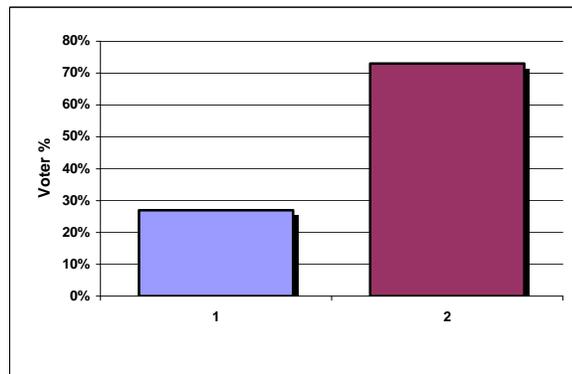
1. Safety
2. Congestion
3. Roadway surface condition
4. Lack of public transportation



Forum Audience Results

What do you want to do about the funding gap?

1. Prioritize transportation improvements with existing revenues
2. Pursue additional funds



Forum Audience Results

Other Issues and Concerns

At the end of the question/polling session, attendees were asked if other issues or concerns came to mind. The following comments were raised:

- Impact fees need to be reinstated
- Local agencies could not get local match for transportation projects
- A forum attendee voiced that the plan is too far into the future and should be a 2010 plan instead of 2030.
- A forum attendee commented on the population projections and thought that it must be growing faster than 1% per year
- Aviation should not be included in Cost to Sustain Existing System & Services

Next Steps

In closing, Phil Anderson thanked everyone for coming and described the next steps for this planning process. Phil described the upcoming post forum meetings, the statewide forum to be held in Denver on January 16, 2007, and indicated more information on this forum would be distributed in the future.

Transportation Funding

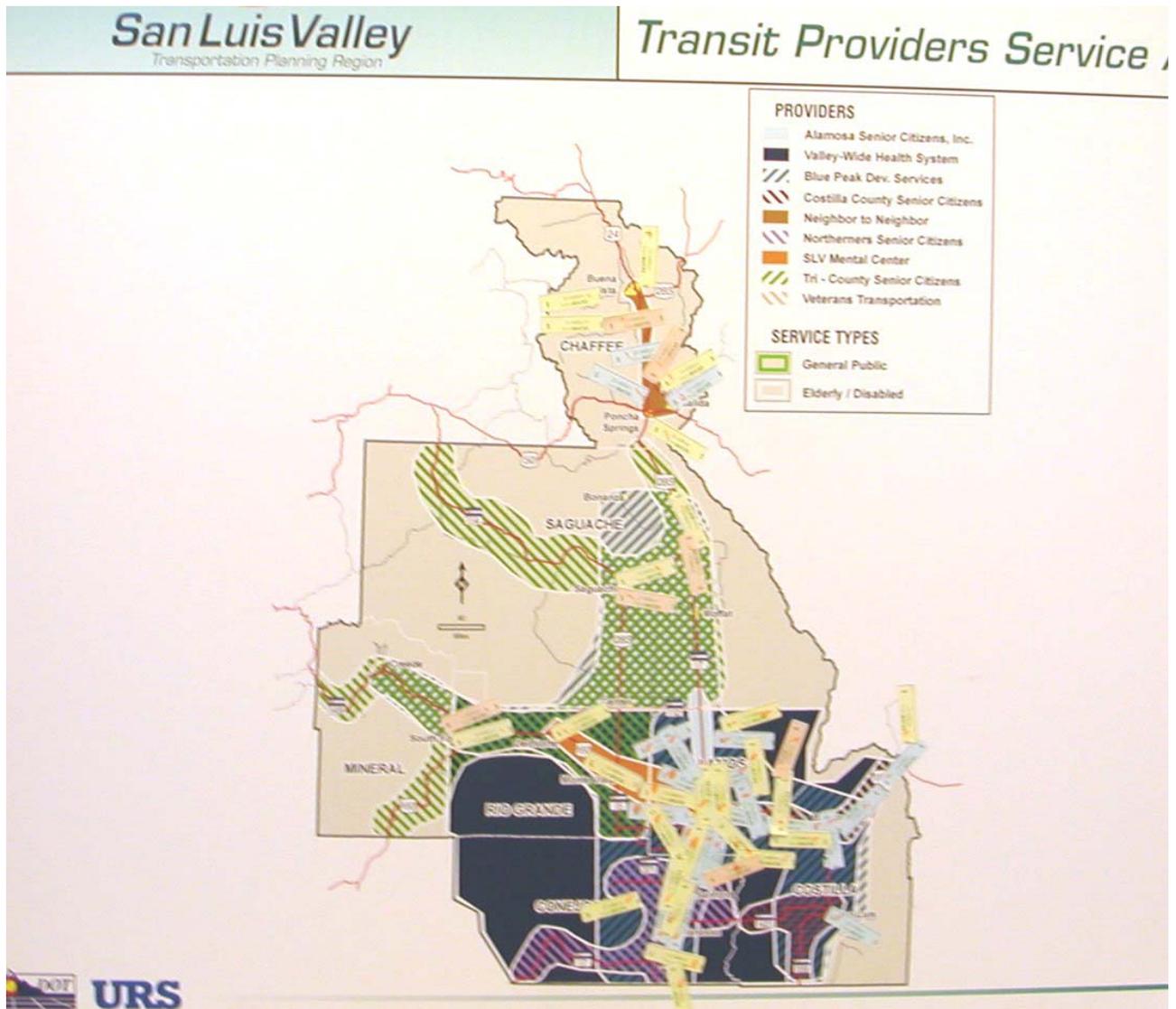
Next, funding limitations were described to meeting attendees. An overview of the 2030 Statewide Plan was presented along with, the associated funding shortfalls and pertinent transportation and demographic information. Needs identified in the 2030 Regional Transportation Plan would cost approximately \$1,838 million and forecasted financial resources for the 2035 were estimated at \$135 million based on STIP allocation 2005-2009 for highways, public transportation, and aviation.

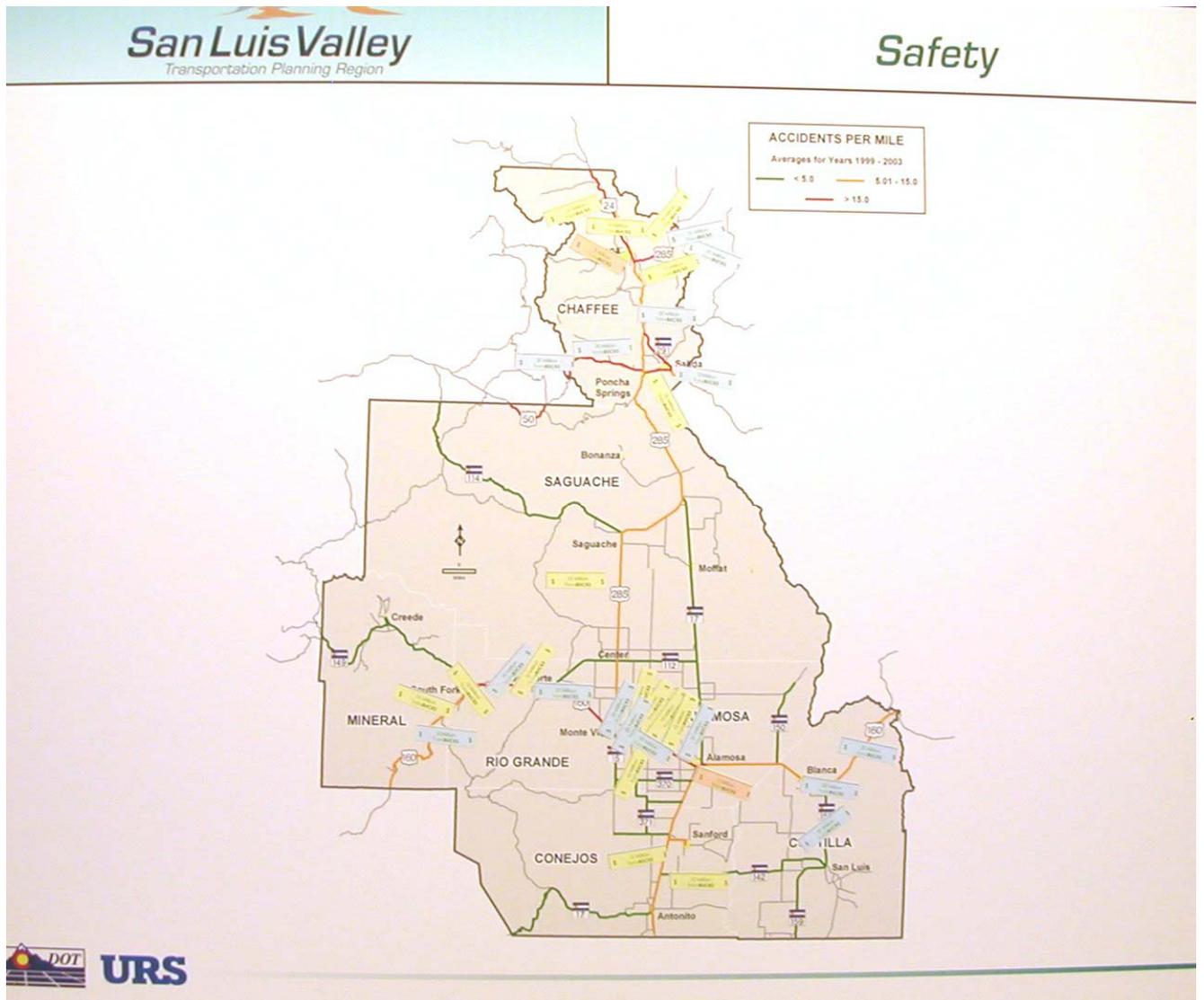
An allocation exercise was conducted to reflect relative preferences for transportation improvements. Attendees were provided seven stickers, totaling \$95 million and were in increments of \$ 20, \$ 10 and \$5 each and asked to place stickers on the five boards displayed throughout the room. The boards were *Safety, Shoulders, Roadway Surface Condition, Transit Provider Service Areas, and Congestion 2035*. The majority of “TransBUCKS” were allocated to funding the provision of Transit.

