San Luis Valley Regional Planning Commission

November 1, 2004

SAN LUIS VALLEY
2030 Regional
Transportation Plan

TRANSPORTATION CONSULTANTS, INC.

URS

Ostrander Consulting, Inc.

TABLE OF CONTENTS

EXHIBITS

LIST OF APPENDIXES

Published separately

RESOLUTION OF ADOPTION

SAN LUIS VALLEY REGIONAL PLANNING COMMISISON

WHEREAS, the State of Colorado has established procedures in Title 43-1-1103 C.R.S. for the completion of regional transportation plans and transit elements as a component of the statewide transportation planning process; and,

WHEREAS, the San Luis Valley Transportation Planning Region has been established pursuant to rules promulgated by the Transportation Commission Colorado at 2 CCR 604-2; and,

WHEREAS, the San Luis Valley Regional Planning Commission has been established pursuant to Title 30-28-105 C.R.S. as the planning commission with authority to complete the regional transportation plan and transit element; and,

WHEREAS, the San Luis Valley 2030 Regional Transportation Plan and Transit element dated November 1, 2004 has been completed under the authority of the San Luis Valley Regional Planning Commission pursuant to the "Regional Transportation Planning Guidebook" and "Transit Element Guidelines" published by the Colorado Department of Transportation and meets all the requirements therein;

THEREFORE, be it resolved that the San Luis Valley Regional Planning Commission does hereby adopt the San Luis Valley 2030 Regional Transportation Plan and Transit Element dated November 1, 2004 as it's official plan to guide transportation development until superceded by a subsequent updated or amended plan; and,

THEREFORE, be it resolved that the San Luis Valley Regional Planning Commission does hereby submit said plan to the Colorado Department of Transportation.

_____ Date _____

Vern Rominger, Chairman

San Luis Valley Regional Planning Commission

I - THE SAN LUIS VALLEY TRANSPORTATION PLANNING REGION

INTRODUCTION

The San Luis Valley 2030 Regional Transportation Plan ("the Plan") has been prepared as part of the Colorado Department of Transportation's (CDOT) regional and statewide transportation planning process. The San Luis Valley Transportation Planning Region (TPR) is one of 15 TPRs comprising the entire State of Colorado. The San Luis Valley TPR consists of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties.

The planning process considers all modes of transportation and has been instrumental in developing not only long range plans, but dialogue between representatives of the TPR, local officials, the public, and CDOT. The plan addresses the planning period from 2005 to 2030. Its purpose is to develop an understanding of the long-term transportation needs of the region and to identify priorities for funding. This has not been a simple task. The needs are diverse and extensive, while available funding is generally understood as inadequate. Therefore, tough choices have necessarily been made regarding the level of improvements that might be reasonably expected – and on what facilities.

It is the belief of the San Luis Valley Regional Planning Commission that this plan best represents the needs of the TPR within the context of stringent financial constraints. The Plan also takes a new approach for the TPR in that, rather than a simple project-based plan that attempts to identify specific improvements at specific locations, it develops a corridor-based approach. The Plan identifies multimodal corridors that may contain a highway, transit providers and service areas, airports, railroads, and bicycle/pedestrian facilities. The region's people, goods and services move on these modes and are critical to its economic well-being and the general quality of life, not only for this region, but also for the state as a whole.

The plan is also unique in that two previously distinct planning processes have been brought together for the first time. Until now, a Regional Transportation Plan formed the basis for (primarily) state highway funding, while the separate Transit Development Program (TDP) was used to establish short- and mid-term needs for public transportation providers. The current planning process dispenses with the TDP in favor of the new ***Transit Element***, containing both short- and long-term public transportation needs. The ***Transit Element*** process, while focused on public transportation needs, is an integral component of the 2030 transportation plan. While published under separate cover, key sections have been summarized and incorporated in this document. This plan may be down loaded from the Internet at

http://www.dot.state.co.us/StatewidePlanning/PlansStudies/2030DraftRTP.htm.

A grant from CDOT made it possible for the RPC to engage a team of consultants to assist with the plan. URS Corporation provided professional services for the regional transportation plan and LSC Transportation Consultants, Inc., with Ostrander Consulting, Inc., provided professional services for the ***2030 Transit Element***.

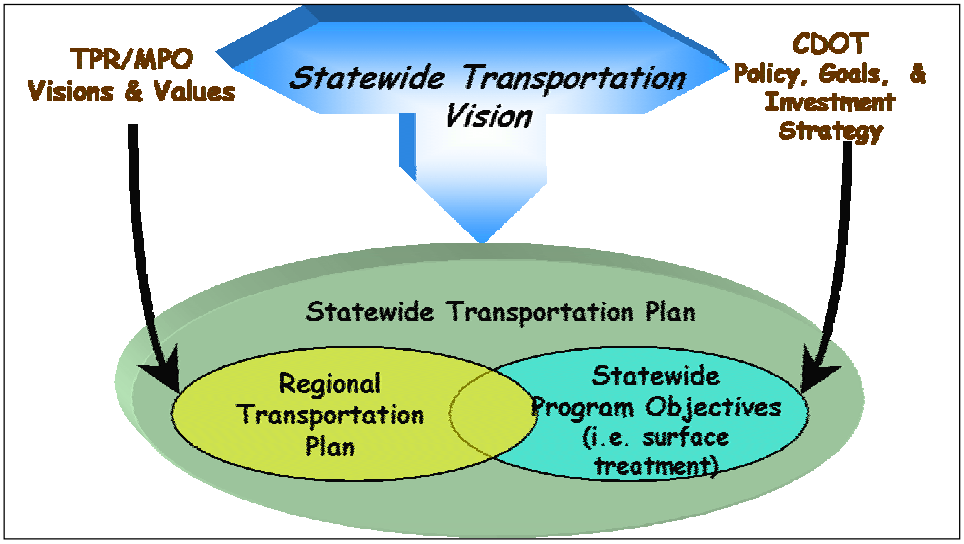
The following map shows the San Luis Valley TPR planning area.

Map 1 - Study Area

THE TRANSPORTATION PLANNING PROCESS

The regional transportation plan is based on a combination of the TPR's Vision and Values with CDOT's stated policies, goals, and investment strategies. The plan incorporates the statewide transportation vision as expressed by CDOT. Together with statewide surface treatment, safety, mobility, maintenance, and bridge rehabilitation and replacement programs, the entire state's needs are encompassed within the Statewide Transportation Plan. In other words, the Statewide Transportation Plan is the summation of needs at the regional and statewide levels.

Figure 1 - Transportation Planning Process



The Plan consists of the following steps, which form the chapters of the Plan:

1. Establishing the Transportation Planning Region and the Regional Planning Commission
2. Public Participation Process
3. Regional Vision, Goals, and Strategies
4. Inventory of the Existing Transportation System
5. Socioeconomic and Environmental Profile
6. Mobility Demand Analysis
7. Alternatives Analysis
8. Preferred Transportation Plan
9. Prioritization Process
10. Financially Constrained Plan

Consistency with State and Federal Requirements

This plan has been completed in response to state and federal requirements to adopt a current long-range transportation plan. The planning process is based primarily on TEA-21, Title 43 Colorado Revised Statutes, ***Colorado's Statewide and Regional Transportation Planning Process Rules and Regulations***, the ***Regional Planning Guidebook***, and the ***Transit Element Guidelines***.

Other sources of guidance included the ***Colorado Statewide Planning Public Involvement Guidelines***, Environmental Justice guidance issued by CDOT and the FHWA, CDOT's ***Corridor Optimization Guidelines***, the ***State of Colorado Access Code***, Federal guidance on ***Limited English Proficiency***, and other appropriate documents.

This plan meets all regulatory and statutory requirements with respect to public involvement and review, subject matter covered, projected timeline, and other items as required.

FHWA Participation

This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.

THE REGIONAL PLANNING COMMISSION

The San Luis Valley Regional Planning Commission (RPC) was established by memorandum of agreement to include a representative from each county and each incorporated municipality within the TPR. The RPC has the responsibility to carry out the regional planning process and adopt the plan. The RPC met regularly throughout 2003 and 2004 to oversee the plan.

Table 1 - Regional Planning Commission

San Luis Valley Regional Planning Commission		
Vern Rominger	RPC Chairman	Rio Grande County
James Thompson	RPC Vice Chairman	Chaffee County
Robert Bagwell	Commissioner	Conejos County
Charlotte Bobicki	Commissioner	Alamosa County
Edward Vigil	Commissioner	Costilla County
Karl Kolisch	Commissioner	Mineral County
Mike Oliver	Commissioner	Saguache County
John Apodaca	Mayor	San Luis
Gene Chrisman	Mayor	Hooper
Jim Campbell	Mayor	Moffatt
Richard Cormier	Mayor	Manassa
Ralph Coscarella	Mayor	Salida
Michael Hackett	Manager	Alamosa
Kizzen Laki	Mayor	Crestone
Rafael Gallegos	Mayor	Antonito
Donnie Martinez	Mayor	Romeo
Phillip Martinez	Mayor	Center
Richard “Kim” Miller	Mayor	Sanford
B.J. Myers	Mayor	Creede
Charlie Oliver	Mayor	South Fork
Elvie Samora	Mayor	Saguache
Sharyle Solis	Mayor	Buena Vista
Myrrl Smith	Mayor	Blanca
Jim Steelman	Mayor	Del Norte
Mark Thonhoff	Mayor	Poncha Springs
Austin Valdez	Mayor	La Jara
Jim Whitney	Mayor	Monte Vista
Richard Williams	Mayor	Bonanza

TRANSIT ADVISORY COMMITTEE

The Transit Advisory Committee (TAC) was established to provide technical guidance during the development of the ***Transit Element***. The TAC also met regularly throughout 2003 and 2004 to oversee transit planning. Members included transit providers, elected officials, technical staff and the general public.

The TAC met three times throughout the planning process. The first meeting on April 29, 2003 consisted of a kick-off for the ***Transit Element*** process. The second occurred as a joint meeting with the regional planning commission on May 21, 2003, and a public hearing to adopt the Interim ***Transit Element*** was held on May 30, 2003 in Alamosa.

Table 2 - Transit Advisory Committee

San Luis Valley Transit Advisory Committee		
Charlotte Bobicki	Commissioner	Alamosa County
Jean Davey	Tri County	Saguache
Mary Catalano	Alamosa OLTC	Alamosa
George S. Garcia	Blue Peaks Developmental Services, Inc.	Alamosa
Lonnie Rogers	Mineral County	Creede
Carole Steele	Red Willow, Inc.	Alamosa
Ruby Romero	Northerner Seniors	La Jara
Bill Baker	Red Willow Senior Citizens	Alamosa
Maryann Martinez	Little Stinkers Taxi Cab Service	Alamosa
Donald Salazar	Colorado Division of Vocational Rehab	Alamosa
John Stump	San Luis Valley Development Resources	Alamosa
Freddie Jaquez	Rocky Mountain SER	Alamosa
Pattie Van Gieson	Tri-County Senior Citizens	Monte Vista
Mary Baumfalk	Tri-County Senior Citizens	Monte Vista
Carol Refior	Tri County Senior Citizens	Monte Vista
Jack Refior	Tri-County Senior Citizens	Monte Vista
Kim Canty	Alamosa County Nursing	Alamosa
Earl Davey	Tri-County Senior Citizens	Monte Vista
Rev. David C. Kerry	Tri County Senior Citizens	Monte Vista
Michael Hackett	City Manager	Alamosa
Vern Rominger	Rio Grande County Commissioner	Del Norte
Doug Davie	Rio Grande County Commissioner	Del Norte
Frank Muniz	Veterans Affairs	Alamosa
Connie Martin	Valleywide Health Services	Alamosa
Gwen Heller	SLV Medical PC	Alamosa
Lois Booth	Hospice del Valle	Alamosa
Brad Wilcox	SLV Comprehensive Comm. Mental Health Ctr.	Alamosa
Judy McNeal Smith	SLV Comprehensive Comm. Mental Health Ctr.	Alamosa
RuthAnn Woods	V.P., Trinidad State Junior College	Alamosa
Frank Sanchez	V.P., Student Affairs, Adams State College	Alamosa
Herman Martinez	Head Start	Conejos
Josie Chacon	Casa De Oro Adult Day Care	La Jara
Cynthia Bostic	Colorado State Veterans Center	Monte Vista
Judy Gifford	Conejos County Long Term Care Unit	La Jara
Barbara Fransen	Evergreen Nursing Home	Alamosa
Lori Taylor	Mountain Meadows Nursing Center	Monte Vista
Mindy Montague	San Juan Care Center	Del Norte
Doreen Medina	San Luis Assisted Living Center	Alamosa
Scott Graber	Volunteer Connections of SLV	Alamosa

II - PUBLIC PARTICIPATION

The public involvement process provides for communication among all interested parties through public meetings, newsletters, and project updates. It is *the* essential element in facilitating cooperation and consensus building. This planning process sought to involve all interested parties at key points in the visioning, identification of issues, and drafting of the plan.

The consultant team developed a comprehensive mailing list of local agencies, interest groups, modal representatives and citizens with an interest in the plan. A series of three public meetings, as recommended by CDOT in the recent update to the ***Guidelines for the Public Involvement in Statewide Transportation Planning and Programming***, were held in the TPR at the plan visioning, draft and final stages.

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **Environmental Justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **Environmental Justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process. The plan used a Geographic Information System to identify areas of concern based on these principles. Every attempt was made to involve those neighborhoods and/or groups in the planning process.

DOLA OUTREACH PROGRAM

John Stump, Director of Transportation Services for the San Luis Valley Development Resources Group with assistance from the Department of Local Affairs and CDOT, held Community Outreach meetings in each community in the TPR with fewer than 5,000 residents. URS provided supporting information and documentation for this outreach program. The presentation included an overview of the CDOT planning process, data about the transportation system, and opportunity to identify specific issues or ideas about transportation in the surrounding area. The meetings were widely regarded as successful and informative. Residents of the smaller communities were appreciative of the chance to voice their concerns and have them included in the long-range plan. Approximately 94 people total attended these meetings.

Table 3 - DOLA Outreach Meetings

DOLA Community Outreach Meetings	
Community	**Date**
• Antonito	August 6, 2003
• Blanca, Costilla County, San Luis	August 12, 2003
• La Jara, Manassa, Romeo, Sanford	September 3, 2003
• Bonanza, Crestone, Hooper, Moffat	September 4, 2003
• Center, Saguache	September 17, 2003
• Creede, Mineral County	September 18, 2003
• South Fork	September 18, 2003
• Del Norte, Monte Vista	October 21, 2003
• Buena Vista, Poncha Springs	October 23, 2003

Comments received have been incorporated in this report in several ways:

- Issues and concerns incorporated in the Regional Vision, Values and Goals as well as the Corridor Visions
- Recommendations were included as existing or new projects, if appropriate, in the representative projects portion of the corridor visions
- Concerns considered short-term and not appropriate for this long-range plan, such as maintenance or signing issues, were addressed directly by CDOT

A series of memos incorporating all comments received and contact lists have been included in the Appendix, published separately with other supporting documentation. CDOT staff prepared a record of each meeting and provided the notes, along with CDOT responses to action and information requests to meeting attendees.

OPEN HOUSE #1

Two Public Meeting/Open House events were held for the San Luis Valley TPR on September 4, 2003 to gather input from the general public and others on general transportation-related issues. The first was held in Salida from 12:00 noon to 1:30 p.m. at the Chaffee County Courthouse. The second was held from 5:00 p.m. to 8:00 p.m. at the Trinidad State Junior College Student Center. A series of displays providing background on the planning process, transportation system inventory, and demographic information was available for members of the general public to view. The presented information provided the basis for discussions with consultant staff and CDOT regarding long-range transportation issues for the TPR.

Approximately 180 invitations were direct mailed to persons who expressed an interest in transportation planning or by reason of job affiliation with a local government. The event was also advertised in the newspaper. Approximately 10 persons attended in Salida and 25 in Alamosa.

Meeting attendees were asked to write their comments on the available comment sheets and leave them with consultant staff for analysis. In addition, people were encouraged to make specific comments about the displays and post them directly on the display boards and maps. 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, CDOT and DOLA Outreach Meetings

form the basis for developing transportation development alternatives for further analysis and have been incorporated into the 2030 Regional Transportation Plan wherever appropriate

Comments

Highway Improvements – Mobility

- US 160 and US 285 are major interregional corridors and must be designed and reconstructed to meet current and future travel needs.
- Rather than build 4-lanes, passing lanes at periodic intervals between Alamosa and Monte Vista would be helpful and improve safety.
- US 24 in Chaffee County continues to see volume growth from interregional traffic traveling to western Colorado. Passing lanes and other improvements are needed now, with capacity improvements likely needed in the future.
- Congestion on US 160 west of downtown Alamosa must be addressed.
- Need a truck or bypass route around Alamosa. Bypasses at Monte Vista and Del Norte were also mentioned.

Highway Improvements – General

- CR 15 from South Fork to Del Norte has growing traffic volumes and is now serving as a major collector.
- We should plan for automated highways, driverless busses, or other Intelligent Transportation System (ITS) improvements on major corridors.
- Intersection of US 285 and US 160 in Alamosa is frequently backed up for long distances to the south.
- The intersection of US 50 and US 285 is confusing and dangerous and should be redesigned.

Safety

- The high volume of traffic in downtown Alamosa makes it difficult to safely exit your car.
- The intersection of US 160 and SH 17 is dangerous, particularly for trucks, and promised improvements have not been forthcoming. *(improvements to this intersection have subsequently been made by CDOT)*
- Intersection of CR 106 and US 160 is very dangerous and needs turn lanes. The road is heavily used by commuters and trucks. Economic development is hindered by the safety concerns. Traffic signals are still needed at US 160 @ Victoria Ave. *(improvements to this intersection have subsequently been made by CDOT)*
- Other intersections on CR 106 south of US 160 are dangerous and in need of improvements – especially at the Coop Road 8 miles south.
- The traffic signal at US 160 and San Juan should be moved to Ross Ave.
- Left turn lanes needed off US 160 west of downtown.
- Safe pedestrian crossings are needed adjacent to Alamosa State College on 1st Street.
- Adequate signage for cross streets and intersections on US 160 between Alamosa and Monte Vista would improve safety conditions.

Transit

- The many elderly and otherwise challenged people in the area would benefit from increased transit service, especially to shopping areas west of town and downtown. It would be helpful if family members could ride with wheel chair travelers on the transit vans.
- The Valley would benefit from re-instituting effective passenger and freight rail service.
- Monorail by the river in Alamosa would benefit tourism.

Bicycle/Pedestrian

- Bicycle lanes are needed on heavily traveled routes in Alamosa and on regional highways.
- Pedestrian overpasses are needed at the most heavily traveled intersections in Alamosa and near the College.

Recreation

- The newly redesignated Great Sand Dunes National Park and Reserve currently has 300,000 annual visitors. Gateway communities like Alamosa and Blanca should be developed to serve growing demand. Light Rail Transit, linking Ft. Garland and the Alamosa Wildlife Refuge, should be considered as a way of providing access and limiting the number of vehicles in the Park.
- Many Front Range residents travel to the area for recreational opportunities.

Demographic

- The State Demographer's projections for growth in the Valley have been downgraded as of the July 2003 release.
- Many so-called "out of state residents" live here part time, only contribute marginally to the resource base, yet require basic infrastructure support like transportation improvements.
- With the declining economy, poverty rates may be understated in the Census data. However, the locally low cost of living serves to balance low income levels as compared to urban standards.