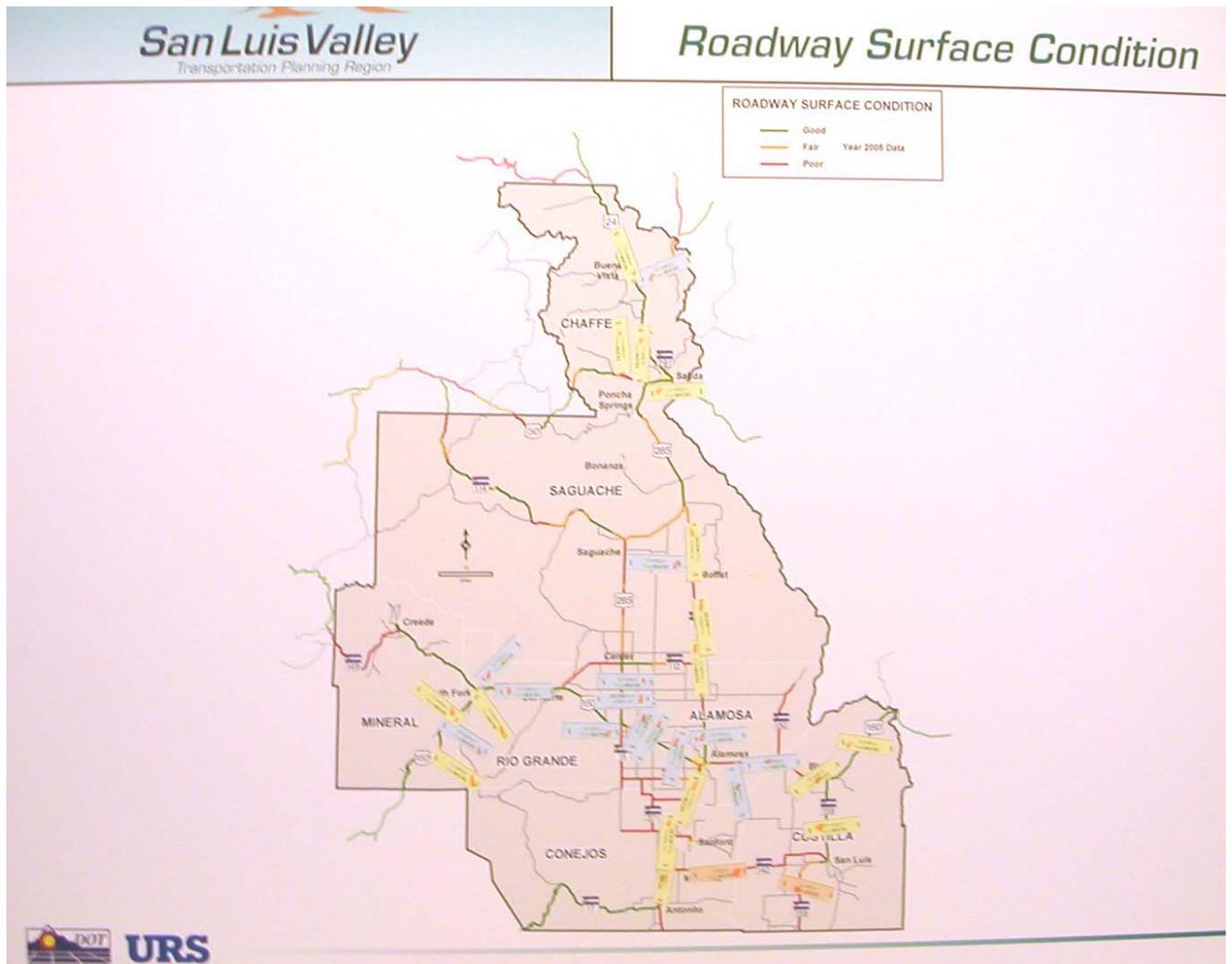
Allocation Exercise Results (\$135 M total available)

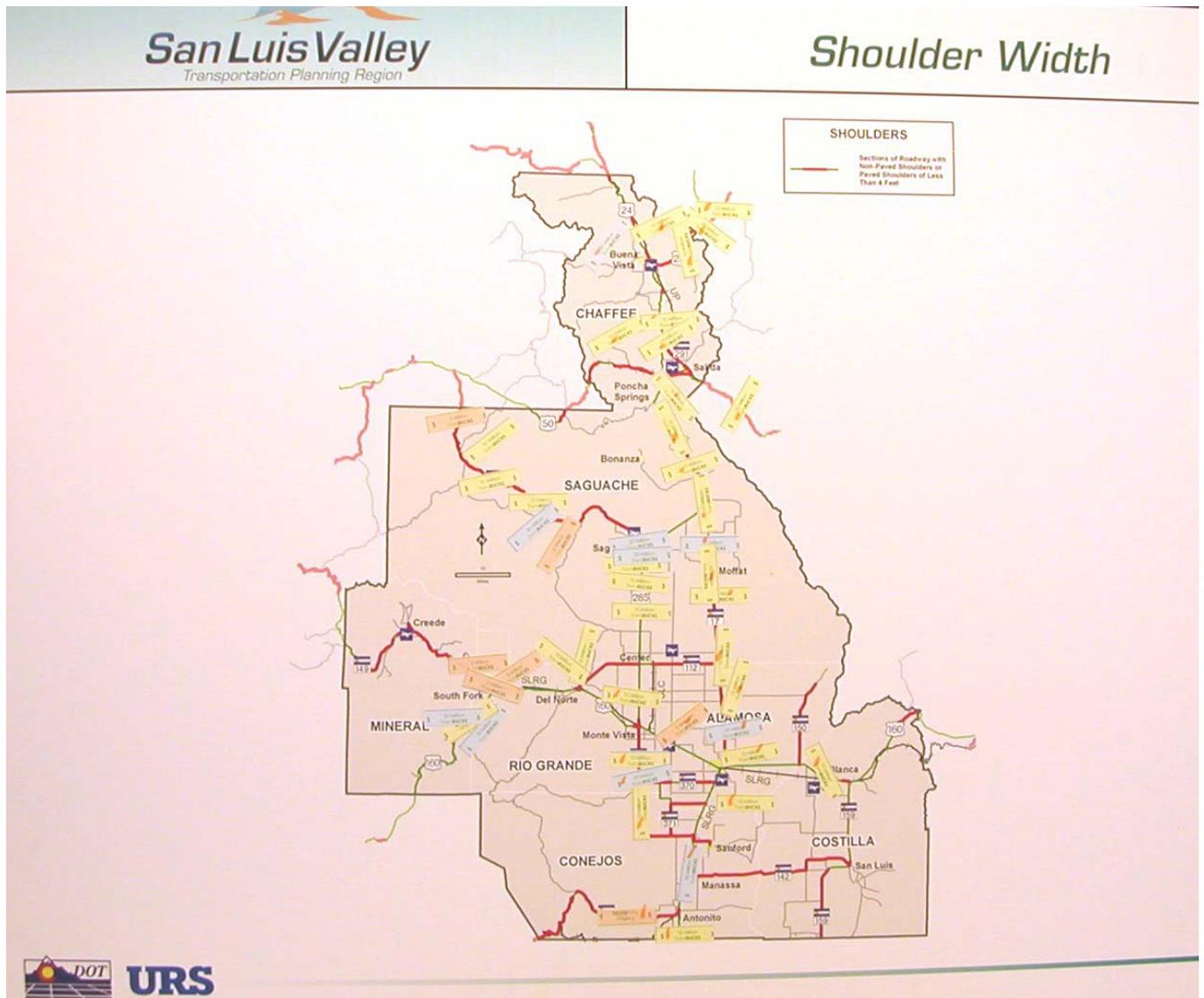
- Shoulders – \$555M (555/2830)= 20%
- Surface Condition – \$510M (510/2830)= 18%
- Transit – \$725M (725/2830)= 26%
- Safety –\$490M (490/2830)=17%
- Congestion 2035 – \$ 550M (550/2830)=19%

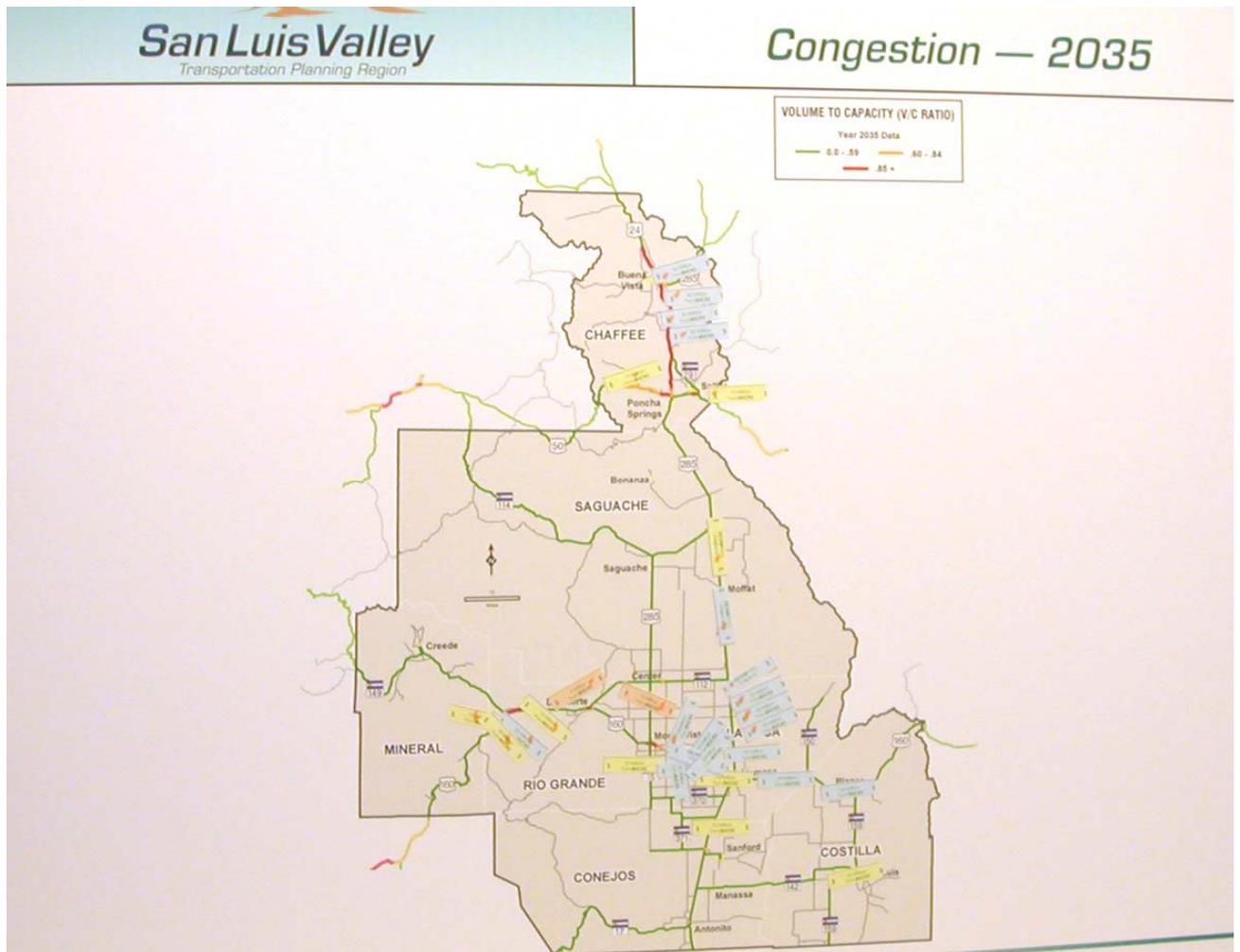
Transbucks Maps











Comments

Forum Comment Cards

The following written comments were submitted at the forum:

System Issues

- The pair of one-way streets in Alamosa is not a bypass or a truck route. The presentation seemed to confuse the two ideas.
- The valley needs a bypass for all thru traffic starting at Blanca (Rt. 160 and connect with Stanley road.)
-

Public Transit

- There are grants available to help Alamosa get a citywide public transportation system. The Valley needs one small bus or van, which would carry people from west Alamosa to businesses in east Alamosa.
- Publicity for the meeting did not mention the possibility of pedestrians or bicyclist. CDOT needs to learn about “complete streets”.
- Consider a long term (10-15 year) option to run a light rail system from Alamosa to the Great Sand Dunes National Park. The existing ROW along HWY 160 and CO 150 could be utilized. This could be done to reduce: travel on the road (reducing the need for four lanes), parking, and air pollution. The light rail would also address economic development in Alamosa. Stops could be placed at the Alamosa Refuge and Fort Garland.

General

- A fuel tax increase should be implemented to pay for roadway improvements
- CDOT should stop projecting what has happened in the last 50 years into the future.

Information Request Letter Comments- A request letter was sent out to several agencies and persons interested in transportation issues. Stakeholders were asked to help identify developing issues and emerging trends that are important considerations in creating a safe, efficient and effective transportation system for the San Luis Valley Transportation Planning Region. The major transportation issues and concerns are summarized below:

Population Growth

- We are currently experiencing a boom in second home and retirement housing. The workforce is beginning not to be able to live here, so they are making their homes in other communities and commuting.
- Poncha Springs is experiencing significant growth. Over 5 year period population has increased by 16%. The city annexed and 84-lot subdivision and will annex another 70-lot subdivision this year and they have just received an n annexation petition for another 28-lots.
- The community of South Fork is experiencing burgeoning growth linked to second home market and tourism.
- Increased population and business potential with the proposed development of a residential and commercial ski village at Wolf Creek Ski area. Local official expect many of the resort workers will make their homes in Del Norte and Monte Vista areas, commuting an hour.

Local Economy

- The local economy is largely driven by construction and tourism, and therefore very seasonal, and also transportation driven, Climax Moly mine near Leadville is expected

to re-open, and it is expected that a number of employees will live in Buena Vista and commute north.

- The plan should foresee and accommodate system access for prospective new developments at many points along US 160 including a bio-diesel plant at the former Tri-Me Potato site; solar farm north of Mosca, medical services expansion in Alamosa, wind farms in Saguache County, and the Village at Wolf Creek.

System Issues

- The biggest challenge is updating existing intersections including: the 285/24 and 50/285 interchanges.
- Continue to focus on passing lanes and eventual four-laning the US 160 to Monte Vista and points west.
- Advantages of US 160 as a major east/west transportation corridor through Colorado should be identified in the study.
- While not considered part of the National Highway System, CO17 represents a convenient connection to US 285 north, and needs shoulder widening.
- Parking is essential to the success of the proposed Business Development Center and multi-modal terminal and should be given further consideration in both the current and long-range plan.
- Due to the projected population growth in Poncha Springs there will be capacity and safety issues on 285 and 50.
- Maintenance of current roads is needed, and a better way to connect to other regions of the state should be analyzed.
- All cities and towns in the SLV have a state highway running through them and in most cases it serves as their “main streets”. This shared use is not always recognized by CDOT. We need to do a better job of coordinating issues of lighting, signs, and marking, access, traffic management, and routine maintenance.
- Much of Alamosa retail sector has moved to the west. In addition much of the much of the retail market and employment comes from the south of Alamosa. This has put more pressure on Hwy 285.
- The new Sand Dunes national Park and development in South fork/Wolf Creek will have impacts on local transportation networks

Traffic Generation

- One of the causes of the congested and dangerous intersections in the municipalities is the direct result of CDOT Access Code Policy.

Public Transit

- As the local population ages, there will be an increasing need for public transportation. The Tennessee Pass rail line, which starts in Pueblo area and heads to Minturn has been completely inactive and underutilized.
- Public transit services need a closer integration within the planning process to identify achievable goals and funding solutions.
- A system should be implemented which would transport medical patients to front range medical facilities

Prioritization Meeting

Purpose

The Prioritization Meeting was used to help assign priorities to corridors in the TPR. This input was used by the RPC to help determine what changes to the previous (2030) Plan were necessary. A follow-up meeting was scheduled to prioritize needs for the plan update within the context of available funding. The primary purposes of the meeting included:

- Review of 2030 priorities
- Assigned Primary Investment Category
- Prioritize corridor needs
- Assigned percentage of RPP funds to each corridor
- Prioritize Transit Projects
- Prioritize Aviation Projects

Schedule

TPR	Date	Location	Address	Time
San Luis Valley	3/27/07	Alamosa County Building	8900 Independence Way, Alamosa, CO 81101	9:00 a.m.

Outcome

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 Forum Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 – Vision, Goals and Strategies to update priorities and identify additional needs.

Draft Statewide/Regional Plan Joint Outreach Meeting

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. 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.

Invitation



**2035 Draft Statewide and Regional Transportation Plans
Joint Public Outreach Open House**

The San Luis Valley Transportation Planning Region and the Colorado Department of Transportation are hosting a meeting to present the Regional and Statewide Transportation Plans and receive comments. Your input is valued. **PLEASE NOTE THE CHANGE OF LOCATION.**

Date: October 30, 2007
Place: Alamosa County Administration Building
8900 Independence Way
Alamosa, CO
Time: 5:30pm - 8:30pm
(6:30pm presentation)

FOR MORE INFORMATION:

Web: <http://www.dot.state.co.us/StateWidePlanning/PlansStudies/StatewidePlanning.asp>
Project contact: Leah Ware (303) 757-9781
Email: 2035transportationplan@urscorp.com
Special ADA Accommodations: Leah Ware (303) 757-9781
Para información en español, por favor llame: Leah Ware (303) 757-9781

Presentation





2035 Transportation Plan Joint Outreach Meeting

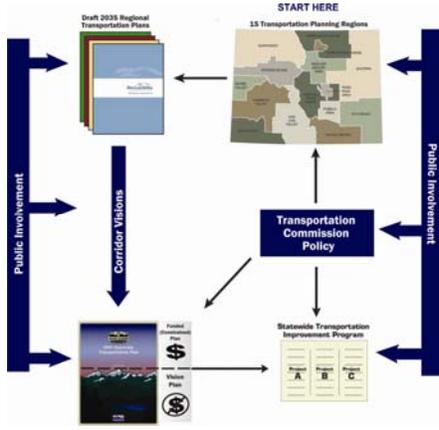
San Luis Valley TPR Colorado Department of Transportation

1





Planning Process



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graph TD
    Start[START HERE  
15 Transportation Planning Regions] --> Draft[Draft 2035 Regional  
Transportation Plans]
    Draft --> Corridor[Corridor Visions]
    Corridor --> Policy[Transportation Commission  
Policy]
    Policy --> Program[Statewide Transportation  
Improvement Program  
A B C D]
    Policy --> Start
    Policy --> Draft
    Policy --> Program
    