Environment

- Several junkyards in view of US 160 (Silver Thread Scenic Byway) near South Fork degrade the valued scenic view corridors.
- Alamosa is subject to periodic air/temperature inversions with associated increased levels of PM10.

General

- Many local residents feel that rural areas of the state have not gotten their fair share of transportation funds and that the system, which belongs to everyone, is suffering.
- Land use and zoning controls, while the responsibility of local governments, should be supported by the long range plan.
- Residents desire a better economic situation, not necessarily new permanent residents.
- The very limited air service to the Alamosa airport is unaffordable.
- Bridge access across the Rio Grande River west of Alamosa is limited. New bridges needed.

OPEN HOUSE #2

A second public open house was held in two locations on March 30, 2004. to review the draft preferred plan. The first occurred at the Chaffee County Courthouse in Salida from 12:00 – 2:00 p.m. The second was held at Trinidad State Junior College in Alamosa from 5:00 – 7:00 p.m. A series of displays providing background on the planning process, the corridor visions, and preferred plan priorities was available for members of the general public and local government staff representatives to view. The presented information provided the basis for discussions with consultant staff and CDOT regarding long-range transportation issues for the TPR. The presentation included relevant portions of the ***Transit Element*** process. Approximately 180 invitations were direct mailed to people having expressed an interest in transportation planning or by reason of job affiliation with a local government. The event was also advertised in the newspaper. Approximately 20 persons attended.

Comments

Two written comments were received at this meeting:

- Need more passing options between Monte Vista and Alamosa. Reconstruction is irritating. If you get stuck behind a slow poke, you're stuck. Will be glad when Gunbarrel (SH 17) is funded; it's a drag right now. Appreciate you're considering us small rural areas.
- I feel that there is a need for the following intersection to be checked for turning lanes where US 24 /CR 271 come together. This could provide better safety for turning off US 24 to CR 271 and a housing development on the west side intersection.

OPEN HOUSE #3

Two final Open Houses, to review the draft regional transportation plan, were held on September 14, 2004 in Salida at the Chaffee County Courthouse from 12:00 to 2:00 p.m. and in Alamosa at the Alamosa County Services Center from 5:30 to 7:30 p.m. Approximately 10 people attended each open house. The meeting was held jointly with CDOT who also presented information on the draft Statewide Transportation Plan.

Comments

- US 50 needs include signalization and lower speed limits in the Poncha Springs-Salida area. Traffic volumes in the canyon area are increasing. There is concern that with only a small portion of the corridor within the San Luis Valley TPR, it has not received sufficient priority in the long range plan. *Speed limits are set by law and a traffic study is required before the speed limit change can be considered*
- The Alamosa Airport has recently completed an agreement with the Nucla and Wray Airports, in cooperation with the Division of Aeronautics, to pool state and federal resources on a rotating basis. This will allow each airport to implement larger projects, including the proposed General Aviation Apron and terminal improvements in Alamosa.
- Concern that this plan allows highways to define the identity of communities. Community priorities should carry more weight. Than simply moving people and goods as quickly as possible.
- It is very difficult to implement public improvements. Right-of-way issues should be cleared up in combination with access control and management.
- Intersection of SH 291 @ Marvin Park needs improvements related to access control and parking.

- The Great Sand Dunes National Monument has been re-designated as the Great Sand Dunes National Park and Reserve. Visitors and traffic are expected to increase.
- The Taylor Ranch near San Luis has been sold. The new owners are allowing local residents access for historic uses. There is the potential for a coalbed methane gas pipeline from gas fields on the east side of the mountains near Trinidad that could supply industrial uses in San Luis.

Response to Significant Issues

All above comments have been addressed in the respective corridor visions or for more immediate needs, forwarded to CDOT.

III - 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 2030 plan.

The consultant team led the RPC in a series of exercises to help reach consensus on the Regional Vision, Goals, and Strategies and how best to implement them in support of regional quality of life. CDOT's ***Regional Planning Guidebook*** offers a series of questions to assist in the completion of this task.

Each plan item was compared to the TPR's Vision, Goals, and Strategies for consistency. This ensured that final planning components support the originally conceived ideas of how best to support the regional quality of life.

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.*

VISION FOR THE 2030 TRANSPORTATION PLAN

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 2030 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.

GOALS/STRATEGIES

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.

IV - TRANSPORTATION SYSTEM INVENTORY

This chapter provides a comprehensive 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 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 ***Transit Element*** 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 ***Transit Element*** published separately**.**

HIGHWAY SYSTEM

The following section utilizes the best, most current data available as provided by CDOT. Most highway information is for the year 2001. The section describes the region's highway system with the following information:

- Project Area
- National Highway System
- Scenic Byways
- Functional Classification and Mileage
- Traffic Volumes
- Surface Condition
- Bridges
- Accident Locations
- Commercial Truck Traffic
- Hazardous Materials Routes

Map 2 - Project Area

The San Luis Valley TPR consists of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties. US 160, US 285, US 50, and US 24 provide major interregional routes in the area.

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. Colorado has about 3,356 miles with about 302 miles in the San Luis Valley TPR on US 160, US 285, and US 50.

Map 3 - National Highway System

Scenic and Historic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradans 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.cfm) .

Two 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.

Map 4 – Scenic Byways

Functional Classification

The classification of the highway system 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 repeated for Urban and Rural systems:

- Arterial - a major highway primarily for through traffic usually on a continuous route. The classification is further 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 further 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.

Map 5 – Functional Classification

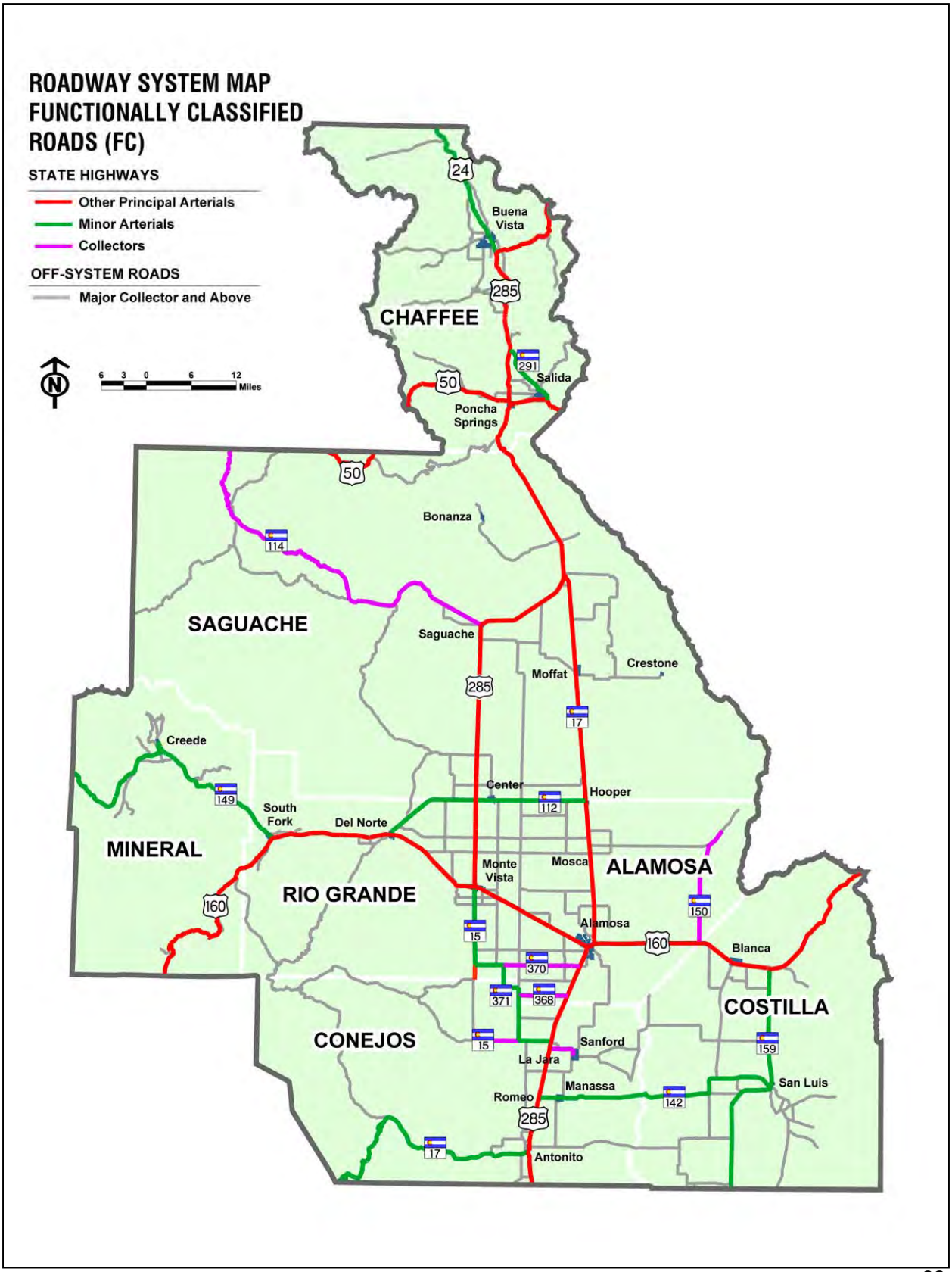


Table 4 - State Highways Functional Classification

The following table shows mileages and percent of total state highways for each functional classification within the TPR. Of 685 miles, approximately 50% are Minor Arterial Rural, 34% Principal Arterial Rural, and 14% Major Collector Rural.

State Highway Functional Classification		
Highway Classification	**% of Total**	**Miles**
Interstate Rural	0	0.0%
Principal Arterial Rural	346	50.5%
Minor Arterial Rural	235	34.3%
Major Collector Rural	95	13.8%
Minor Collector Rural	4	0.6%
Freeway Urban	0	0.0%
Principal Arterial Urban	5	0.7%
Minor Arterial Urban	0	0.0%
Major Collector Urban	0	0.0%
Region Total	685	100.0%

Source: CDOT

Table 5 - Local Roads Functional Classification

The following table shows mileages and percent of total local roadways for each functional classification within the TPR. Local roadways are under the jurisdiction of a county or municipality. Of 6,389 miles, approximately 81% are Local Rural.

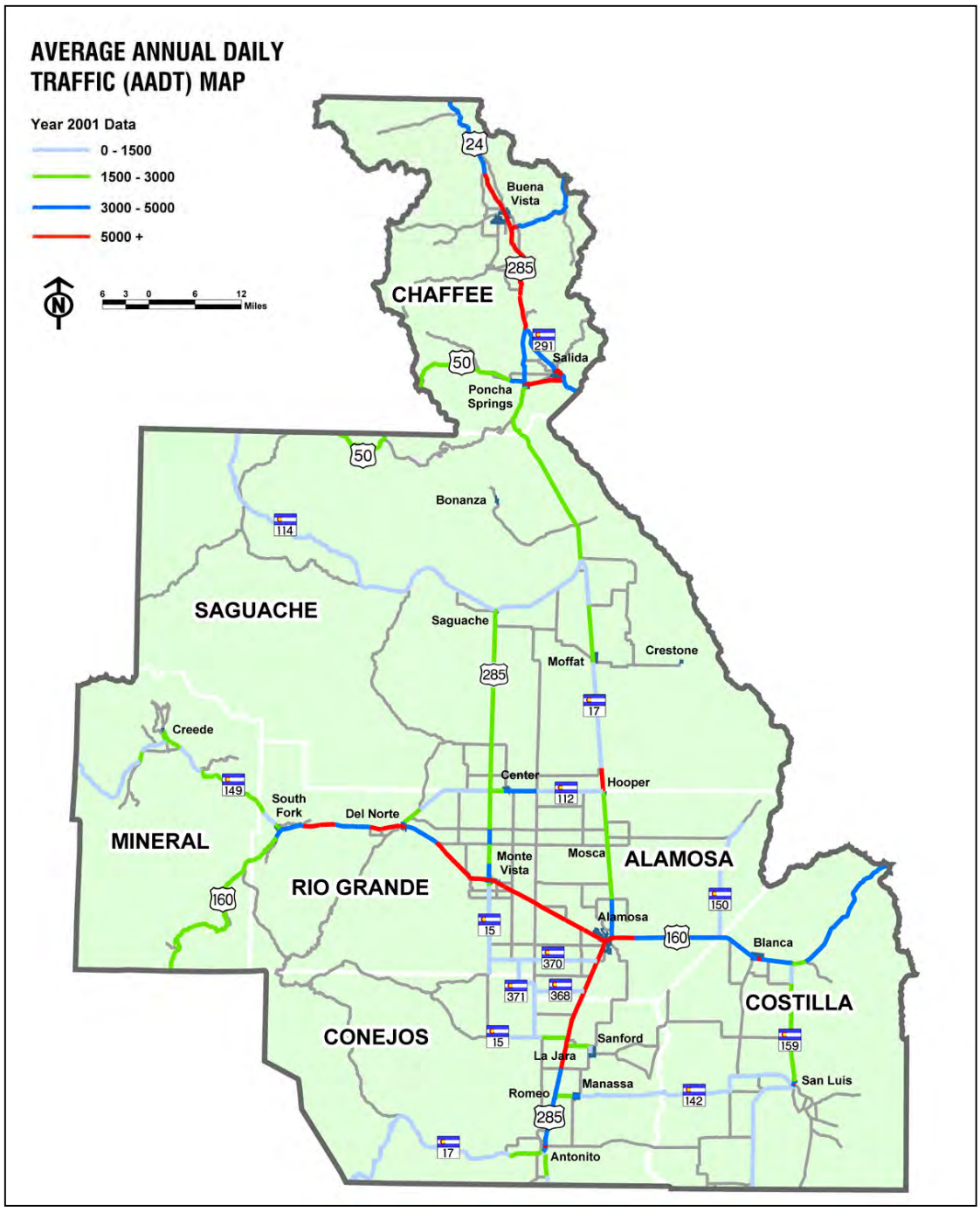
Local Road Functional Classification		
Road Classification	**Miles**	**% of Total**
Principal Arterial Rural	0	0.0%
Minor Arterial Rural	0	0.0%
Major Collector Rural	318	5.0%
Minor Collector Rural	836	13.1%
Local Rural	5,174	81.0%
Highway Urban	0	0.0%
Principal Arterial Urban	2	0.0%
Minor Arterial Urban	6	0.1%
Major Collector Urban	6	0.1%
Local Urban	48	0.8%
Region Total	6,389	100.0%

Source: CDOT

Traffic Volumes

Traffic volumes on state highways were generated using CDOT data for 2001, the most recent available. 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.

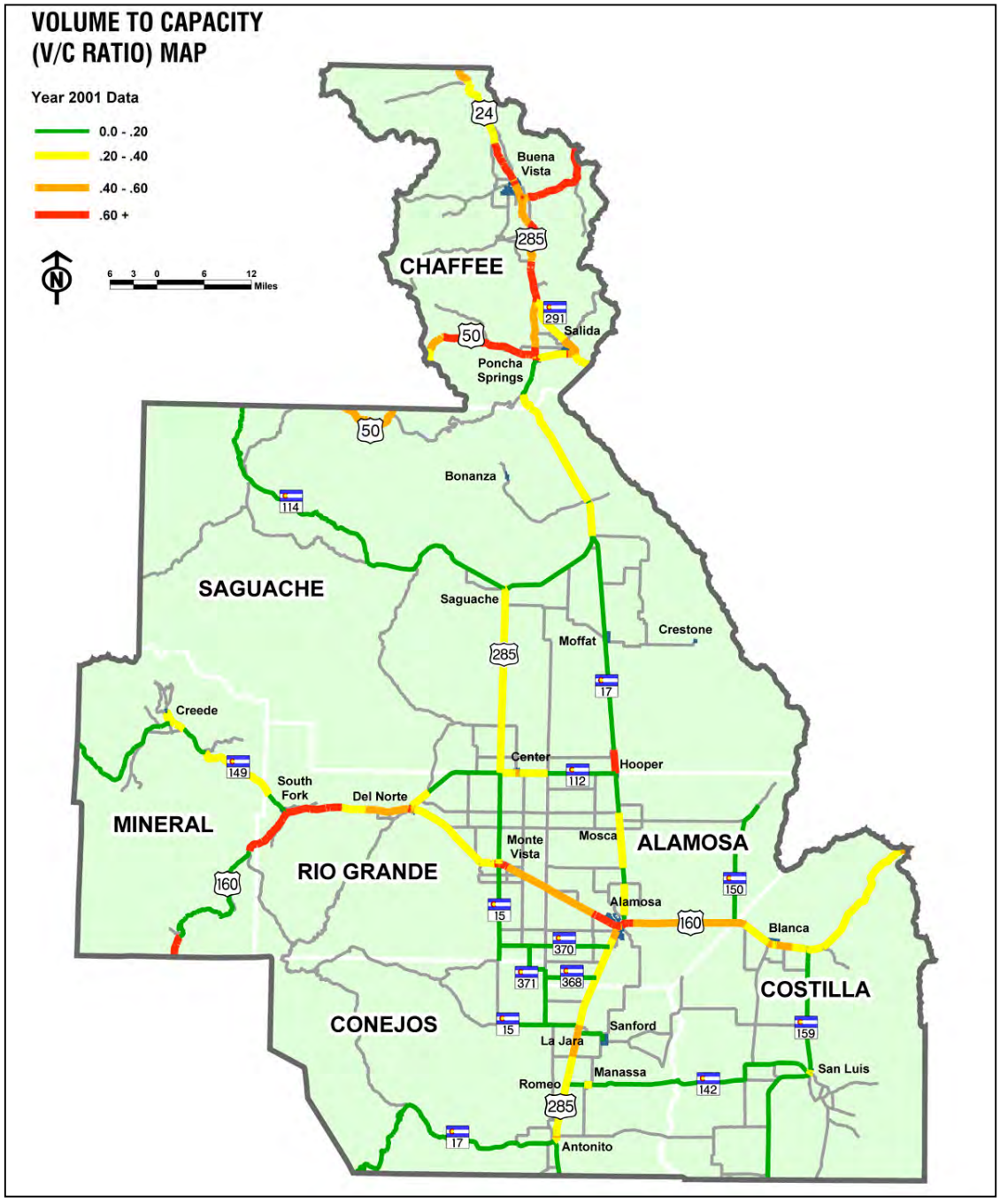
Map 6 - Average Annual Daily Traffic 2001



Volume to Capacity Ratio

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). Congestion starts to become a noticeable problem in rural areas at about 0.60 or 60% of capacity in rural areas. In urban areas, 0.85 is more commonly acknowledged as the lower limit of severe congestion.

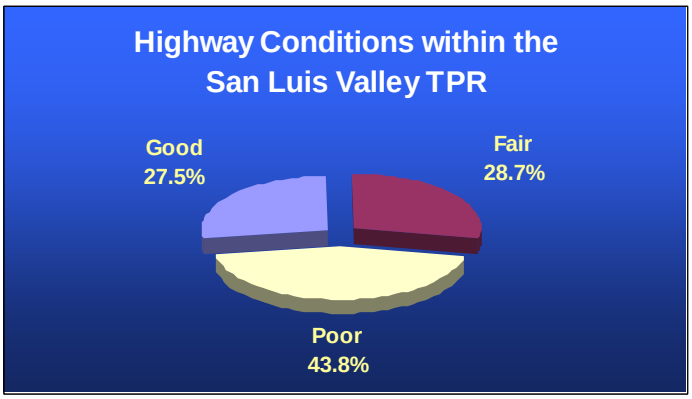
Map 7- Volume to Capacity Ratio 2001



Surface Condition

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. This measure is dependent on roughness, cracking, patching, rutting and other indicators of smoothness and structure. The Colorado Transportation Commission has set a goal of maintaining the state's highway system, overall, with a minimum of 60% miles 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.

Figure 2 - Highway Surface Condition



REMAINING SERVICE LIFE

- >11 Years - Good
- 6 - 11 Years - Fair
- < 6 Years – Poor

Table 6 - Highway Surface Condition

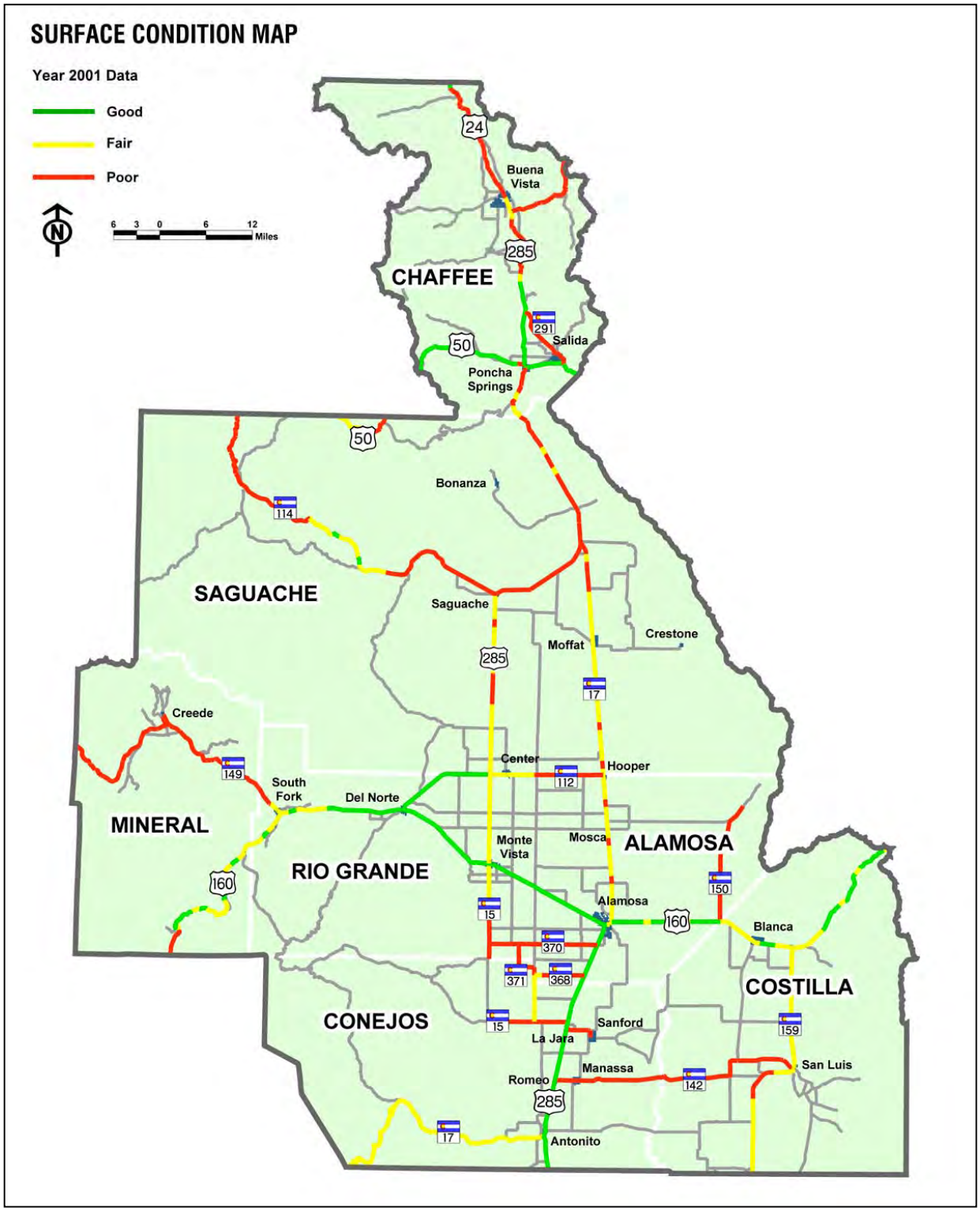
In 2001, the region was below this goal with about 56% rated Good or Fair. CDOT has reallocated significant funding from construction programs to the surface treatment program to attempt to meet its number one goal of maintaining the existing system at an acceptable level.

State Highway Surface Condition							
		Miles per Condition			Percentage per Condition		
County	Miles	Good	Fair	Poor	Good	Fair	Poor
Alamosa	89	47	5	37	52.9%	5.7%	41.4%
Chaffee	96	35	10	52	36.4%	10.0%	53.6%
Conejos	102	48	21	33	46.8%	21.1%	32.1%
Costilla	84	10	50	24	11.4%	59.5%	29.1%
Mineral	62	7	14	41	11.1%	22.7%	66.2%
Rio Grande	92	38	36	18	41.2%	39.2%	19.6%
Saguache	160	4	60	95	2.7%	37.8%	59.5%
Region Total	685	188	197	300	27.5%	28.7%	43.8%

Source: CDOT 2001

Map 8 - Surface Condition

The following map shows the distribution of Good, Fair and Poor highway segments in 2001. Recent repaving projects may have changed the picture somewhat, but as some segments are being repaved, others reach the end of useable service life.



State Highway Bridges

Each bridge on the state highway system is given a Bridge Sufficiency Rating between 0 and 100 by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. Bridges more than 20 feet in length with a sufficiency rating between 50 and 80 are eligible for rehabilitation or below 50 for replacement. Those bridges are plotted on the following map. A complete listing of all bridges in the region, including Structurally Deficient or Functionally Obsolete bridges, along with the Bridge Sufficiency Rating, can be found in the Appendix.

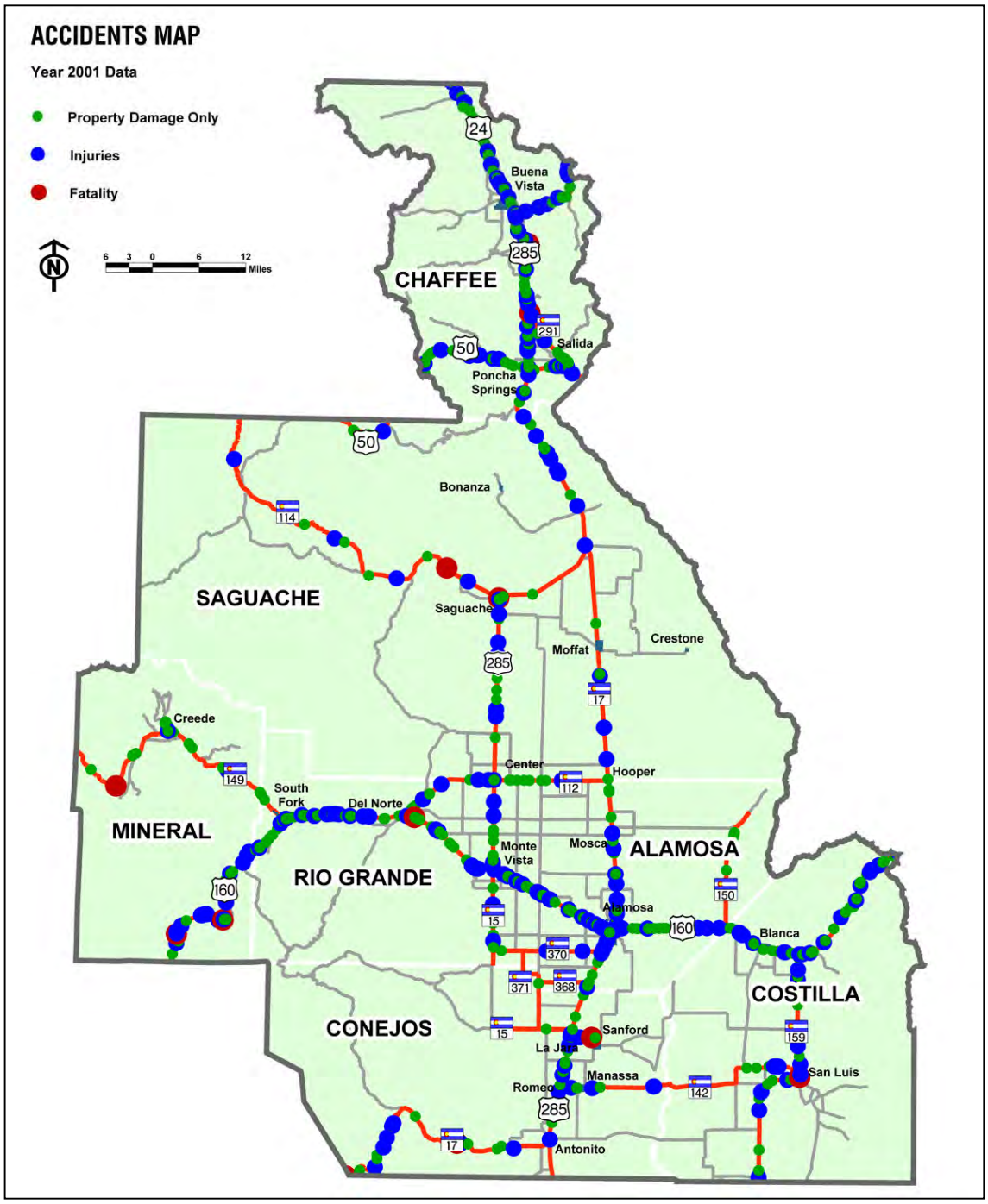
Bridge repair and replacement projects are not a normal part of the long range planning process, but are chosen by CDOT on the basis of sufficiency rating, funding availability, and proximity to other highway projects. When highways are upgraded or have other major work performed, CDOT also upgrades the associated bridges to current standards as a matter of policy. The data presented here concerning bridges is for information only about the region's system and not intended as part of the major scope of the plan.

Map 9 - Structurally Deficient / Functionally Obsolete Bridges

Accident Locations

Two sources of information about highway safety and accident locations were examined for this report. CDOT provided a segment-by-segment analysis for the planning process, which showed a crash rate, an injury rate, and a fatality rate on each section of highway. This data provided information for the prioritization of corridors and about the type of work that should be done in the Alternatives Analysis chapter of this report. Year 2001 crash data has been plotted in the following map to provide an overview, for one year, of the distribution and concentration of crashes in the region.

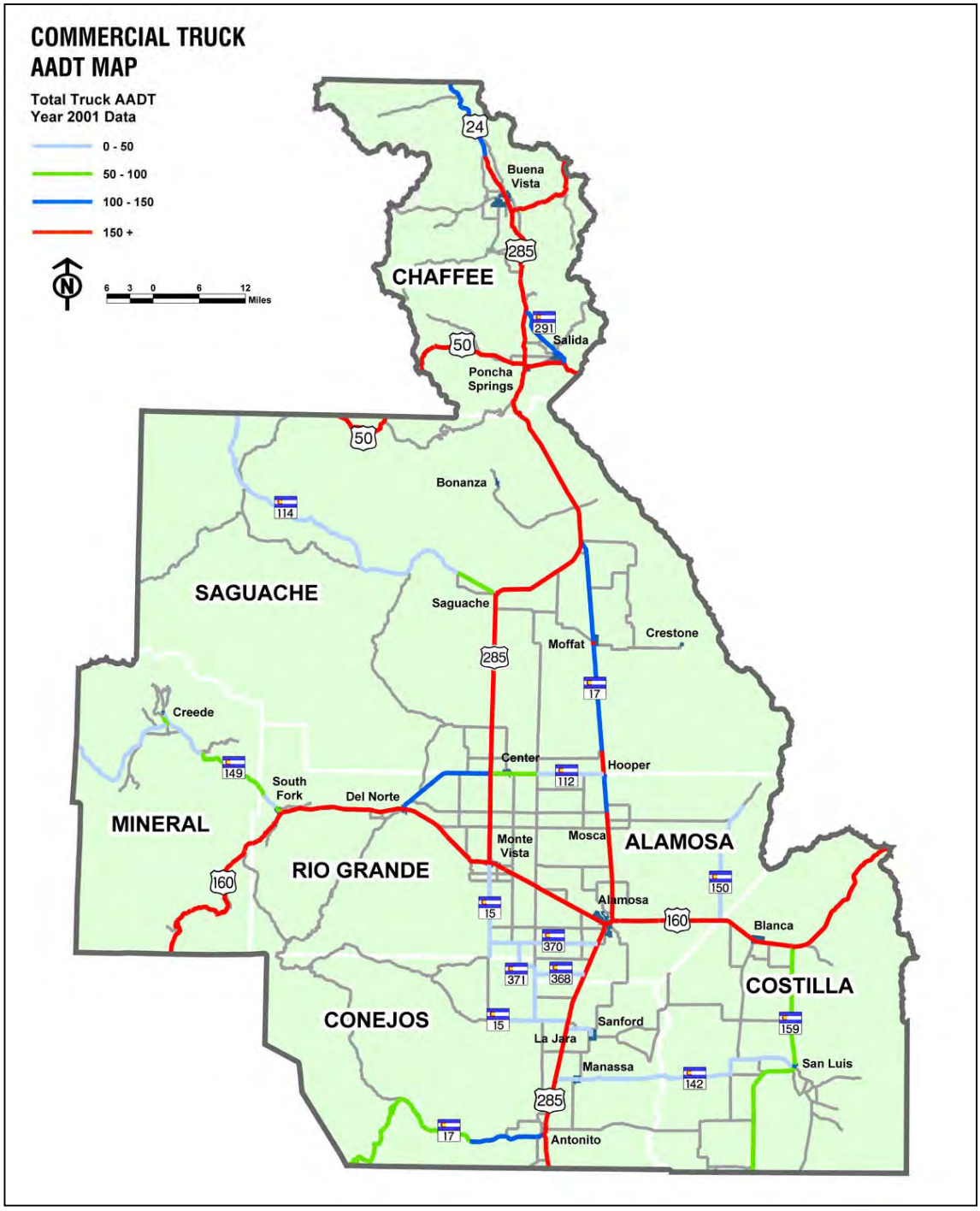
Map 10 - Accident Locations



Freight

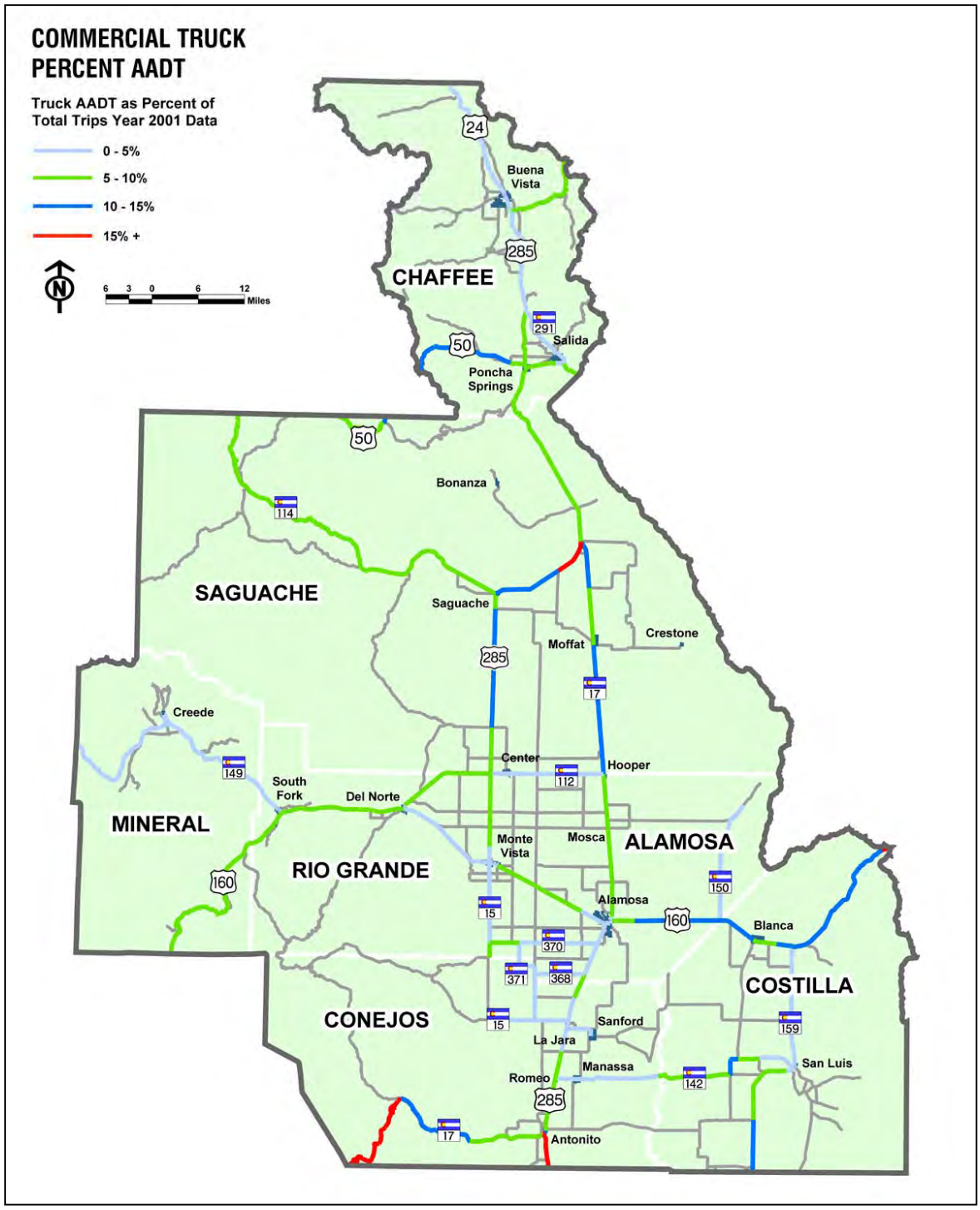
The two following maps provide a picture of the level of commercial truck use on regional highways. First, Commercial Truck Average Annual Traffic (AADT) – 2001, shows the actual volume of trucks on highways. This shows that the most traveled highways, with more than 150 trucks per day, include US 160, US 285, US 50, as well as parts of US 24 and SH 17.

Map 11 - Commercial Truck Average Annual Daily Traffic 2001



Map 12 - Commercial Trucks Percent Total AADT 2001

This map, Commercial Truck AADT as Percent of Total AADT, shows the volume of trucks relative to the total traffic stream. In other words, higher or lower total vehicle traffic affects the percentage of trucks. This map shows that some lower volume roads such as SH 17 over Cumbres Pass carry significant percentages of trucks, in this case over 15%.