```

2





2035 Plan Components

- Key Issues & Emerging Trends
- Vision Plan
 - Corridor Visions
 - Environmental Plans, Resources, Mitigation
- Funded (Constrained) Plan
- Midterm Implementation Strategies

3





Public Participation

Participants	Input
<ul style="list-style-type: none"> ● Decision Makers: Such as Colorado Transportation Commission, State and Local Elected Officials, and Indian Tribal Governments ● The Public: All citizens of Colorado have an opportunity to review and change priorities as needed ● Stakeholders: Such as Transportation Providers, private sector interests, advocacy groups and the public interested in transportation 	<ul style="list-style-type: none"> ● Provided input to the Transportation Commission Policy, Revenue Projections, and Resource Allocation ● Considered during the development of both Regional and Statewide Transportation Plans

4





Public Participation



February 2007 Joint Transportation Commission/STAC Workshop



March 2007 Statewide Environmental Forum

Outreach Activities

- Customer Survey** on Transportation Issues
- Regional Transportation Forums** on Key Issues and Concerns
- Statewide Transportation Forum** on Tough Choices to Stretch Transportation Dollars or Reduce Services
- Environmental Forum** to Identify Significant Environmental and Planning Concerns
- Security Workshop** to Discuss Issues with Agencies Involved in Operational Security Activities
- Transportation Commission and Statewide Transportation Advisory Committee * Meetings** on Transportation Issues
- Joint Public Meetings on Regional and Statewide Transportation Plans** to be Held at All Planning Regions

5





Schedule

- Aug 20 - Draft Regional Plan Released
- Sept 20 - Draft Statewide Plan Released
- Nov 16 – Comments on Regional Plan Due
- Jan 4 – Comments on Statewide Plan Due
- January – Regional Plan Adoption
- February – Statewide Plan Adoption

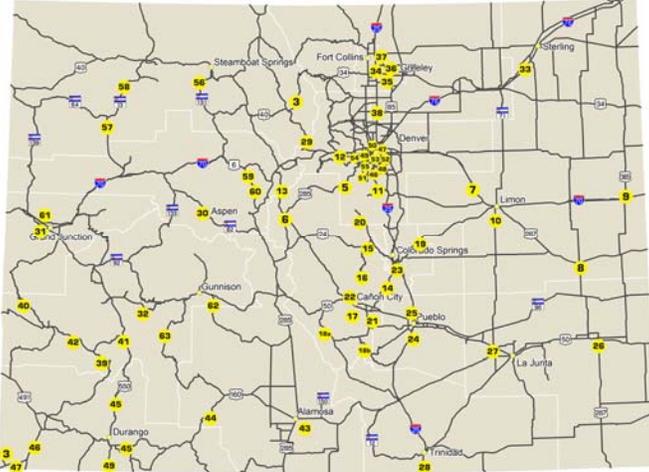


6



San Luis Valley 2035 Transportation Plan
 Transportation Planning Region

Recent Accomplishments

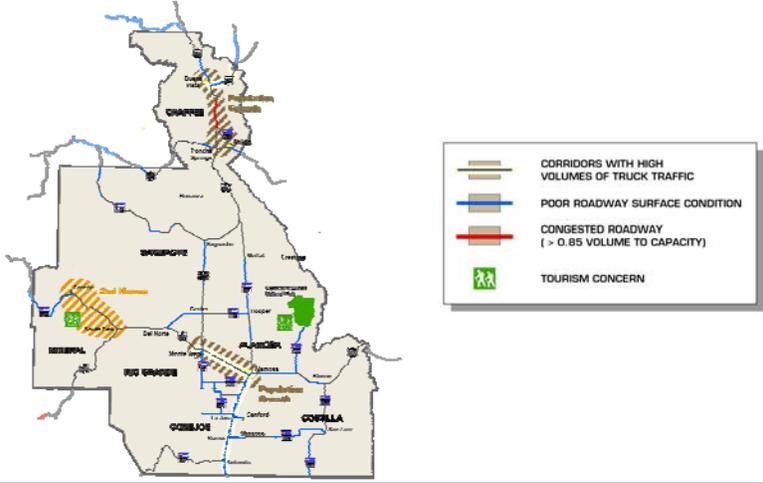


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San Luis Valley 2035 Transportation Plan
 Transportation Planning Region

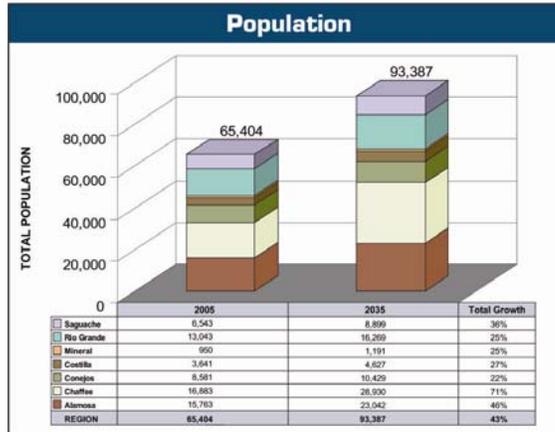
Key Issues & Emerging Trends



-  CORRIDORS WITH HIGH VOLUMES OF TRUCK TRAFFIC
-  POOR ROADWAY SURFACE CONDITION
-  CONGESTED ROADWAY (> 0.85 VOLUME TO CAPACITY)
-  TOURISM CONCERN

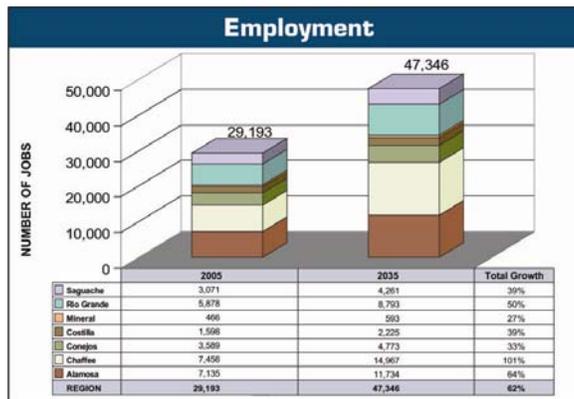
8

Growth – SLV Population

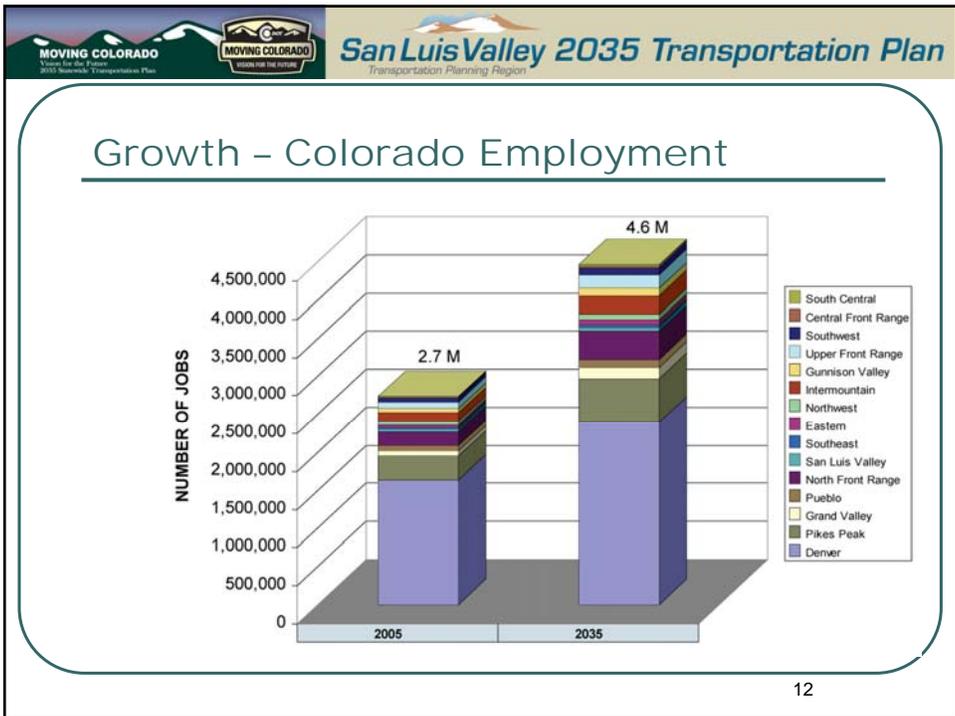
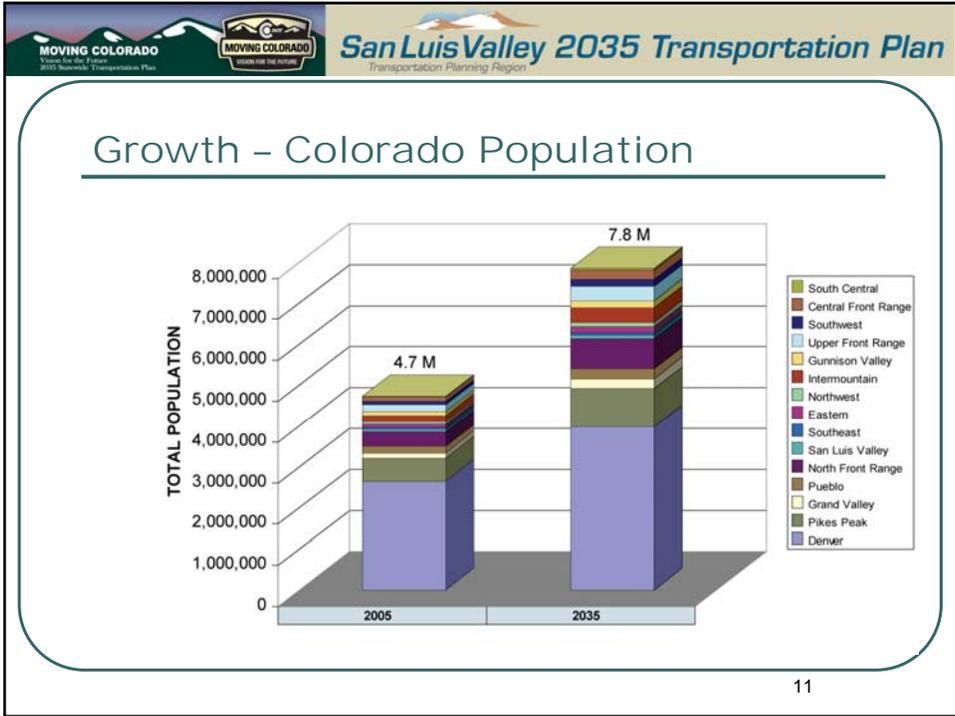


9

Growth – SLV Employment



10



MOVING COLORADO
Vision for the Future
2012 Statewide Transportation Plan

MOVING COLORADO
Vision for the Future

San Luis Valley 2035 Transportation Plan
Transportation Planning Region

Economic Drivers - Energy Development

The map displays the state of Colorado with various energy development icons. Oil derricks are scattered across the western and central regions. Gas wells are concentrated in the northern and central parts. Nuclear power plant symbols are located in the western and southern areas. Major cities and transportation routes are also marked.

13

MOVING COLORADO
Vision for the Future
2012 Statewide Transportation Plan

MOVING COLORADO
Vision for the Future

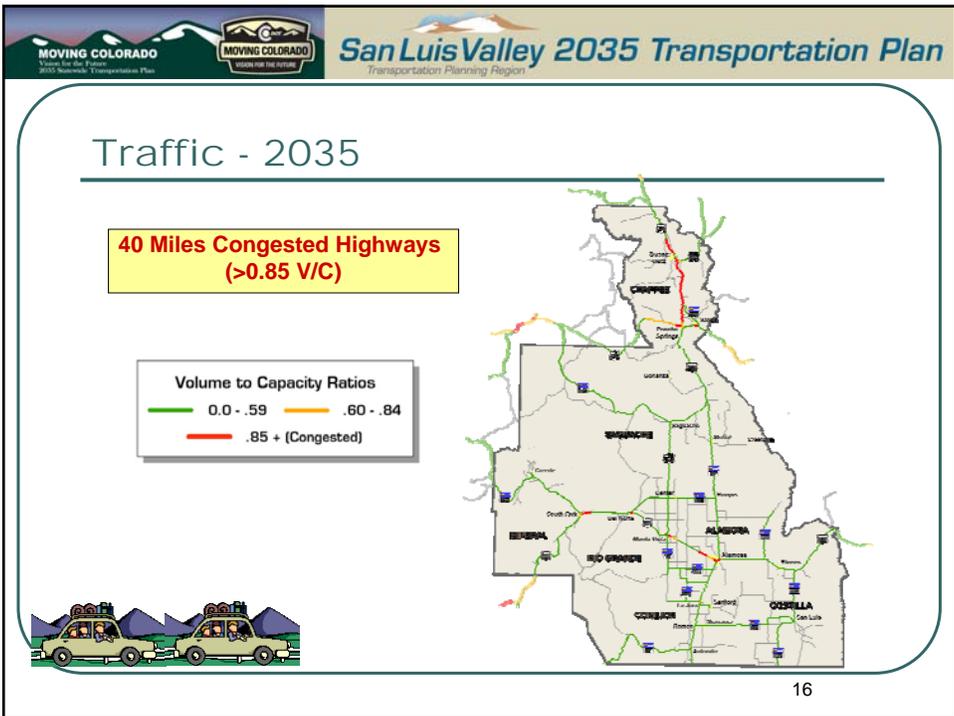
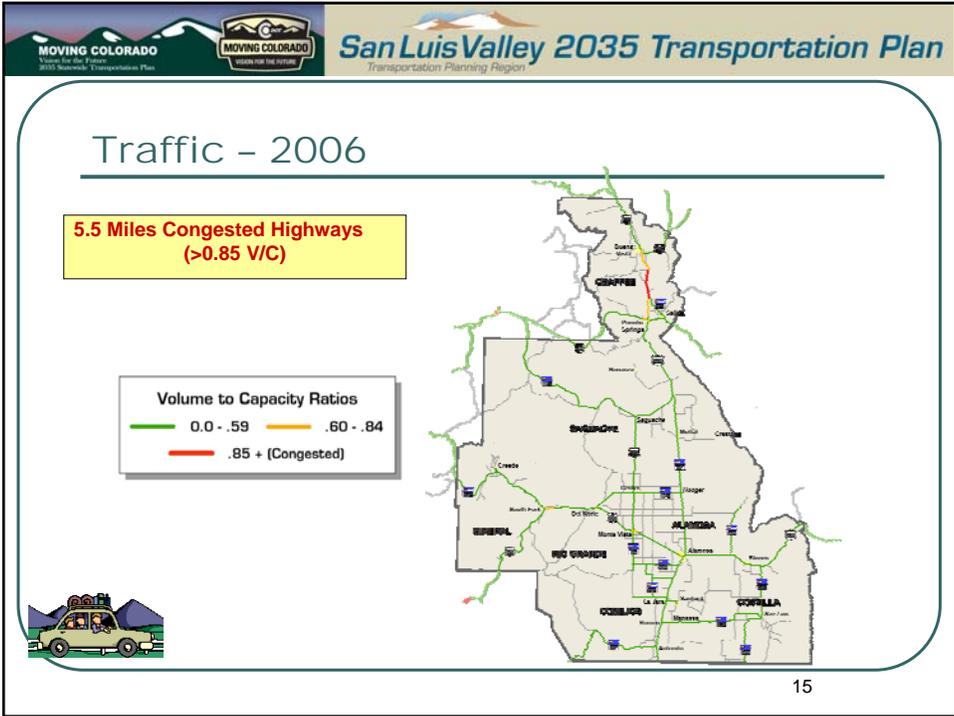
San Luis Valley 2035 Transportation Plan
Transportation Planning Region

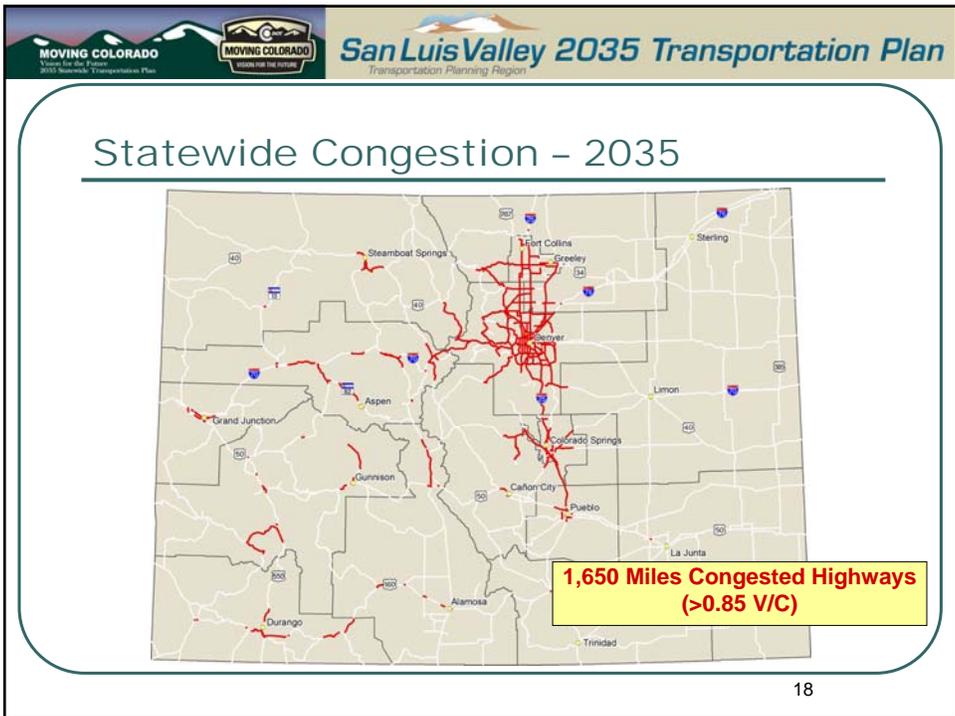
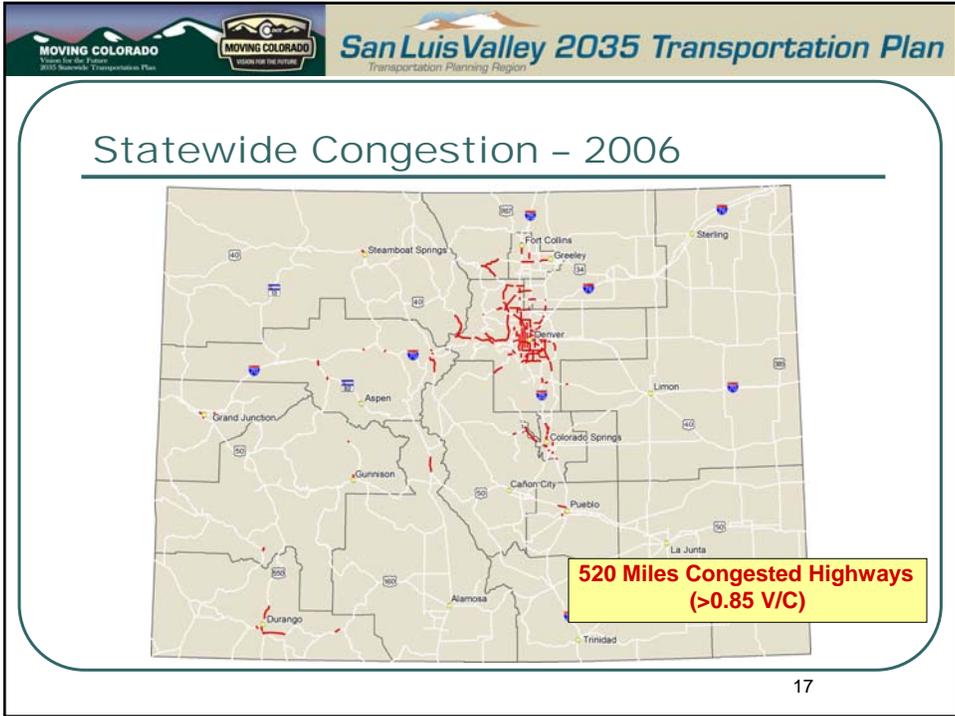
Economic Drivers - Tourism

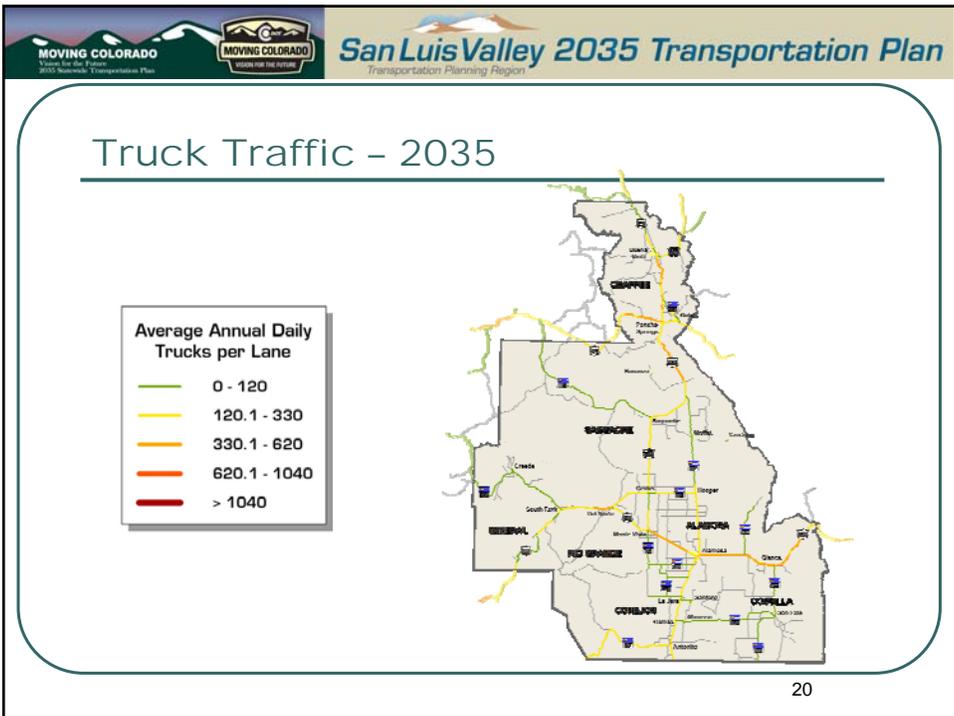
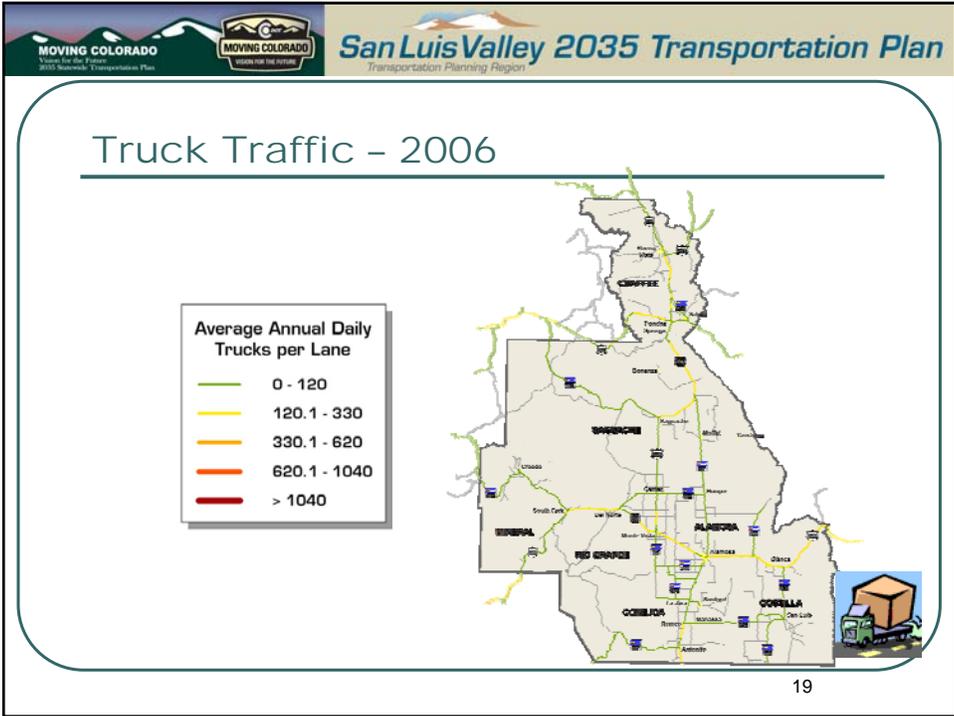
Travel Spending by Purpose of Trip
(TOTAL \$8.9 B)

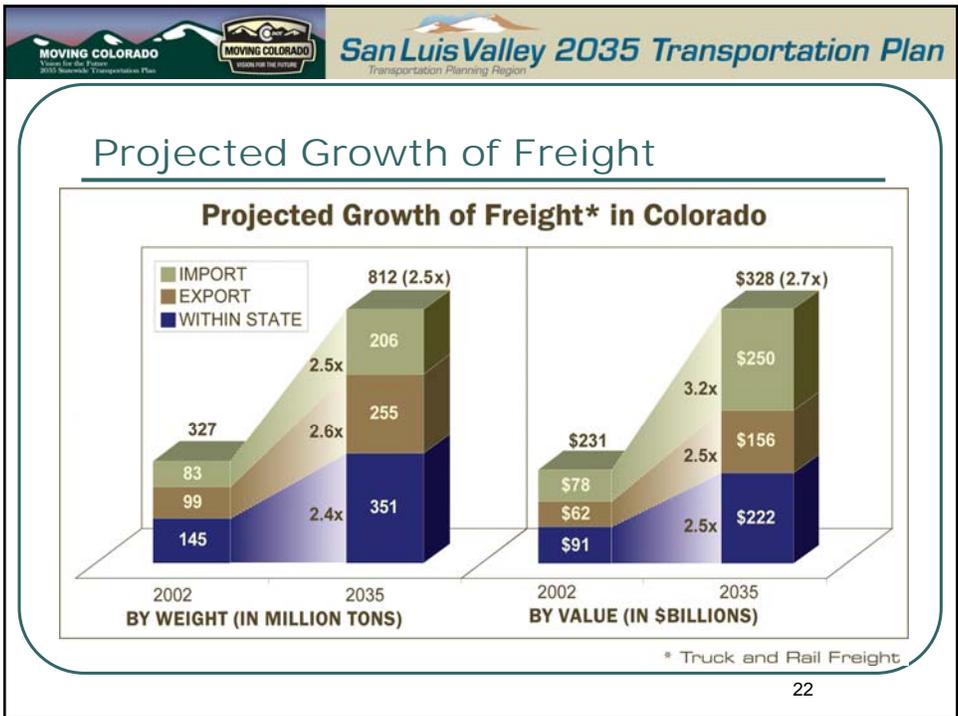
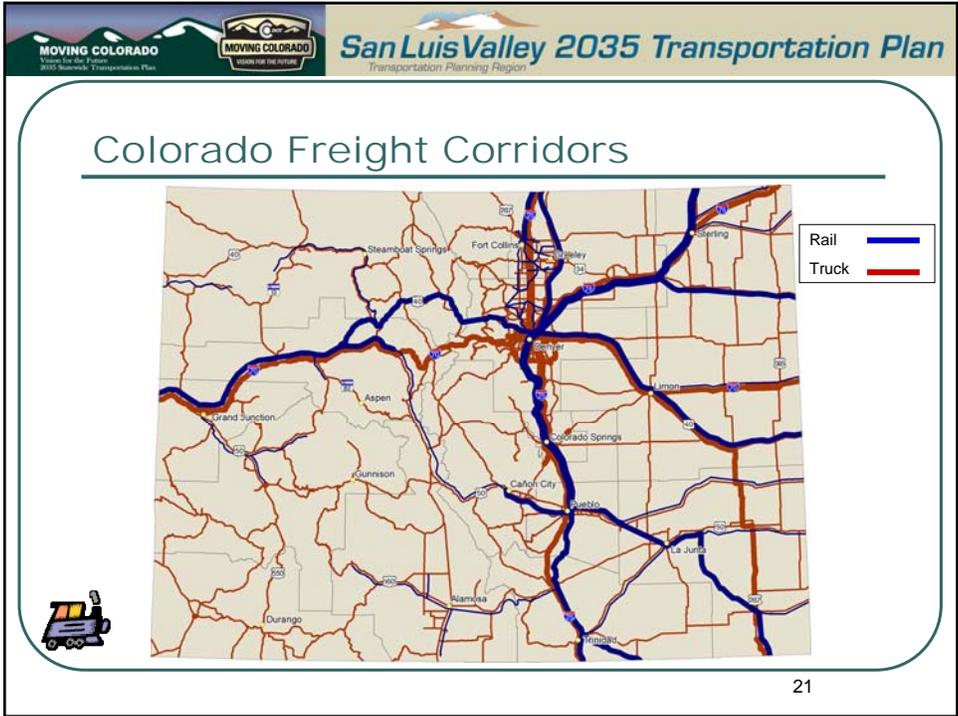
Purpose of Trip	Spending (Billion)	Percentage
Visit Friends/Relatives	\$2.5	28%
Other Pleasure	\$1.5	17%
Business	\$1.3	15%
Ski	\$1.4	16%
Outdoors	\$1.1	13%
Touring	\$1.0	11%

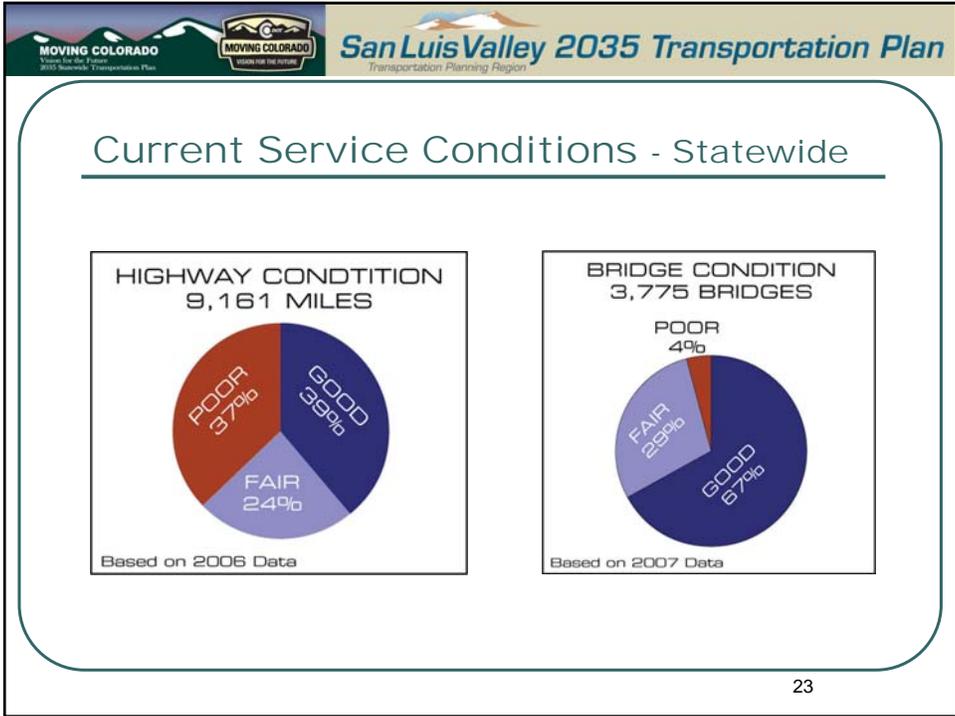
14











MOVING COLORADO
Vision for the Future
2012 Statewide Transportation Plan

MOVING COLORADO
VISION FOR THE FUTURE

San Luis Valley 2035 Transportation Plan
Transportation Planning Region

Transit Service Providers

Provider	Type Service	Fleet (2006)	Annual Ridership (2006)	Annual Budget(2006)
Blue Peaks Development Service, Inc.	Restricted Fixed Route and Demand Response	12 Minibus, 23 vans/sedans	126,908	\$149,703
Chaffee Shuttle	Demand-Response	3 buses	6,457	\$103,000
Northern Seniors, Inc	Demand-Response	3 vans	288	\$9,814
Red Willow Inc.	Demand-Response and medical trips	7 cars/sedan	18,228	\$318,213
San Luis Valley Comprehensive Community Mental	Demand-Response	6 vans	Not available	Not available
Tri-County Senior Citizens and Housing Inc.	Demand-Response	2 minibus	1,423	\$35,075
Valley Wide Health System	Demand-Response	3 vans	3,120	\$34,817
Veterans Transportation	Demand-Response	2 minivans, 1 sedan, 1 SUV	1,343	\$31,000

24

MOVING COLORADO Vision for the Future 2035 Statewide Transportation Plan

MOVING COLORADO Vision for the Future

San Luis Valley 2035 Transportation Plan
Transportation Planning Region

Transit Service Areas

PROVIDERS

- Alamosa Senior Citizens, Inc.
- Valley-Wide Health System
- Blue Peak Dev. Services
- Costilla County Senior Citizens
- Neighbor to Neighbor
- Northerners Senior Citizens
- SLV Mental Center
- Tri - County Senior Citizens
- Veterans Transportation

SERVICE TYPES

- Elderly / Disabled

25

MOVING COLORADO Vision for the Future 2035 Statewide Transportation Plan

MOVING COLORADO Vision for the Future

San Luis Valley 2035 Transportation Plan
Transportation Planning Region

Corridor Visions

MOVING COLORADO Vision for the Future 2035 Statewide Transportation Plan

INTRO STATEWIDE SYSTEM REGIONAL PLANS FEEDBACK & LINKS