Freight Analysis Framework

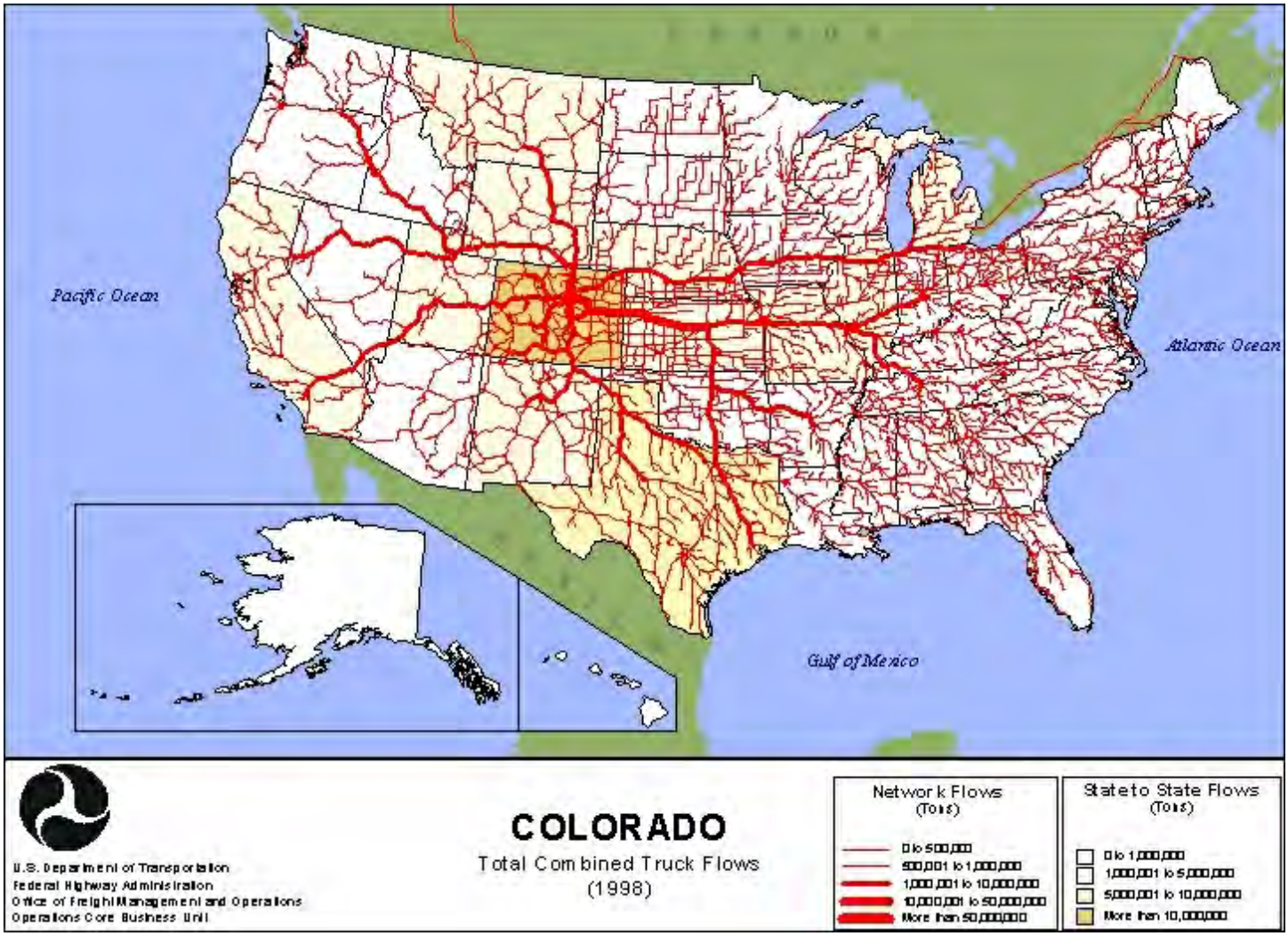
Additional information was acquired from existing federal and local databases as appropriate. For instance, a new federal database-reporting model, the ***Freight Analysis Framework (FAF)***, is available to assist in understanding commercial vehicle movements in relationship to inter-regional and interstate travel on the state highway system.

Understanding future freight activity is important for matching infrastructure supply to demand and for assessing potential investment and operational strategies. To help decision makers identify areas in need of capacity improvements, the U.S. Department of Transportation developed the FAF, a comprehensive national data and analysis tool, including county-to-county freight flows for the truck, rail, water, and air modes. FAF also forecasts freight activity in 2010 and 2020 for each of these modes. Information about the methodology used in developing FAF is available on the Office of Freight Management and Operations' website www.ops.fhwa.dot.gov/freight.

The U.S. freight transportation network moves a staggering volume of goods each year. Over 15 billion tons of goods, worth over $9 trillion, were moved in 1998. The movement of bulk goods, such as grains, coal, and ores, still comprises a large share of the tonnage moved on the U.S. freight network. However, lighter and more valuable goods, such as computers and office equipment, now make up an increasing proportion of what is moved. FAF estimates that trucks carried about 71 percent of the total tonnage and 80 percent of the total value of U.S. shipments in 1998. By 2020, the U.S. transportation system is expected to handle about 23 billion tons of cargo valued at nearly $30 trillion.

The following map show the relative truck flows on a national basis that either originate or terminate in Colorado. US 160 and US 285 figure prominently in this macro-level view.

Map 13 - Freight Flows to, From, and Within Colorado by Truck: 1998 (tons)



Map 14 - Hazardous Materials Routes

The Colorado State Patrol has identified US 160, US 285, SH 17, SH 112, US 50, and US 24 as Hazardous Materials Routes. Transporters of all hazardous materials in Table 1, Colorado Code of Regulations, Part 172 must adhere to these routes. Transporters of hazardous materials in Table 2 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.

EXISTING TRANSIT SERVICES

This section discusses transportation providers within the San Luis Valley study. The information includes public, private, and nonprofit transportation providers.

A Transportation Provider Survey was sent to all providers in the region. Table 7 lists area transit providers. Table 8 shows basic operational information for each provider. Detailed information for the transit agencies is shown in the ***2030 Transit Element,*** published separately.

A complete inventory of transit operators and their services was undertaken during the *Transit Element* 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 ***Transit Element.***

Table 7 - Transit Providers

Transit Providers
Blue Peaks Developmental Services, Inc.
Costilla County Senior Citizen Club, Inc.
Neighbor to Neighbor Volunteers
Norm's Transportation Service
Red Willow, Inc., d.b.a. San Luis Valley Transportation
San Luis Valley Mental Health Center
Tri-County Senior Citizens and Housing
Valley-Wide Health Services
Veterans Transportation
Alamosa Senior Citizens, Inc.
Antonito Senior Center
Head Start
Little Stinker's Taxi Cab Service
Northern Seniors
San Juan Care Center

Blue Peaks Developmental Services, Inc.

Blue Peaks Developmental Services provides specialized transit in the San Luis Valley. The agency is a private nonprofit organization providing services for developmentally disabled persons within the San Luis Valley six-county area. Blue Peaks operates a workshop at its central administrative office location in Alamosa, as well as several decentralized group homes. Transportation is provided for Blue Peaks clients only.

Blue Peaks travels to several areas in the valley for its clients. Transportation is provided to the workshop in Alamosa, to decentralized work locations, to group home clients for a variety of purposes, and for case management. Clients are provided transportation Monday through Thursday for program activities. Transportation is also provided for shopping, recreation, work, education and medical visits for clients. Approximately 100 employees are involved in some manner of transportation at Blue Peaks—this includes all staff such as Residential Services, Day Services Program, which includes Community Integrated Employment Services, Community Participation and Supported Living Services. The Blue Peaks Board is not currently interested in expanding transportation beyond their existing clients.

The transportation budget for 2002 was $224,200, with the majority of funding through the Department of Human Services for persons with developmental disabilities.

Costilla County Senior Citizens Club, Inc.

The Costilla County Senior Center is a nonprofit organization located in San Luis, which provides nutritional and recreational service to seniors in the San Luis/Fort Garland area. Van service is provided in coordination with meal delivery four days per week primarily for the residents of San Luis, San Francisco, San Pueblo, and Chama. The transportation budget is approximately $21,270 for 2002.

Neighbor To Neighbor Volunteers

Neighbor to Neighbor Volunteers organization is part of the National Federation of Interfaith Volunteer Caregivers, which 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, share recreation, special events assistance, and mentors.

The transportation program is available in Salida and Buena Vista. The curb-to-curb service is called The Chaffee Shuttle and has been in operation since late 2002. The agency operates two vehicles -- one vehicle in Salida and the other in Buena Vista. Local residents call the office and can schedule trips 24 hours in advance. Approximately 22 volunteers are available for the Neighbor to Neighbor programs. The service in Salida is available weekdays from 9:00 a.m. to 2:00 p.m. Public transit service is available Tuesday, Thursday, and Friday in Buena Vista. A $1.00 donation is asked for each one-way trip.

Norm's Transportation Service

Norm's Transportation Service specializes in providing transportation to riders needing wheelchair-accessible vehicles. Service is available six days a week year-round. Norm's Transportation Service coordinates with San Luis Valley Transportation (SLVT) to provide accessible service to Medicaid clients. No financial or operating data are available for this service that started in March 2003.

Red Willow, Inc., d.b.a. San Luis Valley Transportation

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. The primary population served by SLVT is Medicaid clients. However, non-Medicaid clients are also served via contract with the social service agencies.

Service is provided six days a week, Monday through Saturday. The operating budget for fiscal year 2002 was $309,219. Approximately 15,200 annual trips were provided.

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.

Tri-County Senior Citizens and Housing, Inc

Tri-County Senior Citizens and Housing, Inc. is a 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. Van service is provided four days a week—Monday, Tuesday, Wednesday, and Friday. The operating budget for fiscal year 2002 was $37,378. Funding for the agency is from Title III of the Older Americans Act, donations, and the counties. Approximately 3,400 trips were provided.

Valley-Wide Health Systems, Inc. / Casa de Oro Adult Center

Valley-Wide Health Systems 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 transportation operating budget is approximately $35,000 annually. Funding for the service is from Medicaid.

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. Three to five volunteers provide driving services for the agency. Veterans Administration funding is used for fuel and maintenance. No financial or operating data were reported by the agency.

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.

Antonito Senior Center

The agency was contacted, but there was no response from the agency.

Northerners Seniors, Inc.

Northerners 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. Two vehicles are available for service—a 1995 14-passenger van and a 1987 vehicle that is currently out of service. The agency receives Title III funds and local and county funds for the services.

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 the average day. In addition to providing some Medicaid service, the agency also serves students at Adams State College.

School Districts

All of the school districts in the San Luis Valley provide transportation for a portion of student enrollment. Each district operates a variety of vehicles (mostly school buses) to transport students to school, special school events, and occasional field trips.

Table 8 – Transit Operating Characteristics

Transit Operating Characteristics									
	Provider								
	Blue Peaks Deve. Serv	**Costilla Co Sr Citizens**	**Neighbor to Neighbor**	**Norms Transport**	**Red Willow SLVT**	**Tri-County Seniors**	**Valley-Wide**	**Alamosa Sr. Citizens**	**Northerners**
Description	M-Th	4 days wk	varies	6 days wk	6 days wk	4 days wk	M-F	M-F	3 days wk
Vehicle-Miles	495,675	22,000	13,060	n/a	265,145	27,274	65,000	n/a	500
Vehicle-Hours	33,984	1,400	1,683	n/a	19,910	1,346	1,040	n/a	100
One-way Trips	117,918	1,000	3,228	n/a	15,219	3,851	3,120	n/a	100
Operating Costs	$224,200	$21,270	9,475	n/a	$309,219	37378	$34,817	n/a	$1,500
Cost per Hour	$6.60	$15.19	$5.63	n/a	$15.53	$27.77	$33.48	n/a	$15.00
Passengers per Hour	3.5	0.7	1.9	n/a	0.8	2.9	3.0	n/a	1.0
Cost per Trip	$1.90	$21.27	$2.94	n/a	$20.32	$9.71	$11.16	n/a	$15.00

2002 FY data

AVIATION SYSTEM

Commercial passenger aviation within the region is available at the Alamosa airport with limited service to regional destinations. General Aviation airports are available at Blanca, Buena Vista, Center, Creede, Del Norte, Monte Vista, Salida, and Saguache. These airports contribute to the region's mobility and access to services as well as helping to support economic activity. Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flight departments, 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 recreational activities as well as business activities. The following table describes the regional airports' facilities and operations.

Table 9 - Airport Operations

Airport Characteristics									
Airport Attribute	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
	San Luis Valley Regional Airport	Blanca Airport	Buena Vista Muni. Airport	Leach Airport	Mineral County Memorial Airport	Del Norte Municipal Airport	Monte Vista Municipal Airport	Harriet Alexander Airport	Saguache Municipal Airport
FAA Classification	Commercial Service	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation
Functional Level	Major	Minor	Intermediate	Minor	Minor	Minor	Intermediate	Intermediate	Minor
Annual Enplanements	4888								
Based Aircraft	21	3	18	9	3	9	29	35	0
Annual Operations *	26918	1750	6974	5600	2000	1300	7030	10230	100
Runway ID	2/20 and 6/24	3/21	15/33	12/30	7/25	8/26 and 2/20	2/20, 16/34 and 10/28	6/24/H1	10/28
Length in Feet	8800 and 4700	6150	8300	6965	6880	3775 and 6015	5900, 2350 and 2200	7350 and 36	7745
Width in Feet	100 each	70	75	48	60	49 and 60	60, 30 and 40	75 and 36	55
Surface Type	Asphalt and Dirt	Dirt	Asphalt	Asphalt	Asphalt	Asphalt and Turf/Dirt	Asphalt, Dirt and Dirt	Asphalt and Concrete	Gravel
# of Runways	2	1	1	1	1	2	3	1 + Helopad	1
Lights	HIRL/None	None	None	None	None	None	MIRL/None/None	V2L-24/None	None
Approach Lights	Y	N	N	N	N	N	N	N	N

* Annual Operation = 1 takeoff, approach, or landing

Source: CDOT

Map 15 - Aviation

The following map locates the nine airports in the TPR at Alamosa, Blanca, Buena Vista, Center, Creede, Del Norte, Monte Vista, Salida, and Saguache.

RAIL SYSTEM

Passenger Rail Service

CUMBRES AND TOLTEC SCENIC RAILROAD

Rail transportation in the region is very limited. No passenger rail options are available in the region, with the exception of the Cumbres and Toltec Scenic Railroad. The authentic railway traverses the San Juan Mountains and the crosses Colorado-New Mexico border eleven times. For the current season, trains will run every day of the week except Fridays, through Sunday, October 17, 2004.

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 National historic status, which is expected to help in its restoration.

Freight Rail Service

UNION PACIFIC RAILROAD

Two branches of the Union Pacific Railroad currently operate in the San Luis Valley. The Pueblo to Alamosa Branch is operated by Direct Train Control (DTC), with about two trains per day. The Creede Branch Line extends 69 miles from Alamosa to South Fork.

SAN LUIS AND RIO GRANDE

RailAmerica, Inc. and the Union Pacific Railroad have sold a branch line to RailAmerica's newly formed, wholly owned subsidiary, San Luis & Rio Grande Railroad Company. The SLRG, headquartered in Alamosa, Colorado, operates two segments of rail line in Colorado totaling 154 miles from Walsenburg to Derrick, and from Alamosa to Antonito.

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 Abandonments

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 UP is studying options for the future of this 175-mile route. The line formerly carried coal from mines in the Craig area to Colorado's Front Range and other states, but has not operated since 1996. The line would require significant maintenance upgrades before in could be re-opened; however, the UP has not ruled out abandoning the line altogether. The portion of the line along US 50 and the Arkansas River is attractive as a potential trail corridor, or even as highway expansion right of way, should it become available.

Southern San Luis Valley Railroad

The Southern San Luis Valley Railroad operates a one-mile line connecting with the UPRR at Blanca. Service has been recently suspended, but not abandoned.

Top 10 (Most Dangerous) Railroad Grade Crossings

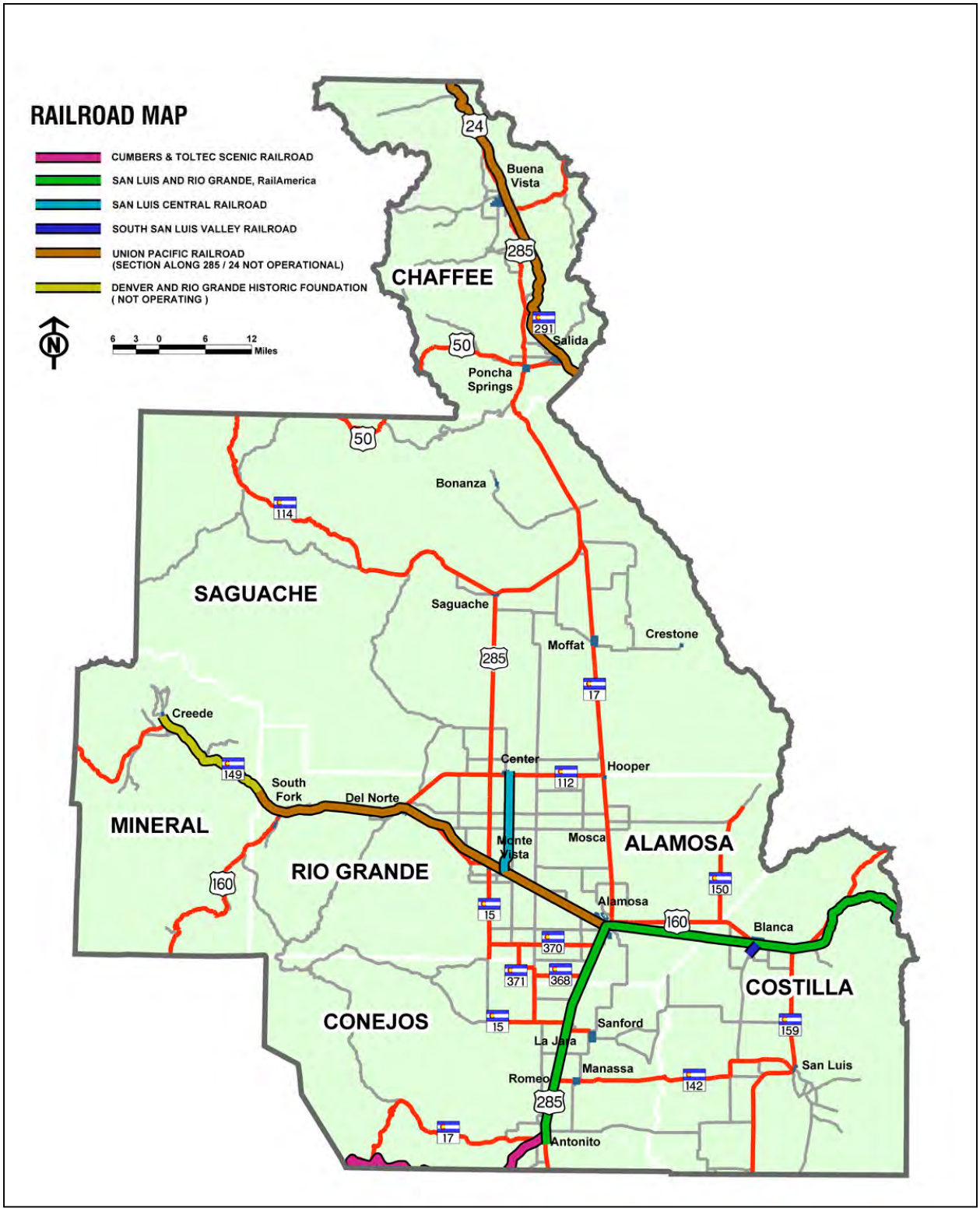
The following table shows the top ten rated Railroad grade crossings along with the Accident Prediction Value as established by the US Department of Transportation. The Accident Prediction Value is a relative prediction of the likelihood of an accident within any one year and is based on type of crossing protection, number of trains, traffic volumes on the intersecting road, and train speed. A full inventory of all grade crossings in the region is provided in the appendix.