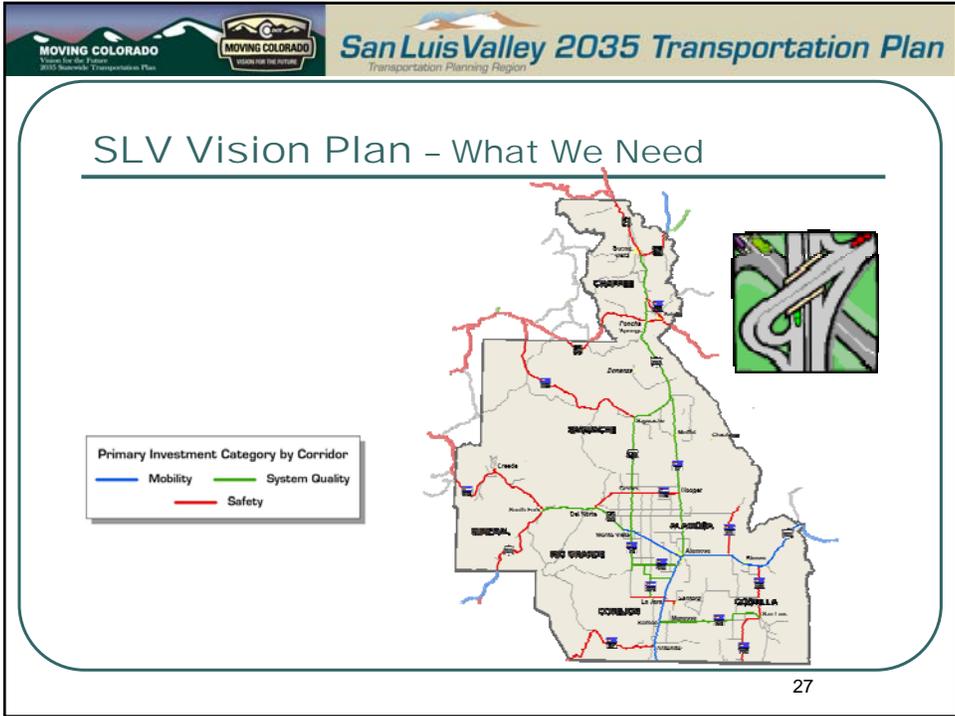
Statewide System

Colorado's Statewide System draws from the Transportation Commission's guidance on corridor visions and locally developed regional visions. The Statewide System of Corridor Visions balances local, regional and statewide transportation needs and becomes the basis for an integrated transportation vision for all of Colorado. The Corridors are specific geographic areas encompassing state highways, local roads, and any number of transportation modes such as transit, rail, air, bicycle/pedestrian and carpooling/vanpooling options, by expanding the visions beyond just the highway segments. These multi-modal "corridor visions" now form the backbone of the 2030 Statewide Transportation Plan.

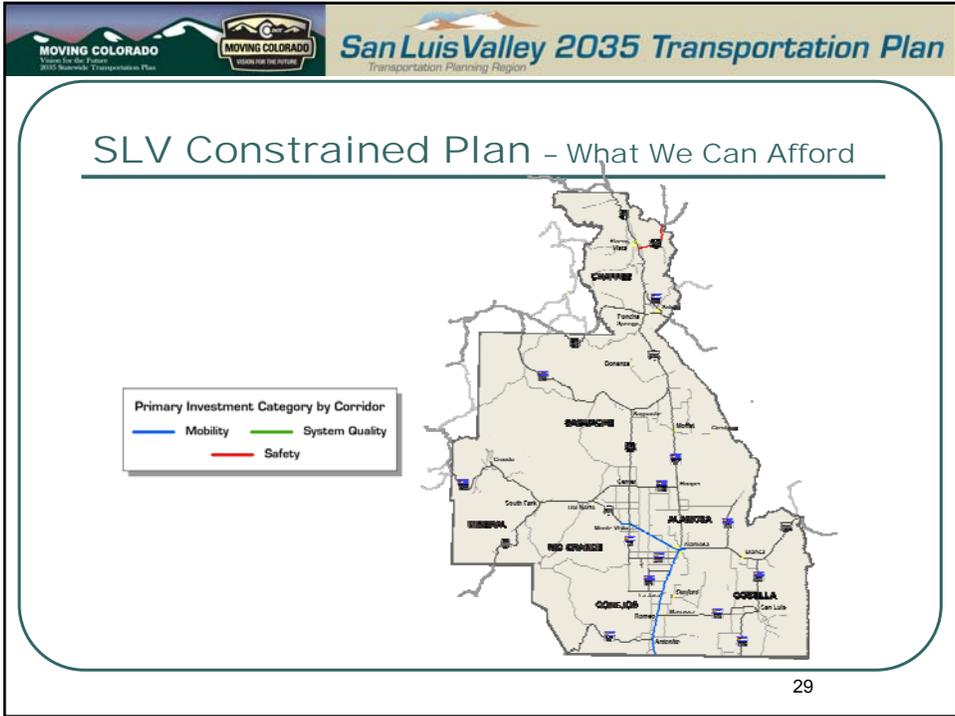
Crafted by local communities, transportation groups, Colorado Department of Transportation (CDOT) and other stakeholders from 15 Transportation Planning Regions across the state, these visions examine more

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26



Corridor	Description	Total Cost 2008 Dollars (\$000)			Primary Investment Category	Priority
		Highway	Transit	Aviation		
TR1	Region 5 Intersection Improvements	Not available			M/UT/SG	High
TR1	Region 5 Shoulder Improvements	Not available			System Quality	High
TR1	Region 5 Engineering Studies & Environmental Compliance	Not available			System Quality	High
TR1	Community Based Transit		\$59,318		Mobility	High
SH 150 A	Jct. US 160 west of Blanca to Sand Dunes National Park	\$39,235			Safety	High
US 50 A (a)	East of Bakula to Crested	\$105,070			Safety	High
US 50 A (b)	West of Poncha Springs to east Poncha Springs	\$47,088			Safety	High
US 285 B/C	US 160 in Monte Vista to Jct. US 24 south of Buena Vista	\$232,750		\$1,391	System Quality	High
US 285 A (H)	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)	\$30,433	\$10,545		Mobility	High
US 84 A (I)	Jct. US 285 (Johnson Village) to Jct. US 2-85 (Antero Junction)	\$64,900			Safety	High
US 160 A (a)	West of Monte Vista to east of Alamosa	\$47,947		\$1,871	Mobility	High
US 50 A (f)	Jct. SH 114 west of Parlin to west of Poncha Springs	\$133,399			Safety	Medium
US 24 A (f)	Granta to Jct. US 285 (Johnson Village)	\$7,315		\$11,495	Safety	Medium
US 160 A (d)	Jct. SH 150 (Blanca) to east of Alamosa	\$73,730			Mobility	Medium
US 160 A (d)	East of Alamosa to Jct. SH 150 (Blanca)	\$19,265			Mobility	Medium
US 160 A (g)	West of South Fork to east of Monte Vista	\$113,760		\$25,154	System Quality	Medium
US 160 A (i)	Jct. SH 84 to west of South Fork	\$133,890	\$3,829		Safety	Medium
SH 291 A	Jct. US 50 Bend to Jct. US 285	\$27,630		\$10,058	Safety	Medium
SH 17 B	Jct. US 160 (Alamosa) to Jct. US 285 S. (Vile Grove)	\$142,970			System Quality	Medium
SH 17 A	CO/NM State line to Jct. 285 (Antero)	\$141,379			Safety	Medium
SH 159 A	CO/NM State line to Jct. US 160 (Fort Garland)	\$29,399			Safety	Medium
SH 149 A	Jct. US 160 (South Fork) to Mineral/Hinckley County line	\$154,990		\$4,264	Safety	Medium
SH 112 A (i)	Jct. US 285 to Jct. SH 17 (Hesper)	\$29,265			Safety	Medium
SH 112 A (j)	Jct. US 160 (Del Norte) to Jct. US 285	\$39,000			Safety	Medium
SH 15 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 (Seguache)	\$170,840			Safety	Low
SH 369 A	Jct. SH 370 to Jct. US 285 (Estrella)	\$19,625			System Quality	Low
SH 15 A	US 160 to Conejo CO. Line	\$37,972			Safety	Low
SH 142 A	US 160 to Conejo 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 (Antero)	\$141,379			System Quality	Low
Sub-Total		\$2,503,848	\$73,692	\$89,532		
TOTAL			\$2,661,573			



MOVING COLORADO
Vision for the Future
2017 Regional Transportation Plan

MOVING COLORADO
VISION FOR THE FUTURE

San Luis Valley 2035 Transportation Plan
Transportation Planning Region

SLV Constrained Plan - What We Can Afford

Corridor	Description	Primary Investment Category	RPP%	2035 Constrained Total (\$000)			
				Highway	Transit	Aviation	Total
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%		\$28,569*		\$28,569*
SH 112 A	Jct. US 285 to Jct. SH 17 (Hooper)	Safety				\$500	\$500
SH 149 A	Jct. US 160 (South Fork) to Mineral/Hinsdale County line	Safety				\$500	\$500
SH 291 A	Jct. US 50 Salda 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		\$5,750	\$8,764
US 285 A (i)	CD/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		\$17,500	\$22,522
Total			100%	\$24,865	\$28,569	\$43,000	\$67,865

Source: URS and LSC 2007

30

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2012 Statewide Transportation Plan

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San Luis Valley 2035 Transportation Plan
Transportation Planning Region

SLV Midterm Implementation Strategies – Focus For Next 10 Years

- SH 150
- US 50
- US 160
- US 285

31

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2012 Statewide Transportation Plan

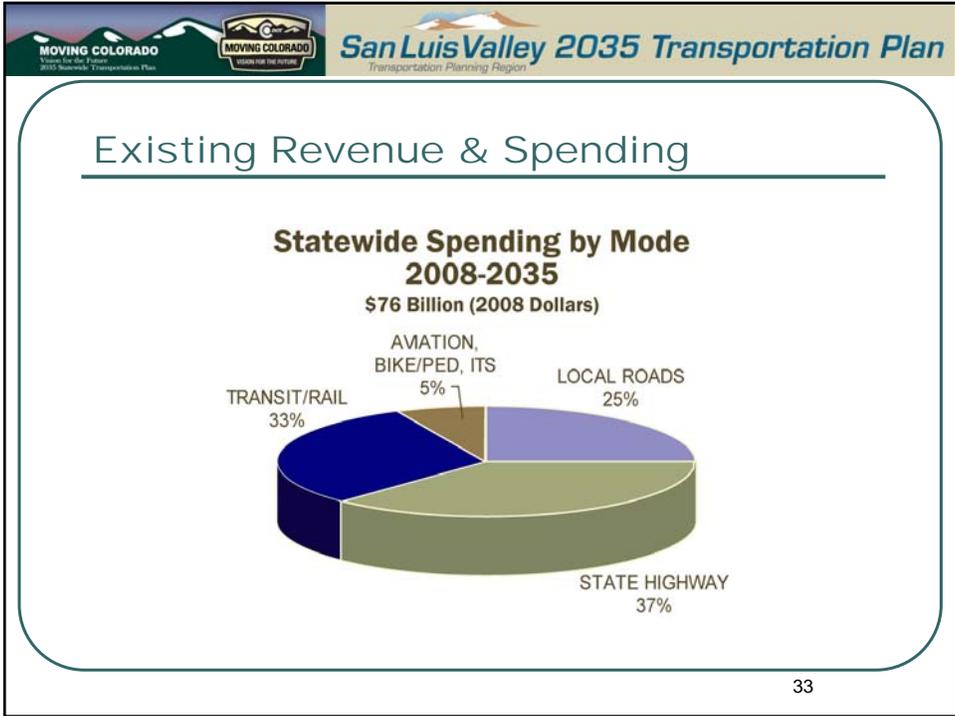
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VISION FOR THE FUTURE

San Luis Valley 2035 Transportation Plan
Transportation Planning Region

Midterm Implementation Strategies – San Luis Valley

Corridor	Major Issues	Potential Strategies for Implementation
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

32



MOVING COLORADO
Vision for the Future
2012 Statewide Transportation Plan

MOVING COLORADO
VISION FOR THE FUTURE

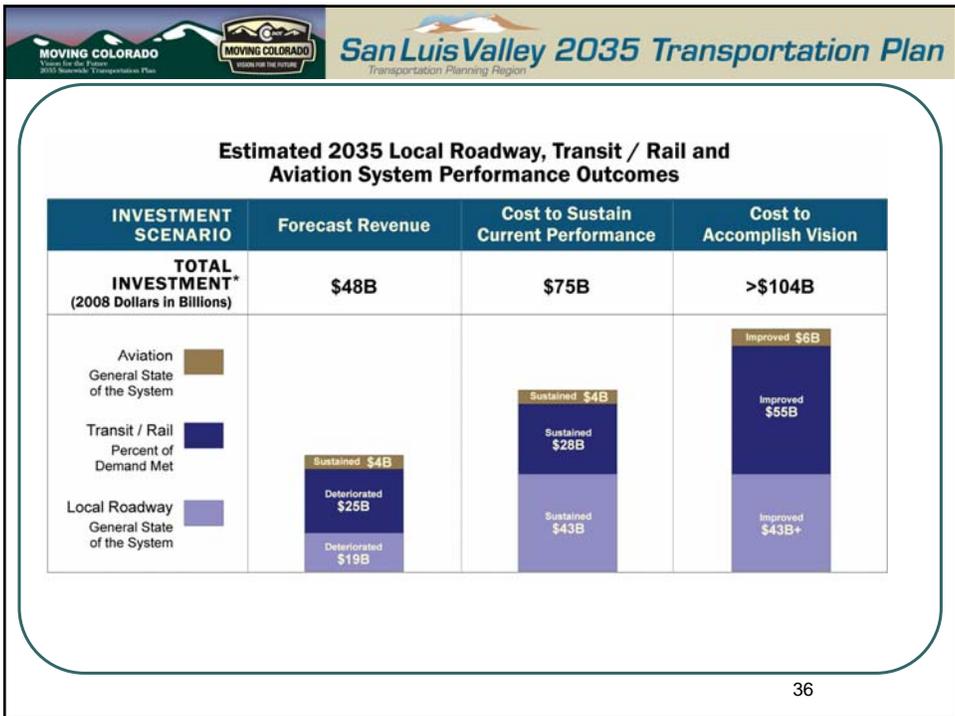
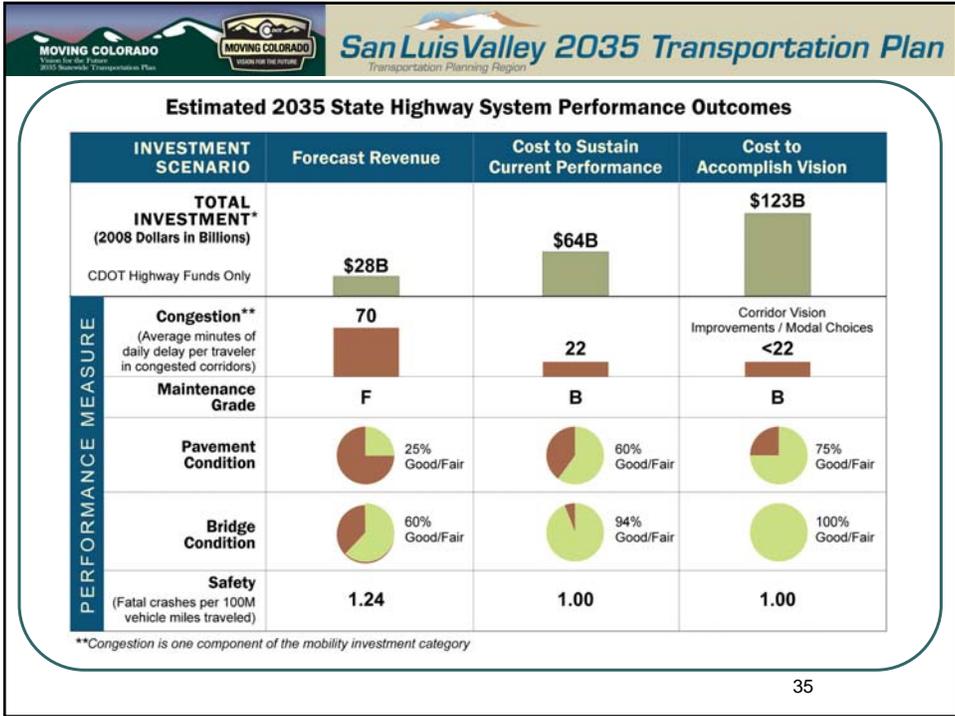
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Transportation Planning Region

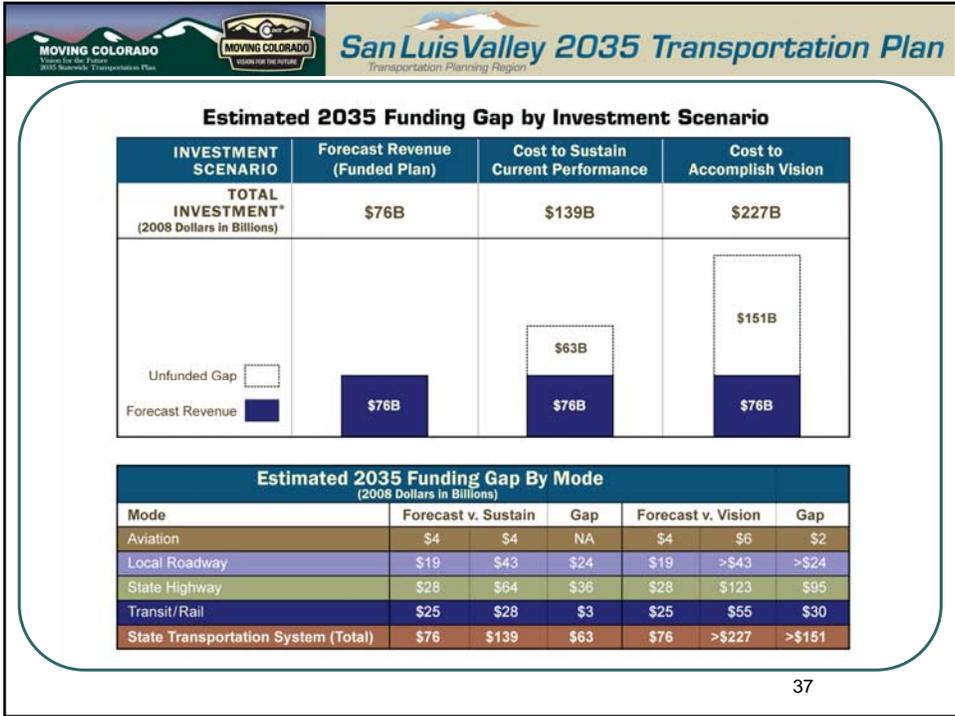
Statewide System Performance

Total Plan Costs 2008-2035

INVESTMENT SCENARIO	Forecast Revenue	Cost to Sustain Current Performance	Cost to Accomplish Vision
TOTAL INVESTMENT* (2008 Dollars in Billions)	\$76B	\$139B	\$227B

34





What Will the Future Be?

With Existing or Anticipated Funding	With Additional Funding