See "Guidance On Traffic Control Devices At Highway-Rail Grade Crossings," U.S. Department Of Transportation, Federal Highway Administration, Highway/Rail Grade Crossing Technical Working Group, November 2002 for more information about threshold levels for improvements and other procedures.

Table 10 - - Railroad Accident Prediction Rate

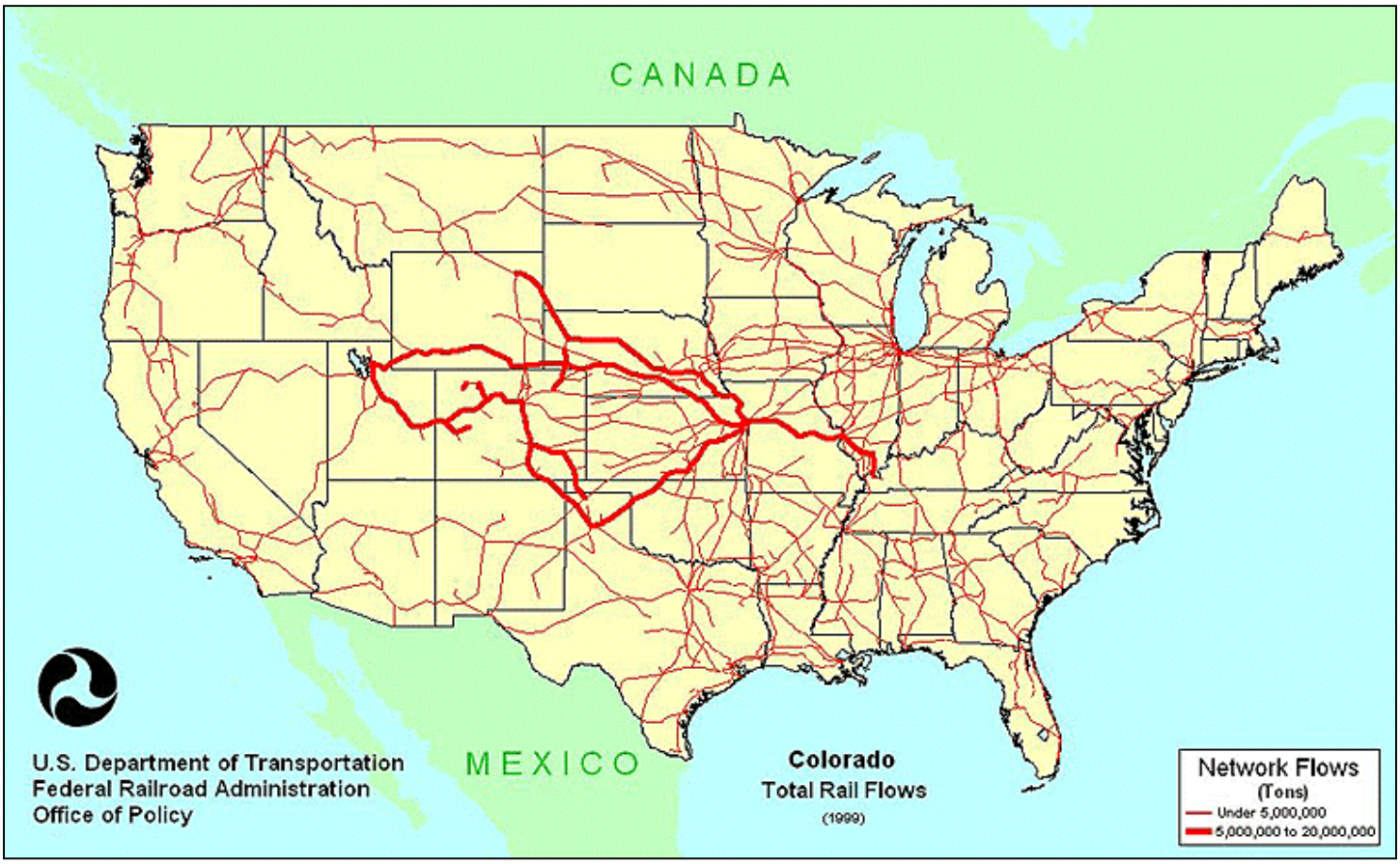
Railroad Accident Prediction Rate						
Crossing	County	Highway	**Street**	Trains per day	Warning Device	Accident Prediction Rate
253496J	Alamosa	FAU6041	LADUE AVE SO 6THST	8	crossbucks	0.200835
253497R	Alamosa		HUNT AVE SO 6TH ST	8	crossbucks	0.075721
253893G	Rio Grande		CR 3W NO US 160	2	crossbucks	0.047747
253498X	Alamosa	FAU6033	STATE AVE SO 6THST	8	crossbucks	0.045059
253233V	Chaffee		SALIDA NWO CR 150	8	stop sign	0.037062
253897J	Rio Grande		CR 5W NO US 160	2	crossbucks	0.035270
253507U	Alamosa		CR10.0S-EO US 285	2	crossbucks	0.034155
253891T	Rio Grande	US 285B	BROADWAY SO ACEQA	4	flashing lights	0.033588
253499E	Alamosa	FAU6029	ROSS AVE SO 6TH ST	8	crossbucks	0.033553
253850N	Alamosa	US 285A	WEST AVE SO 6TH ST	5	flashing lights	0.033324

Map 16 - Rail Lines in San Luis Valley TPR



The following map from the Freight Analysis Framework shows the relative volumes of rail freight originating in or terminating in Colorado.

Map 17 - Map Freight Flows To, From, and Within Colorado by Rail: 1998 (tons)



BICYCLE/PEDESTRIAN SYSTEM

Routes for bicycles and pedestrians have become an important part of the intermodal transportation system. Many of the towns and cities in the region have developed a system of on and off street facilities by bicycles and pedestrians. These facilities provide enhanced transportation alternatives, while improving quality of life and minimizing negative environmental impacts. The number of bicyclists and pedestrians has grown significantly in recent years, taking full advantage of the on and off street facilities now in place and asking for more.

The scope of this plan does not allow it to include detailed information about each local plan or its goals and target bicycle and pedestrian facilities, but the regional goals and objectives are intended to be consistent with local goals and objectives.

In addition to local routes, a network of long distance inter-regional facilities is being developed across the region, the state, and the nation. Many of these major inter-regional facilities are in planning stages and are being developed in phases as funding permits. Many towns and cities are able to fit into these statewide or national planning efforts by planning local segments as part of the local or regional system, thereby gaining additional impetus for their completion.

Significant Regional Trail Corridors

The following significant regional trail corridors were identified for future development to accommodate tourism and local short distance travel:

- Arkansas River Trail in the US 50 corridor from Poncha Springs to Salida is an important link in the American Discovery Trail
- Los Caminos Antiguos Scenic Byway connects Cumbres Pass, Antonito, Ft. Garland, Blanca and the Great Sand Dunes National Park and Reserve.
- Silver Thread Scenic Byway on SH 149 connects South Fork to Creede via Slumgullion Pass

Trail Eligibility Policy

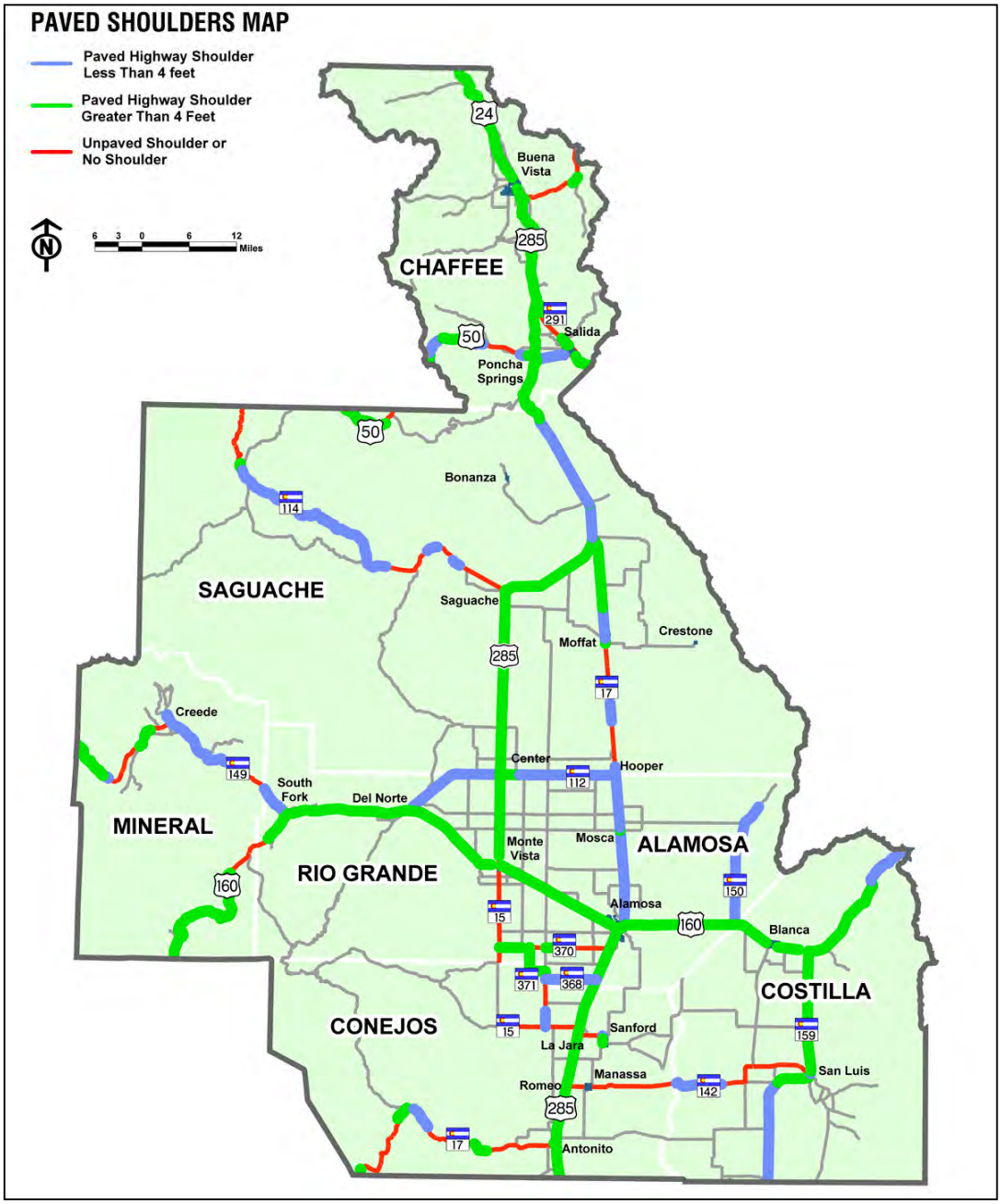
It shall be the policy of the San Luis Valley Regional Planning Commission that bicycle and pedestrian facilities that are included in local plans and are consistent with the Regional Vision Values, and Goals in Chapter III and the Corridor Visions in Chapter VII shall be eligible to compete for Transportation Enhancement Program funds through CDOT Region 5's selection process. Projects put forward for the Transportation Enhancement Program must be consistent with, not necessarily contained in the regional long-range plan.

State Highway Shoulders

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. The following map shows state highways with paved shoulders wider than or narrower than four feet, the minimum perceived safety margin.

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.

Map 18 - Paved Highway Shoulders



INTERMODAL FACILITIES

This plan encourages the development and use of alternative modes of transportation as well as the linkages between those modes. Intermodal facilities include airports and airport access points, bicycle and pedestrian facilities, trailheads, freight distribution or transfer stations, park-n-ride lots, intercity bus routes and stations, freight and passenger rail, and local transit service. No major intermodal connector facilities have been identified by CDOT.

Intercity Bus

Intercity bus service in the San Luis Valley is provided by TNM&O (Texas, New Mexico, and Oklahoma) along US 50, US 160, and US 285 south of Alamosa to Antonito and Albuquerque, New Mexico. A bus terminal is available in Alamosa and stops are made at Fort Garland, Blanca, Monte Vista, Del Norte, and South Fork.

Truck Terminals

Truck terminals are located at Del Norte, Alamosa, and Salida.

TRANSPORTATION DEMAND MANAGEMENT

Travel Demand Management (TDM) consists of a wide range of programs and services that enable people to get around without driving alone. TDM strategies include alternative transportation modes like carpooling, vanpooling, transit, bicycling and walking, as well as programs that alleviate traffic and parking problems such as telecommuting, variable work hours, parking management and TDM-friendly site design.

Some benefits of TDM include:

- Increased parking availability
- Increased access for long-distance commuters
- Decreased traffic congestion
- Improved air quality
- Reduced energy consumption
- Better use of land

INTELLIGENT TRANSPORTATION SYSTEMS

CDOT has done much work with planning, implementing and operating ITS in Colorado. Several regional and project level architectures have been developed and many corridors now have incident management plans. This discussion approaches ITS planning from a statewide and CDOT Region perspective.

For Regions 3 and 5, several ITS elements are deployed including the Hanging Lake Tunnel System, which includes a major Traffic Operations Center. This system is currently being upgraded. There are also a number of dynamic message signs; CCTV cameras installed and incident management plans have been developed for I-70. However, Strategic Plans and Architectures have not been developed for these Regions.

Major Architecture issues identified for Regions 3 and 5 include coordination with the recreation industry, tribal councils and mountain areas of other adjacent CDOT regions.

In 2000, an ITS Architecture was developed for the I-25 Southeast Corridor Project in Region 6, also known as T-REX. This project identified the roles and responsibilities of CDOT Region 6, the CTMC, and the required interfaces with adjacent jurisdictions. Using this ITS Plan as a foundation, DRCOG then developed a Strategic Plan and Regional Architecture for the DRCOG Transportation Management Area. In addition, this same year CDOT developed an ITS Architecture in Region 2 focused primarily on the I-25 corridor from Pueblo to Colorado Springs. CDOT currently also has similar Architecture effort underway in Region 4. With the completion of the Region 4 effort, all of the CDOT Regions on the Front Range will have ITS Architectures in place.

The Region 4 ITS Strategic Plan was completed in February 2004 and the Architecture Plan in March 2004. Region 3 and 5 ITS Strategic /Architecture Plans are currently being developed and anticipated to be complete by December 2004.

In 2001, the CDOT ITS branch, in consultation with the ITS Steering Group, developed an ITS Strategic Plan setting forth the vision and strategic goals for ITS investments, describing organizational roles and responsibilities, and establishing strategies and implementation actions to achieve the CDOT goals for ITS investment. This plan also established a Performance Measures program to drive business based investments decisions for ITS.

V - SOCIOECONOMIC & ENVIRONMENTAL PROFILE

The Socioeconomic and Environmental Regional Profile provides the human and natural environment background necessary to help in estimating future transportation demand through 2030. It also provides the framework to assess the potential impacts of proposed transportation investments on the human and natural environment within the San Luis Valley TPR.

The plan compiles socioeconomic projections for 2030 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 TPR.

The environmental profile provides a broad overview of the human and natural environment. Its main purpose is to identify potential areas where transportation projects may have an adverse impact on the environment. The environmental scan identifies areas of concern for both the natural and human environment. Natural environment related concerns may include air quality, wetlands, parklands, historic areas, archeological sites, threatened and endangered species sites, noise and hazardous material sites. This chapter also identifies minority and low-income populations as required by the Environmental Justice initiative and a series of demographic factors such as age, vehicle ownership, and income that are traditional indicators of transit dependence. This approach provides enough information to inform the regional planning commission and citizens that a proposed transportation project may result in "unacceptable or significant detrimental environmental impacts."

POPULATION

Population in the region's seven counties is anticipated to grow from 62,700 in 2000 to over 90,000 in 2030, with the percent change in any ten-year period ranging from 16% to 19%. Chaffee has the largest population of any county in the region with 16,298 residents in 2000 and will grow to 27,500 by 2030.

Table 11 - Population Estimates and Forecasts

Population Estimates and Forecasts by County, 1990 - 2030					
	July Population				
County	1990	2000	2010	2020	2030
Alamosa	13,630	15,139	17,255	20,015	22,901
Chaffee	12,706	16,298	19,348	23,523	27,579
Conejos	7,451	8,400	8,804	9,485	9,990
Costilla	3,193	3,675	4,011	4,339	4,606
Mineral	558	833	989	1,111	1,144
Rio Grande	10,768	12,434	13,359	14,691	15,532
Saguache	4,644	5,954	7,070	7,955	8,575
Region Total	52,950	62,733	70,836	81,119	90,327
Colorado Total	3,304,042	4,335,540	5,137,928	6,133,491	7,156,422

	% Change			
County	1990 - 2000	2000 - 2010	2010 - 2020	2020 - 2030
Alamosa	11.1%	14.0%	16.0%	14.4%
Chaffee	28.3%	18.7%	21.6%	17.2%
Conejos	12.7%	4.8%	7.7%	5.3%
Costilla	15.1%	9.1%	8.2%	6.2%
Mineral	49.4%	18.7%	12.3%	3.0%
Rio Grande	15.5%	7.4%	10.0%	5.7%
Saguache	28.2%	18.8%	12.5%	7.8%
Region Total	18.5%	12.9%	14.5%	11.4%
Colorado Total	31.2%	18.5%	19.4%	16.7%

Source: Colorado Department of Local Affairs Demographic Section November 2003

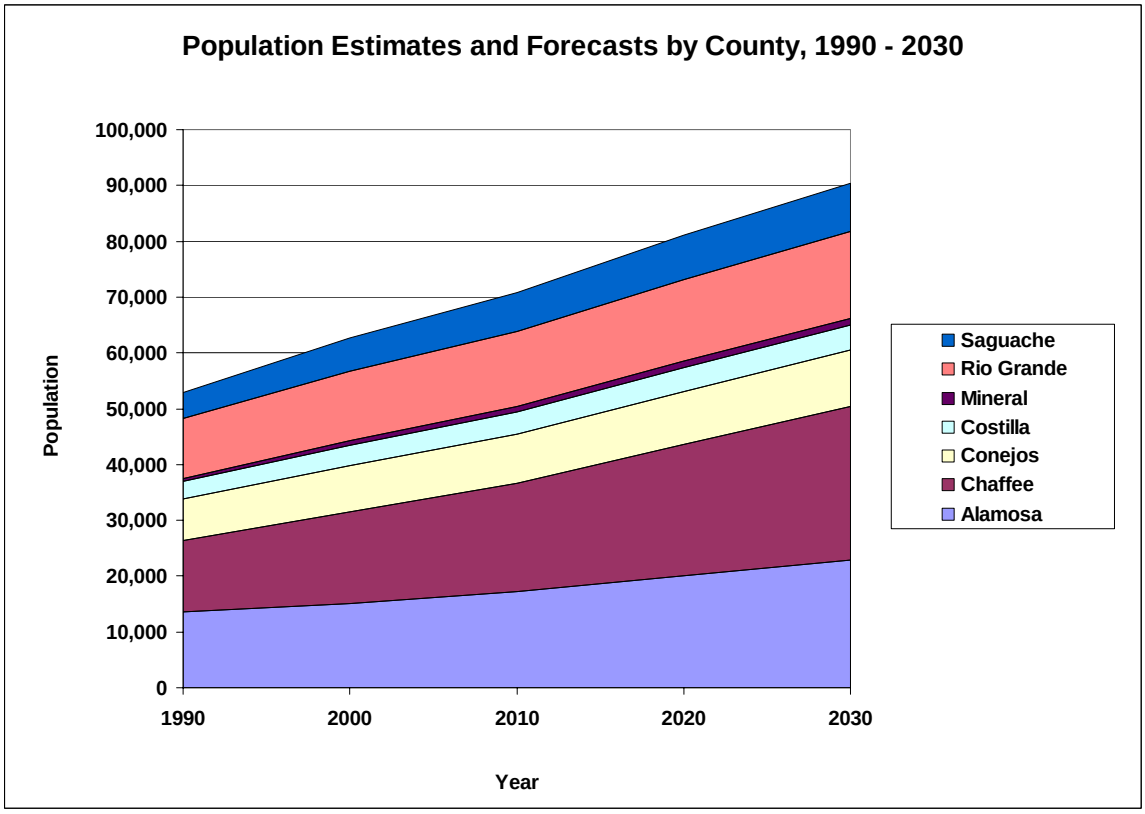
Table 12 illustrates household characteristic for counties and the region. The average household size is 2.49. Approximately 34% of households have children under the age of 18 and 26% individuals over the age of 65.

Table 12 - Household Characteristics

Household Characteristics 2000 Census				
County	Total HH	Avg HH Size	% HH Individuals < 18	% HH Individuals > 65
Alamosa	5,467	2.56	38.0%	18.7%
Chaffee	6,584	2.26	26.9%	29.1%
Conejos	2,980	2.80	42.4%	30.2%
Costilla	1,503	2.44	32.6%	31.3%
Mineral	377	2.20	24.9%	27.9%
Rio Grande	4,701	2.59	38.5%	25.6%
Saguache	2,300	2.56	36.7%	21.0%
Region Total	23,912	2.49	34.29%	26.26%

Source: US Census

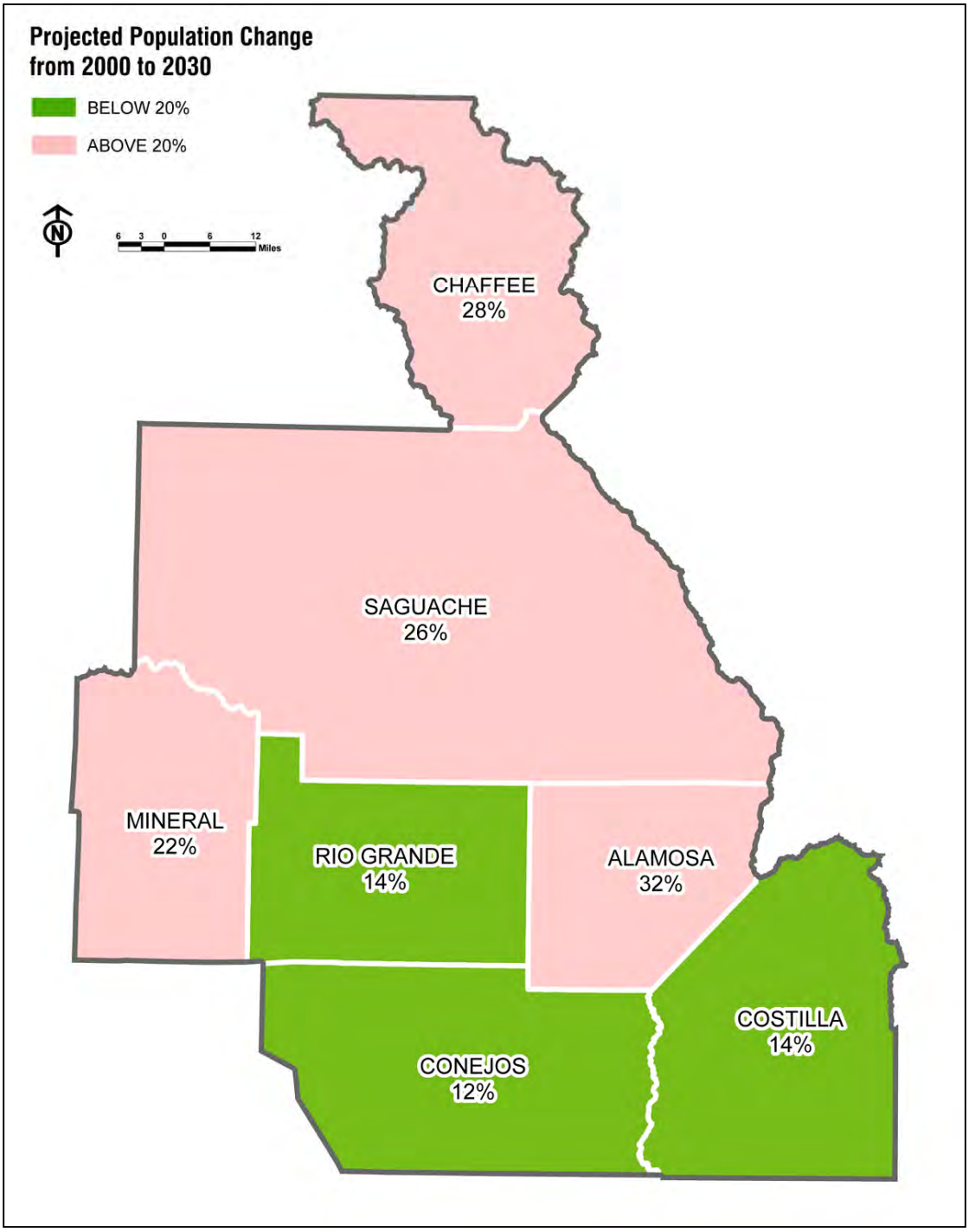
Figure 3 - Population Estimates and Forecasts



Source: Colorado Department of Local Affairs Demographic Section November 2003

Map 19 - Projected Population Change 2000-2030

The following map shows the total percent growth for each county from 2000 to 2030. Alamosa County is projected to grow 32% by 2030, closely followed by Chaffee County with 28% total growth.



Source: Colorado Department of Local Affairs Demographic Section November 2003

Employment

Total employment for persons living in the the region in 2000 was 27,100, having increased 20.4% over the previous ten years. The unemployment rate in 2000 was 5.3%, double the Colorado unemployment rate of 2.7%. Labor Force and Employment, as tabulated below, includes only those who live in the county.

Table 13 - Labor Force and Employment

Labor Force and Unemployment by County, 1990 - 2000								
	Labor Force			Unemployed Persons			Unemployment Rate	
County	1990	2000	% Change	1990	2000	% Change	1990	2000
Alamosa	6,734	7,894	17.2%	479	398	-16.9%	7.1%	5.0%
Chaffee	5,837	7,870	34.8%	391	186	-52.4%	6.7%	2.4%
Conejos	3,115	3,568	14.5%	363	243	-33.1%	11.7%	6.8%
Costilla	1,407	1,348	-4.2%	147	124	-15.6%	10.4%	9.2%
Mineral	299	456	52.5%	20	12	-40.0%	6.7%	2.6%
Rio Grande	5,016	4,821	-3.9%	489	340	-30.5%	9.8%	7.0%
Saguache	2,254	2,647	17.4%	264	201	-23.9%	11.7%	7.6%
Region Total	24,662	28,604	16.0%	2,153	1,504	-30.1%	8.7%	5.3%
Colorado Total	1,764,181	2,275,545	29.0%	89,057	62,501	-29.8%	5.0%	2.7%
	Employed Persons			Estimated Total Jobs				
County	1990	2000	% Change	1990	2000	% Change		
Alamosa	6,255	7,496	19.8%	7,292	10,105	38.6%		
Chaffee	5,446	7,684	41.1%	5,861	9,156	56.2%		
Conejos	2,752	3,325	20.8%	2,868	3,227	12.5%		
Costilla	1,260	1,224	-2.9%	1,274	1,274	0.0%		
Mineral	279	444	59.1%	378	649	71.7%		
Rio Grande	4,527	4,481	-1.0%	5,624	6,300	12.0%		
Saguache	1,990	2,446	22.9%	2,081	2,624	26.1%		
Region Total	22,509	27,100	20.4%	25,378	33,335	31.4%		
Colorado Total	1,675,124	2,213,044	32.1%	2,021,517	2,872,899	42.1%		

Source: Colorado Department of Local Affairs Demographic Section November 2003

Table 14 - Employment by Economic Sector

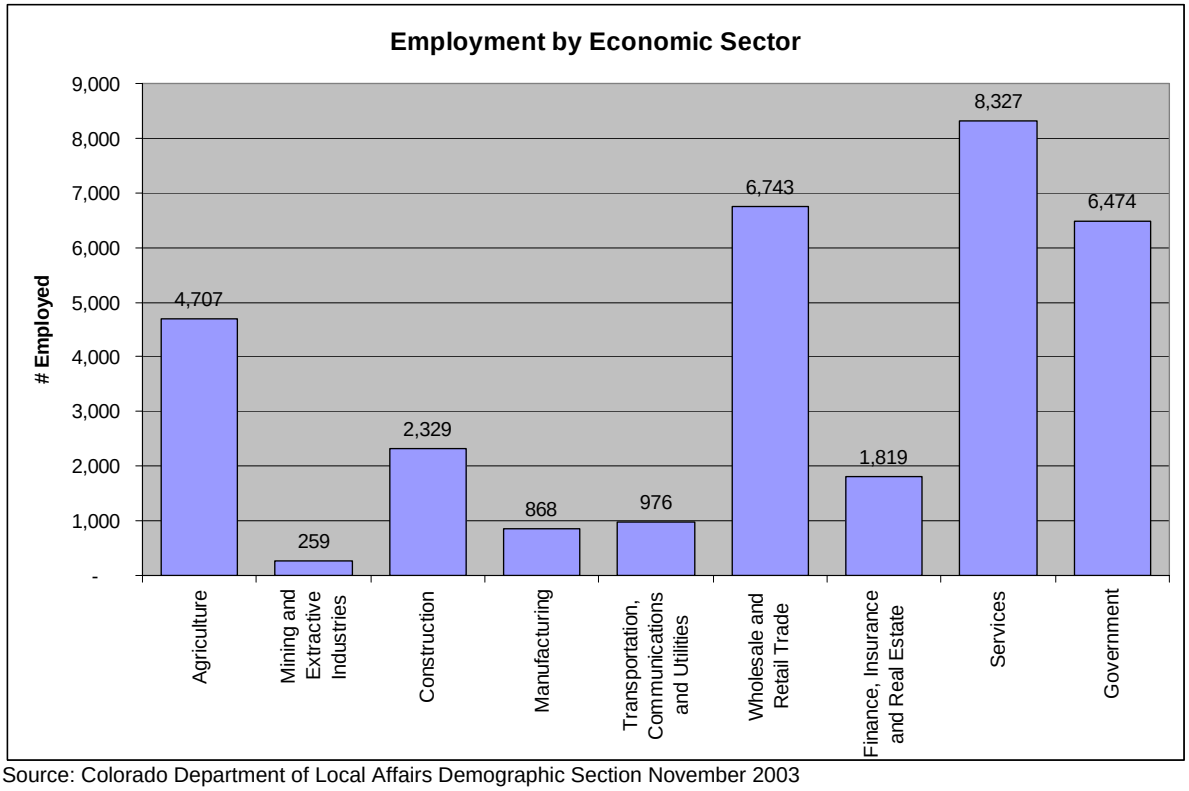
The following table shows employment by county and economic sector for 2000. Alamosa and Chaffee Counties are the major employment centers for the region. The 32,500 jobs in the region account for both part time and full time employment, persons holding multiple jobs, and those traveling from outside the county for work. Employment by Economic Sector includes part-time and full-time jobs, multiple job holders, and those who commute into the county for work.

Employment by Economic Sector								
Economic Sector	Alamosa	Chaffee	Conejos	Costilla	Mineral	Rio Grande	Saguache	Region
Agriculture	945	345	825	299	22	1,414	857	4,707
Mining and Extractive Industries	103	36	48	28		30	14	259
Construction	666	1,004	170	30	78	287	94	2,329
Manufacturing	109	286	81	2	4	345	41	868
Transportation, Communications and Utilities	310	199	88	13	1	297	68	976
Wholesale and Retail Trade	2,208	2,335	318	128	99	1,305	350	6,743
Finance, Insurance and Real Estate	471	777	68	109	15	273	106	1,819
Services	2,885	2,641	713	155	328	1,271	334	8,327
Government	2,064	1,663	647	406	102	966	626	6,474
Total	9,761	9,286	2,957	1,171	648	6,188	2,490	32,501

Source: Colorado Department of Local Affairs Demographic Section November 2003

Figure 4 - Employment by Economic Sector

The following chart shows Employment by economic sector for the region. Services, Wholesale and Retail Trade, and Government provide the largest employer base.



Source: Colorado Department of Local Affairs Demographic Section November 2003

Figure 5 - Place of Work

In 2000, 81% of workers lived and worked in the same county, as compared to 84% in 1990, reflecting the region's relatively low rate of long-distance commuting to jobs outside the community for work, especially as compared to the state average of 67%. However, looking at individual counties, the data show that Alamosa and Chaffee Counties appear to be attracting commuters for work. The percentage working in the county of residence declined slightly from 84% in 1990 to 81% in 2000, parallel to state trends of more mpeople traveling farther for work.

Place of Work by County, 1990 - 2000

	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
	1990				
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	5,954	5,175	86.9%	719	60
Chaffee	4,863	4,394	90.4%	397	72
Conejos	2,628	1,908	72.6%	687	33
Costilla	1,054	836	79.3%	147	71
Mineral	246	195	79.3%	47	4
Rio Grande	4,258	3,682	86.5%	549	27
Saguache	1,871	1,355	72.4%	505	11
Region Total	20,874	17,545	84.1%	3,051	278
Colorado Total	1,619,760	1,124,306	69.4%	495,454	17,680

Source: US Census

Table 15 - Means of Transport to Work

The following table provides more information about how people travel to work. Approximately 69.6% drove alone in their car to work, compared to 75.1%% statewide. Carpooling is the next most common means of transportation to work, with 15.8% riding in a multiple occupant vehicle. Public transportation provides only minimal work trips. Little change in the mode split has occurred since 1990.

Means of Transport to Work by County, 1990 - 2000

	2000																	
Means of Transport	Alamosa		Chaffee		Conejos		Costilla		Mineral		Rio Grande		Saguache		Region		Colorado	
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Drove alone in car, truck, or van	4,683	69.2%	4,816	72.3%	2,207	72.3%	797	71.5%	204	50.7%	3,698	70.0%	1,507	61.8%	17,912	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%	4,056	15.8%	268,168	12.2%
Public transportation	0	0.0%	35	0.5%	12	0.4%	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%	1,430	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%	1,806	7.0%	108,132	4.9%
Total	6,766	100.0%	6,665	100.0%	3,052	100.0%	1,115	100.0%	402	100.0%	5,282	100.0%	2,440	100.0%	25,722	100.0%	2,191,626	100.0%
	1990																	
Means of Transport	**Alamosa**		**Chaffee**		**Conejos**		**Costilla**		**Mineral**		**Rio Grande**		**Saguache**		**Region**		**Colorado**	
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Drove alone in car, truck, or van	3,952	66.6%	3,426	71.1%	1,795	68.6%	747	71.8%	123	50.0%	3,012	71.0%	1,000	53.8%	14,055	67.7%	1,216,639	74.3%
Carpooled in car, truck, or van	879	14.8%	699	14.5%	432	16.5%	202	19.4%	55	22.4%	634	15.0%	421	22.6%	3,322	16.0%	210,274	12.8%
Public transportation	5	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	0.0%	46,983	2.9%
Motorcycle	3	0.1%	2	0.0%	2	0.1%	0	0.0%	0	0.0%	16	0.4%	8	0.4%	31	0.1%	3,825	0.2%
Bicycle	127	2.1%	60	1.2%	2	0.1%	0	0.0%	3	1.2%	9	0.2%	9	0.5%	210	1.0%	13,140	0.8%
Walked	660	11.1%	393	8.2%	128	4.9%	31	3.0%	38	15.4%	288	6.8%	93	5.0%	1,631	7.9%	69,041	4.2%
Other means	0	0.0%	70	1.5%	48	1.8%	4	0.4%	0	0.0%	62	1.5%	21	1.1%	205	1.0%	10,349	0.6%
Worked at home	308	5.2%	168	3.5%	210	8.0%	57	5.5%	27	11.0%	219	5.2%	307	16.5%	1,296	6.2%	67,189	4.1%
Total	5,934	100.0%	4,818	100.0%	2,617	100.0%	1,041	100.0%	246	100.0%	4,240	100.0%	1,859	100.0%	20,755	100.0%	1,637,440	100.0%

Source: US Census

ENVIRONMENTAL JUSTICE

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **Environmental Justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **Environmental Justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process. The plan used a Geographic Information System to identify areas of concern based on these principles. Every attempt was made to involve those neighborhoods and/or groups in the planning process.

DOLA Community Outreach meeting notices were written in both English and Spanish and provided the opportunity for a translator if requested. No requests were received.

Table 16 - Transit Dependency

The following table shows the number of mobility limited, below poverty level, elderly, youth and households with no vehicle for each county, for the region as a whole, and for the state. Transit dependence can be defined as a person or household without the ability to own or operate a vehicle. This may result from a physical disability, lack of financial resources, or the inability to obtain a drivers license due to age (either young or old). This information helps provide background on those who might traditionally be dependent on public transportation, rather than a private vehicle. For example, over 1,800 (7.6%) households in the seven county area have no vehicle available. Approximately 17% of the region lives below the poverty level. Over 40% are either under the age of 15 or over the age of 60, a further indication of transit dependency. Not all persons enumerated in the following table are known to be transit dependent. This table gives an overview of those who **may** be transit dependent. For more detailed information about the location of transit dependent populations, see the ***Transit Element***.