<ul style="list-style-type: none"> • Reduction in services • Deterioration of existing conditions • Longer delay sitting in traffic • Local roadways and transit/rail systems deteriorate • Focus on most critical programs, corridors and/or lower standards • Trade-offs could establish priority roadways 	<ul style="list-style-type: none"> • Maintain or improve existing system • Maintain existing conditions • No increase over today's traffic delay • Sustain local roadways, transit/rail and aviation systems • Take steps toward Colorado's Transportation Vision • Support Colorado's economic vitality with an efficient transportation system

38





Current Revenue Projections \$76 Billion

- General decline in all system performance measures
 - Travel Delay
 - Congestion
 - Highway Surface Condition
 - Bridge Condition
 - Overall Maintenance
 - Transit Service



FORECAST REVENUE
 2035 PERFORMANCE
 POOR FAIR GOOD
 \$76 BILLION FUNDING LEVEL

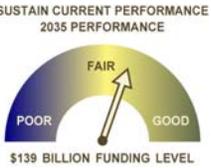
39





Sustain Current Performance \$139 Billion

- Maintains current levels of performance, even with projected growth in population and travel demand



SUSTAIN CURRENT PERFORMANCE
 2035 PERFORMANCE
 POOR FAIR GOOD
 \$139 BILLION FUNDING LEVEL

40



San Luis Valley 2035 Transportation Plan
 Transportation Planning Region

Accomplish the Vision \$227 Billion

- Implements priorities in Vision Plan
 - Improved maintenance levels
 - Shoulders
 - Intersection improvements
 - Adding capacity to highways
 - Better transit service

ACCOMPLISH VISION
2035 PERFORMANCE



POOR FAIR GOOD

\$227 BILLION FUNDING LEVEL

41



San Luis Valley 2035 Transportation Plan
 Transportation Planning Region

Questions and Discussion

- Comment forms on table
 - Regional Plan by Nov 16
 - Statewide Plan by Jan 4
- 2035 Plan on Interactive CD
- RPC to Adopt Regional Plan by Jan. 31
- Email: 2035TransportationPlan@urscorp.com
- Statewide & Regional Plan online:
<http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp>

42

Public Comments

A comment was received concerning wildlife linkages over two specific corridors in the region and suggesting the inclusion of the related strategy for wildlife mitigation measures.

The strategy is in the plan for both of the named corridors.

A written comment requested a joint Rio Grande County and CDOT effort to accelerate the widening and improvements of the intersection of US 160 and CR 19. The comment mentioned traffic flow along US 160/ US 285 between Monte Vista and Alamosa and stated a preference for 4-lanes instead of the recently constructed passing/turn lanes and intersection improvements. It also included comments about CDOT not paying gasoline taxes (which funds road maintenance), yet CDOT trucks contribute to road damage (as all large trucks do) more than cars do.

Insert CDOT response here.

Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC in early 2008.