Transit Dependency by County, 2000					
Transit-Dependent Population Group					
County	Mobility Limited	Below Poverty Level	Elderly (60 Years +)	Youth (0 – 15 Years)	Households with No Vehicle
Alamosa	474	2,992	2,030	3,488	460
Chaffee	275	1,737	3,637	2,719	350
Conejos	324	1,918	1,626	2,282	256
Costilla	287	978	825	779	170
Mineral	21	85	201	130	15
Rio Grande	660	1,769	2,443	2,981	359
Saguache	231	1,325	886	1,418	205
Region Total	2,272	10,804	11,648	13,797	1,815
Colorado Total	125,994	388,952	558,918	976,064	105,926
% of County Total per Transit-Dependent Population Group					
County	Mobility Limited *	Below Poverty Level	Elderly (60 Years +)	Youth (0 – 15 Years)	Households with No Vehicle
Alamosa	3.1%	19.8%	13.4%	23.0%	8.4%
Chaffee	1.7%	10.7%	22.3%	16.7%	5.3%
Conejos	3.9%	22.8%	19.4%	27.2%	8.6%
Costilla	7.8%	26.6%	22.4%	21.2%	11.3%
Mineral	2.5%	10.2%	24.1%	15.6%	4.0%
Rio Grande	5.3%	14.2%	19.6%	24.0%	7.6%
Saguache	3.9%	22.3%	14.9%	23.8%	8.9%
Region Total	3.6%	17.2%	18.6%	22.0%	7.6%
Colorado Total	2.9%	9.0%	12.9%	22.5%	6.4%

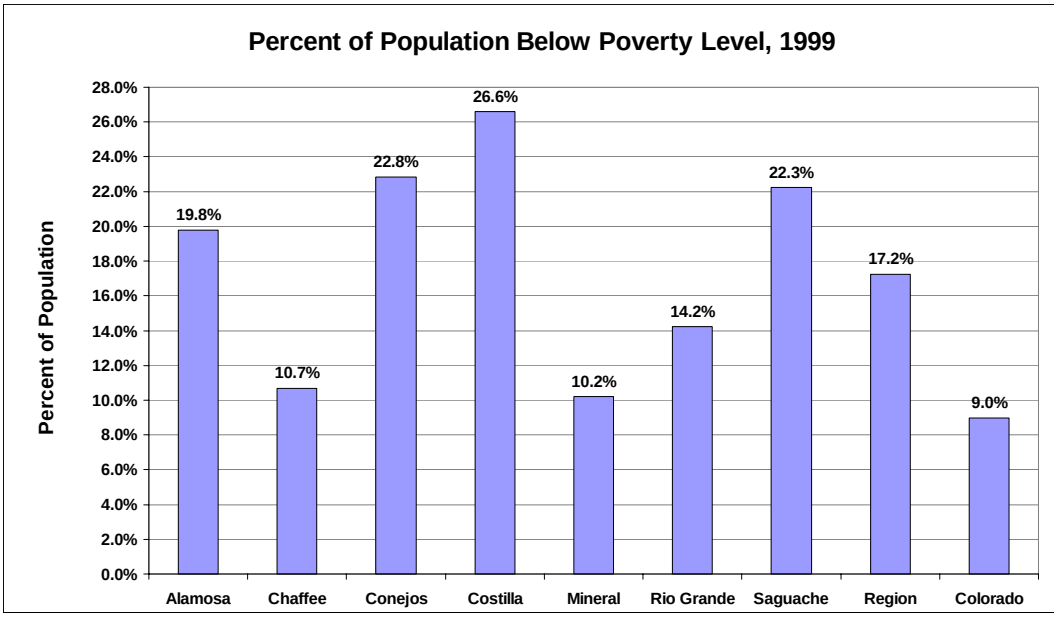
Source: US Census

*Persons are self-identified in the US Census as having a mobility limitation if they had a health condition that had lasted for 6 or more months and which made it difficult to go outside the home alone.

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 9.0%. Alamosa, Conejos, Costilla, Rio Grande, and Saguache Counties all have significantly larger populations than the state as a whole. For more information about how the Census defines poverty, see http://www.census.gov/hhes/poverty/povdef.html.

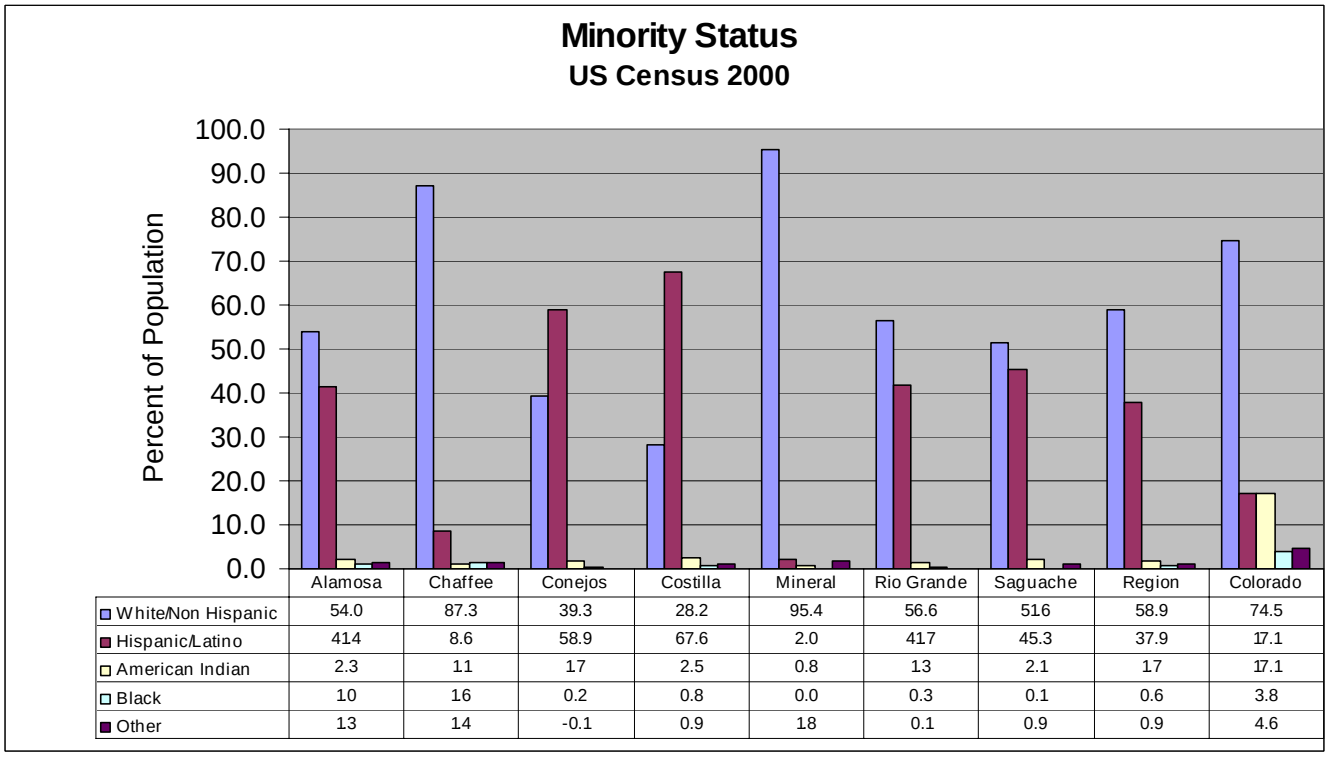
Figure 6 - Low Income Areas



Source: US Census

Table 17 - 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.



	Alamosa	Chaffee	Conejos	Costilla	Mineral	Rio Grande	Saguache	Region	Colorado
White/Non Hispanic	54.0	87.3	39.3	28.2	95.4	56.6	516	58.9	74.5
Hispanic/Latino	414	8.6	58.9	67.6	2.0	417	45.3	37.9	17.1
American Indian	2.3	11	17	2.5	0.8	13	2.1	17	17.1
Black	10	16	0.2	0.8	0.0	0.3	0.1	0.6	3.8
Other	13	14	-0.1	0.9	18	0.1	0.9	0.9	4.6

Source: US Census

AGRICULTURE

The San Luis Valley TPR has a substantial amount of land dedicated to farming. According to 1997 data provided by the U.S. Department of Agriculture's Natural Resource Conservation Service (NRCS), 28 percent (2,576 square miles out of 9,197 square miles) of the land in the San Luis Valley TPR is farmland. The breakdown per county is shown in the table below. For more specific information on farmland see the NRCS website for Colorado at the following address - http://www.co.nrcs.usda.gov.

Table 18 – Farmland by County

San Luis Valley TPR Farmland by County								
Farm Attributes	Alamosa	Chaffee	Conejos	Costilla	Mineral	Rio Grande	Saguache	Total
Number of farms	306	189	429	171	10	348	248	1,701
Acreage in farms	189,987	85,608	284,676	363,220	12,033	231,734	481,541	1,648,799
Average acreage/farm	621	453	664	2,124	120	666	1,942	941

Source: US Agricultural Census

Table 19 - Major Crops by County

Major Crops by County														
Crop	Alamosa		Chaffee		Conejos		Costilla		Mineral		Rio Grande		Saguache	
	Acres	State Rank	Acres	State Rank	Acres	State Rank	Acres	State Rank	Acres	State Rank	Acres	State Rank	Acres	State Rank
Barley	9,000	4	-	-	6,000	5	4,000	6	-	-	16,500	1	13,000	2
Hay, Alfalfa	25,000	7	3,500	40	31,500	10	16,000	13	-	-	26,000	7	36,500	3
Hay, Other	10,000	10	7,800	35	15,000	8	4,000	32	-	-	17,000	7	29,000	3
Oats	500	4	-	-	300	6	500	3	-	-	22,700	2	300	7
Potatoes	24,700	1	-	-	1,000	7	5,100	4	-	-	2,500	3	18,000	3
Wheat, Spring	4,500	2	-	-	500	7	2,500	4	-	-	500	29	8,000	1
Wheat, Winter	1,200	24	-	-	300	30	500	32	-	-	-	-	500	30
All Cattle	9,000	41	7,000	44	21,000	29	6,000	45	500	57	13,000	35	22,000	26

Source: Colorado Agricultural Statistics, 2003

For transportation projects identified within the San Luis Valley TPR, project specific surveys will be required to determine the types of farmland and amounts of farmland impacts that would result from construction and plan implementation. Whenever feasible, impacts to farmlands would be avoided and/or mitigated.

HISTORIC AND CULTURAL RESOURCES

The San Luis Valley TPR has a wealth of cultural resources within its 9,197 square miles. 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 National or State Register of Historic Places (NRHP). The Colorado Office of Archaeology and Historic Preservation tracks sites considered significant that are listed on the (NRHP). Within the region there are many sites listed. For more information on these properties see http:www.coloradohistory-oahp.org/.

Table 20 – Historic and Cultural Resources

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
Alamosa	Alamosa	Alamosa County Courthouse	702 Fourth St.	National Register 09/29/1995, 5AL.263
		Alamosa Masonic Hall	514 San Juan	State Register 05/14/1997, 5AL.243
		American National Bank Building	500 State Ave.	National Register 04/15/1999, 5AL.248
		Bain's Department Store	510 Main St. & 509 Hunt Ave.	State Register 09/13/1995, Boundary Increase: State Register 09/09/1998, 5AL.529
		Denver & Rio Grande Railroad Depot (Alamosa County Offices)	610 State St	National Register 02/11/1993, 5AL.251
		Denver & Rio Grande Railroad Locomotive No. 169	Cole Park	State Register 08/09/2000, National Register 03/12/2001, 5AL.312.1
		Husung Hardware	625 Main St.	National Register 01/28/2000, 5AL.246
		Sacred Heart Catholic Church	727 4th St.	State Register 03/13/1996, National Register 07/15/1998, 5AL.262
	Mosca	Superintendent's Residence, Great Sand Dunes National Park and Reserve	Colo. Highway 150, southwest of Mosca	National Register 11/02/1989, 5AL.414
		Zapata Ranch Headquarters	5303 Colo. Hwy. 150	National Register 04/05/1993, 5AL.297

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
Chaffee	Buena Vista	Bonney, J.M., House	408 Princeton Ave	National Register 12/19/1994, 5CF.177
		Chaffee County Courthouse & Jail (Buena Vista Heritage Museum)	501 E. Main St	National Register 09/10/1979, 5CF.140
		First National Bank Of Buena Vista Building	210 E. Main St.	State Register 08/09/2000, 5CF.315
		Grace Episcopal Church	Main & Park Ave	N/a
		Orpheum Theater	409-415 E. Main St.	State Register 09/13/1995, 5CF.830
		St. Rose Of Lima Catholic Church	343 Colo. Hwy. 24 South	State Register 03/10/1999, 5CF.176
		Turner Place	829 W. Main St.	State Register 03/13/1996, 5CF.847
		Vicksburg Mining Camp	Pike & San Isabel National Forest	National Register 03/08/1977, 5CF.136
		Winfield Mining Camp	County Rd. 390, 15 miles north of Buena Vista	National Register 03/10/1980, 5CF.137
		Wright-Sindlinger House	400 W. Main St	State Register 08/08/2001, 5CF.407
	Granite	Littlejohn Mine Complex	North bank of Pine Creek, vicinity of Granite	National Register 12/27/1978, 5CF.138
	Johnson Corner	Bridge Over Arkansas River	US Hwy. 24	National Register 02/04/1985, 5CF.416
	Maysville	Maysville School	South of U.S. Hwy. 50	National Register 04/29/1999, 5CF.333
	Nathrop	Rancho Antero	16190 County Rd. 322, Nathrop vicinity	State Register 03/12/1997, 5CF.851
	Poncha Springs	Hutchison Ranch	3 miles west of Salida	National Register 05/11/1973, 5CF.142
		Poncha Springs Schoolhouse	330 Burnett St.	National Register 01/25/1990, 5CF.130
	Salida	Chaffee County Courthouse	104 Crestone Ave	State Register 09/11/1996, 5CF.850
		Chaffee County Poor Farm	8495 County Rd. 160	National Register 05/16/1985, 5CF.190
		Church Of The Ascension	349 E St.	State Register 06/14/2000, 5CF.344
		Corbin, E.W., House	303 E. 5th St.	National Register 11/01/1996, 5CF.849
		Edison Electric Light Plant/Salida Steam Plant	312 W. Sackett	State Register 03/10/1993, 5CF.291
		F Street Bridge	F St., over Arkansas River	National Register 02/04/1985, 5CF.406.75
		Gray, Garret & Julia, Cottage	125 E. 5th St.	National Register 09/12/1980, 5CF.144
		Jackson, F.A., House	401 E. 1st St.	National Register 04/15/1999, 5CF.939
		Manhattan Hotel	225 F St.	National Register 04/21/1983, 5CF.213
		Methodist Episcopal Church	4th & D St.,	State Register 03/10/1999, 5CF.505
		Ohio-Colorado Smelting & Refining Co. Smokestack/Smeltertown	1401 J St.	National Register 01/11/1976, 5CF.143
		Salida Downtown Historic District	Bounded by Arkansas River, former narrow gauge railroad right-of-way, 3rd & D Sts.,	National Register 06/14/1984, 5CF.406
		Salida Public Library	405 "E" St.	State Register 12/13/1995, 5CF.346
	St. Elmo	Alpine Tunnel Historic District	Southwest of St. Elmo	State Register 09/13/1995, National Register 04/01/1996, 5CF.838/5GN.2598

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
		Brown Cabin	St Elmo vicinity	State Register 03/12/1997, 5CF.170
		St. Elmo Historic District/Forest City	Pitkin, Gunnison, 1st, Main & Poplar Sts.	National Register 09/17/1979, 5CF.139
		St. Elmo Siding And Crew Quarters	St. Elmo	State Register 05/16/2001, 5CF.167.3
Conejos	Antonito	Costilla Crossing Bridge	County Rd., over Rio Grande River	National Register 02/04/1985, 5CN.628
		Cumbres-Toltec Scenic Railroad	Antonito to Chama, New Mexico	National Register 02/16/1973, 5CN.65/5AA.664
		Engine 463	US Hwy. 285	National Register 05/12/1975, 5CN.68
		Florence & Cripple Creek Railroad Combination Car No. 60	Cumbres & Toltec Scenic Railroad, Antonito to Cumbres	State Register 06/09/1999, Boundary Change 08/14/2002, 5CN65.2
		Palace Hotel	429 Main St.	National Register 08/19/1994, 5CN.774
		Spmdtu Concilio Superior	603 Main St	National Register 03/39/2001, 5CN.817
		Warshauer Mansion	515 River St	National Register 08/30/1974, 5CN.69
	La Jara	La Jara Depot (La Jara Town Hall)	Broadway & Main	National Register 05/12/1975, 5CN.67
	Lasauses	La Capilla De San Antonio De Padua	County Rd. 28	State Register 12/10/1997, 5CN.477
	Mogote	San Rafael Presbyterian Church	County Rd. 9	State Register 06/09/1999, 5CN.894
	Sanford	Pike's Stockade Site	Colo. Hwy. 136, 4 miles east of Sanford	National Historic Landmark 07/04/1961, National Register 10/15/1966, 5CN.75
Costilla	Fort Garland	Barlow and Sanderson Stagecoach	Colo. Hwy. 159, Fort Garland compound	State Register 06/14/1995, 5CT.46.1
		Fort Garland	Colo. Hwy. 159, south of US 160	National Register 02/26/1970, Boundary Increase: State Register 12/11/1996, 5CT.46
	San Acacio	San Acacio San Luis Southern Railway Depot	North of Colo. Hwy. 142	State Register 12/09/1998, 5CT.22
	San Luis	PLAZA De SAN LUIS De La CULEBRA HISTORIC DISTRICT	Colo. Hwy. 159	National Register 12/22/1978, 5CT.47
		Rito Seco Creek Culvert	Colo. Hwy. 142	National Register 10/15/2002, 5CT.322
		Salazar House	603 Main St	State Register 05/14/1997, National Register 01/23/1998, 5CT.265
		San Luis Bridge	Colo. Hwy. 159	National Register 02/04/1985, 5CT.141
	San Pablo	Sociedad De Nuestro Padre Jesus Nazareno (San Francisco Morada)	San Pablo vicinity	State Register 03/08/2000, 5CT.200
Mineral	Creede	Creede Branch, Denver & Rio Grande Wester Railroad	South Fork to Creede	National Register 11/27/2002, 5RN.515.8/5ML.273.1
		Creede Federal Fish Hatchery	1984 Forest Road 801A	State Register 09/11/1996, 5ML.288
		Rio Grande Depot (Creede Museum)	201 Wall St	State Register 11/09/1994, 5ML.24
		Rio Grande Hotel	209 W. 2nd St.	State Register 06/14/1995, 5ML.283
		Sevenmile Bridge	County Rd., 6 miles southwest of Creede	National Register 07/11/1985, 5ML.27
		Wagon Wheel Gap Railroad Station	Southeast of Creede at Wagon Wheel Gap	National Register 09/27/1976, 5ML.23
Rio Grande	Del Norte	Keck Homestead	12888 County Rd. 15	National Register 05/08/1998, 5RN.529

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
		St. Francis Of Assisi Mission Church	Del Norte vicinity	State Register 03/13/2002, 5RN.532
		Sutherland Bridge	Off US Hwy. 160	National Register 02/04/1985, 5RN.401
		Wheeler Bridge	Off US Hwy. 160	National Register 02/04/1985, 5RN.400
		Windsor Hotel	650 Columbia St.	State Register 04/13/1994, 5RN.384
	Monte Vista	Carnegie Library	120 Jefferson St	State Register 03/08/1995, National Register 04/14/1995, 5RN.513
		Central School Auditorium And Gymnasium	612 First Ave	National Register 03/14/1996, 5RN.521
		El Monte Hotel (Monte Villa Inn	925 First Ave.	National Register 06/07/1990, 5RN.430
		Fassett Department Store	102 Adams St.	State Register 08/11/1993, 5RN.486
		Monte Vista Cemetery Chapel	4927 County Rd. 27	State Register 08/11/1999, 5RN.646
		Monte Vista Downtown Historic District	Monte Vista	National Register 11/01/1991, 5RN.484
		Monte Vista Library (Monte Vista Historical Society)	110 Jefferson St.	National Register 06/30/1995, 5RN.514
		Monte Vista Post Office & Federal Building	Washington & Second Ave	National Register 01/22/1986, 5RN.21
		Sargent Consolidated School District	7090 N. County Rd. 2E, Monte Vista vicinity	State Register 12/13/2000, 5RN.689
		State Soldiers' And Sailors' Home	3749 Sherman Ave.	State Register 09/13/1995, 5RN.441
	South Fork	Creede Branch, Denver & Rio Grande Wester Railroad	South Fork to Creede	National Register 11/27/2002, 5RN.515.8/5ML.273.1
		Denver & Rio Grande Railroad South Fork Water Tank	Near US Hwy. 160 at South Fork	State Register 03/13/2002, National Register 10/15/2002, 5RN.352
		Denver & Rio Grande Western Railroad Engine No. 40	Creede Branch, Denver & Rio Grande Western Railroad	State Register 08/14/2002, 5RN.781
Saguache	Crestone	Crestone School	Cottonwood St. & Carbonate Ave.	National Register 01/09/1986, 5SH.1014
	La Garita	Capilla De San Juan Bautista	La Garita vicinity	National Register 02/08/1980, 5SH.125
		Carnero Creek Pictographs	Rio Grande National Forest	National Register 06/05/1975, 5SH.48
	Mosca	Indian Grove	Mosca vicinity	National Register 03/24/2000, 5SH.1035
	Saguache	Saguache County Courthouse	504 4th St.	State Register 08/11/1993, 5SH.1392
		Saguache Elementary School	605 Christy Ave.	State Register 08/11/1993, 5SH.1393
		Saguache Flour Mill	County Rd. 57	National Register 09/18/1978, 5SH.458
		Saguache School & Jail Buildings	US Hwy. 285 & San Juan Ave.	National Register 05/02/1975, 5SH.124
	Sargents	Sargents Schoolhouse	346 Hicks Ave.	State Register 12/13/1995, 5SH.1485

Source: Colorado Historical Society

NATURAL ENVIRONMENT

CDOT's Environmental ethic 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*." It encourages CDOT to consider environmental issues at the earliest stage practicable. As part of the 2030 plan, corridor-visioning process, the Transportation Planning Regions should identify the environmental context of the TPR and the corridors.

General Environmental Issues

Many people associate environmental issues with natural resources like air, water, or wildlife. However, environment actually refers to the whole context of an area. It includes the natural environment and the human environment. The natural environment would refer to a broad range of issues like wildlife, wetlands, clean air, and clean water to name just a few. Factors associated with the human environment would include historic properties, public parks and recreational facilities, communities, human and natural history resources, and cultural facilities as well as clean air and clean water issues.

Many environmental resources are protected by local, state, or federal agencies; impacts to these protected resources require consultation with the regulating agency. Other resources have no legal protection, but are still important to the community.

The regional planning process does not require a complete inventory of all potential environmental resources within the corridor. Many resources are difficult to identify, and all resources will require a more in depth analysis as part of the project planning process. However, the corridor visioning process provides the opportunity to identify the general environmental context within the corridor. Establishing this context at the corridor visioning stage provides valuable information to the project planners and designers to enable the transportation system to be more sensitive to the environment. There are three components to this analysis:

- Known regulated resources with in the TPR or corridor that have the potential to be impacted by projects.
- Known agencies with responsibilities for resources within the TPR or corridor, examples may include the US forest Service, the State Historical Preservation Office, or the City Parks Department.
- Known resources of value to the community that do not necessarily have legal protection.

The information that follows identifies general environmental issues within the TPR or along a corridor. The fact that an issue is not identified in these comments should not be taken to mean that the issue might not be of concern along the corridor. This section focuses on issues that are easily identifiable or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be acted upon proactively, to identify components of the environment that can be incorporated into the values of the people and communities the TPR serves. The CDOT Environmental Stewardship guide is an excellent resource and source of guidance about ways to accomplish this.

The San Luis Valley TPR is made up of Chaffee, Saguache, Alamosa, Costilla, Conejos, Rio Grande, and Mineral counties. Chaffee County is part of the Arkansas River Basin Much of the rest of the TPR is in the Rio Grande River Basin with a portion of Mineral county included in the San Juan River basin. There are many unique wetlands complexes throughout the TPR. These wetlands are habitat for many species that use them for breeding or migration.

General Natural Context

- This TPR incorporates three major drainage systems.
- The San Juan River basin is home to two endangered fish.
- There are other threatened or endangered species in the TPR.
- There are threatened or imperiled stream reaches in the TPR.
- There is a major flyway for migratory birds in the TPR.
- There are large wetland complexes in the TPR that are summer home to migratory birds.
- Many birds breed on this area
- There are wildlife refuges in the TPR
- The Great Sand Dunes National Park in the TPR
- Many of the corridors cross rivers and riparian zones
- The TPR contains habitat designated as potential habitat for Lynx
- There is much public land within the TPR.

General Human Context

- The Old Spanish Trail runs through the TPR.
- There are many other historically eligible sites in the TPR
- There are scenic byways in the TPR
- This is the historical territory of the Ute Nation.
- There are known archeological resources within the TPR
- There are known paleontogical resources with in the TPR

Mineral Resources

The San Luis Valley TPR contains a number of economically valuable mineral resources. The Colorado Department of Mining and Geology monitors mining activity throughout the state. For the San Luis Valley TPR, the table below indicates the number of mines containing the referenced commodity.

Table 21 – Mineral Resources

Mineral Resources							
Commodity	Alamosa	Chaffee	Conejos	Costilla	Mineral	Rio Grande	Saguache
Borrow Pit	14	4	0	0	0	4	5
Sand, Gravel, Aggregate, Stone	12	46	24	15	15	39	34
Other	0	3	2	2	0	1	3
Silver, Gold, Copper	0	21	2	2	1	2	6
Clay	1	0	2	0	0	0	0
Uranium	0	0	0	0	0	0	1
Gemstones	0	0	0	0	0	0	1
Other Minerals/Metals	3	15	1	1	3	0	2
Total	30	89	31	20	19	46	52

For more information on the location of mines throughout Colorado see http//:www. mining.state.co.us/operatordb.

Air Quality

Air quality in the region is a concern due to the high elevation and confined basins. Major sources of air pollution found within the region result from the use of or activities related to: wood stoves, unpaved roads and street sanding, and mining.

The 1990 Clean Air Act (CAA) renewed and intensified national efforts to reduce air pollution in the United States. These amendments presented a monumental challenge for regulatory officials, regulating industries, and others involved in this environmental control undertaking. The primary purposes of the actions mandated by the CAA were to improve public health, preserve property, and benefit the environment.

The CAA addresses interstate movement of air pollution, international air pollution, permits, enforcement, deadlines, and public participation. The CAA identifies air pollutants and sets primary and secondary standards for each. The primary standard protects human health, and the secondary standard is based on potential environmental and property damage. An area that meets or exceeds the primary standard is called an attainment area; an area that does not meet the primary standard is called a non-attainment area. An estimated 90 million Americans live in non-attainment areas.

The main or "criteria" air pollutants covered by the CAA are ozone, sulfur dioxide (SO_2), particulate matter (PM), lead, nitrogen oxides (NO_x), and carbon monoxide (CO). The CAA includes specific limits, timelines, and procedures to reduce these criteria pollutants. The CAA also regulates what are called "hazardous air pollutants" (HAPs). HAPs are released by chemical plants, dry cleaners, printing plants, and motor vehicles. They can cause serious health and environmental effects.

The CAA includes specific goals for reducing emissions from all mobile sources. The comprehensive approach to reduce pollution from mobile sources includes requiring cleaner fuels; manufacturing cleaner cars, trucks, and buses; establishing inspection and maintenance (I/M) programs; and developing regulations for off-road vehicles and equipment.

Air pollution is the contamination of air by the discharge of harmful substances. Air pollution can cause health problems, including burning eyes and nose, itchy irritated throat, and difficulty breathing. Some contaminants found in polluted air (e.g., benzene, carbon dioxide, carbon monoxide, lead, nitrogen oxide, particulate matter, and sulfur dioxide) can cause cancer, birth defects, brain and nerve damage, and long-term injury to the lungs and breathing passages. Above certain concentrations and durations, air pollutants can be extremely dangerous and can cause severe injury or death.

The Colorado Air Quality Control Commission, under the Colorado Department of Health and Environment, distributed a “Report to the Public 2001-2002” 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 boundaries of two air quality regions – the Western Slope and Pike’s Peak.

Within the San Luis Valley TPR, pollutants originate primarily from motor vehicle emissions, wood burning, street sanding operations, PM_{10} emissions from unpaved roads, and construction activities.

In order to comply with the CAA the State of Colorado adopted the following standards/regulations that relate to transportation projects, which in turn apply to the SLV 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.

ALAMOSA AIR QUALITY AT RISK AREA

The CDOT Office of Environmental Services identified communities "at risk" for poor air quality in draft documents dated April 1998. The basis for the identifications is the 1996-97 Air Quality Control Commission Report to the public, CDOT traffic data, and the observations of CDOT regional personnel. Specific criteria were used to identify communities "at risk" for poor air quality. The criteria include a combination of:

- Monitored elevated PM_{10} levels
- Recent significant growth in winter VMT
- A location with similar meteorology to an area that has experienced elevated PM10 levels
- Local concern over air quality

Alamosa has been identified to be "at risk" for becoming a non-attainment area because of high VMT growth and elevated PM_{10} values. Alamosa most recently exceeded the PM_{10} standard in 2002. While Alamosa does not currently qualify as federal air quality non-attainment area, CDOT wants to ensure that sensible steps are taken to prevent unacceptable air pollution.

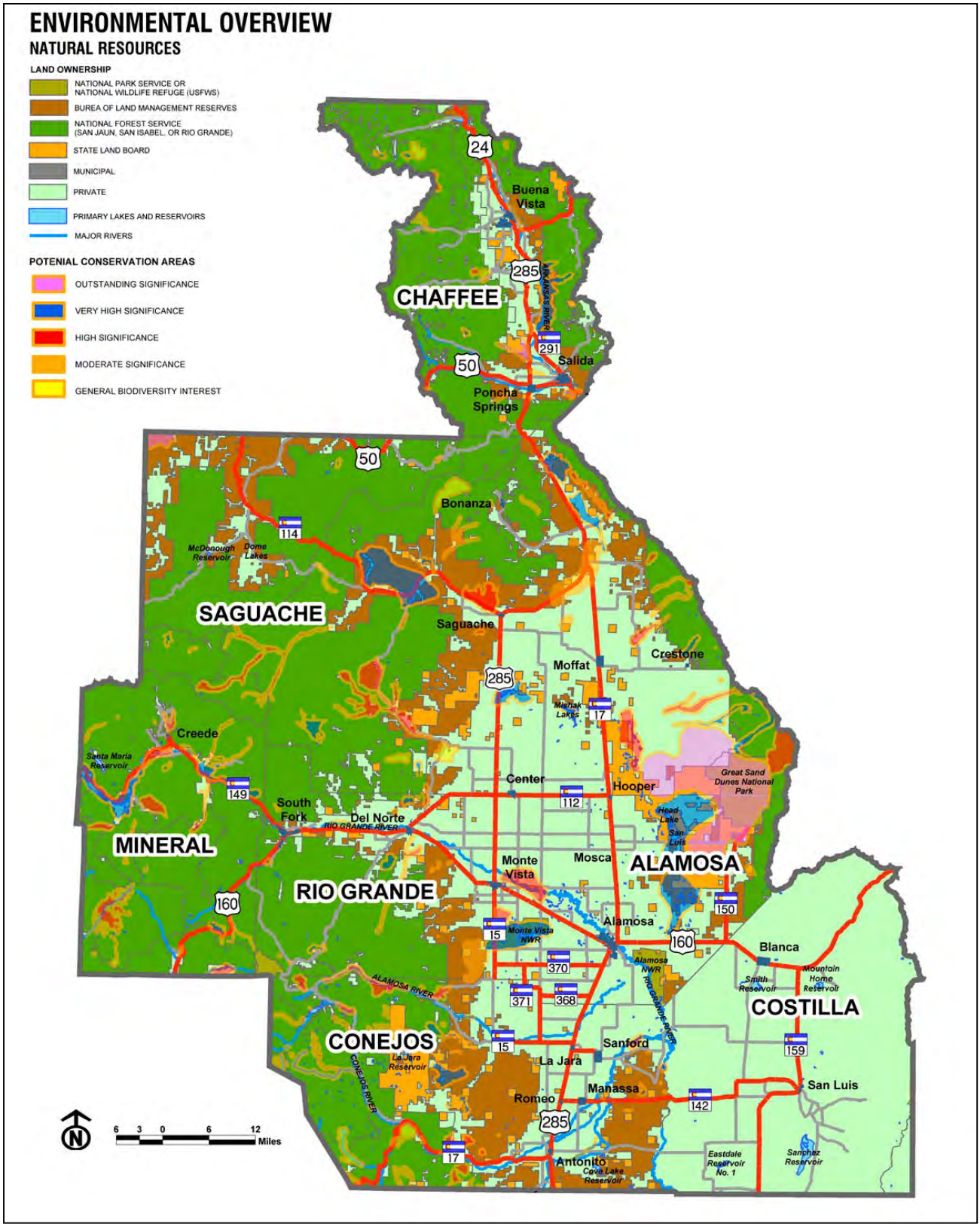
Despite the current status that does not exceed federal standards, the impacts of proposed transportation projects in Alamosa should be considered. For more specific details on Colorado Air Quality Regulations see www.cdphe.state.co.us/regulate.asp.

Environmental Overview Natural Resources

The following map utilizes the Colorado Natural Diversity Information Source (NDIS) database. This database and mapping facility is commonly used within CDOT and other state agencies to identify areas of environmental concern. The NDIS is a combined effort of the Colorado Division of Wildlife, the Colorado Department of Natural Resources, the Colorado Natural Heritage Program, and Colorado State University. Several tools are available within the NDIS, including the System for Conservation Planning, which identifies specific sites of concern with respect to Threatened and Endangered (T& E) species and the Species Occurrence and Abundance Tool, which lists occurrences by location of T & E species.

Potential Conservation Areas shown on the map draw attention to specific locations that may need more investigation during the course of project development and environmental documentation.

Map 20 - Natural Resources



Hazardous Waste Areas

The SLV TPR encompasses a land area of approximately 9,197 square miles. Until specific transportation corridors and/or improvement projects are identified, no specific data collection of 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 accidental cargo spills have occurred. 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.

The Colorado Department of Public Health & Environment tracks Federally listed Superfund sites within the state of Colorado. From this information the following data was obtained.

Federal Superfund sites in Colorado are designated by the Environmental Protection Agency (EPA). Within the San Luis Valley TPR there are two federally listed superfund (CERCLA) sites.

The first site is located in Rio Grande County, approximately 18 miles southwest of Del Norte at Summitville. The mine site is in the San Juan Mountains at an elevation of 11,500 feet, surrounded by the Rio Grande National Forest. The Alamosa River and its tributaries flow from the site through forest and agricultural land in Rio Grande and Conejos Counties and past the San Luis Valley towns of Capulin and La Jara. The Terrace Reservoir, used for irrigation, is on the Alamosa River 18 miles downstream from the site.

Gold and silver mining began at Summitville around 1870. The latest mining operator was Summitville Consolidated Mining Corp., Inc. (SCMCI), which mined the site from July 1986 through October 1991 and abandoned the site in December 1992. SCMCI did open pit heap leach gold mining which used cyanide to extract the gold. The EPA Emergency Response Branch assumed responsibility of the site on December 16, 1992. The site was placed on the NPL of Superfund sites on May 31, 1994.

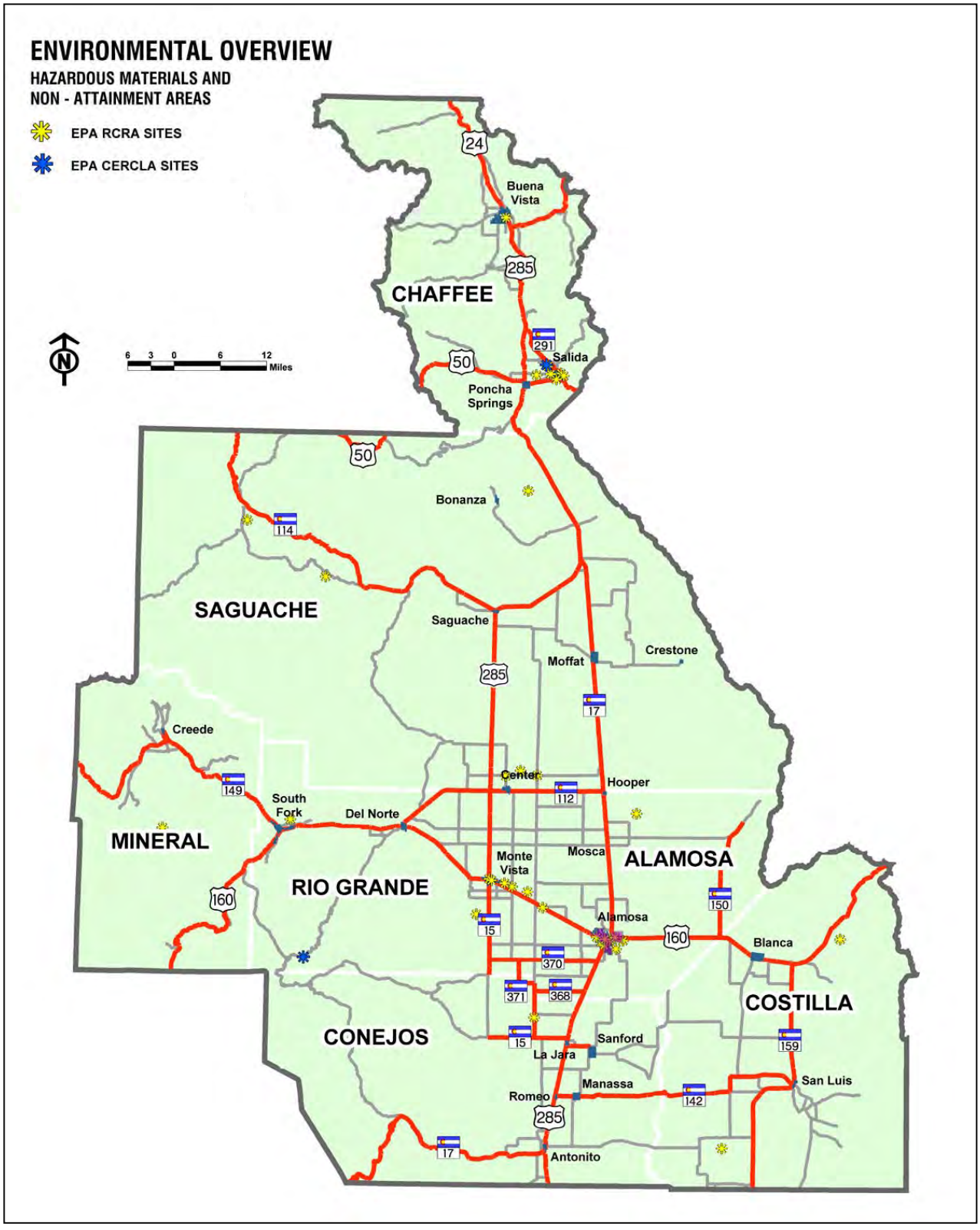
The second site is a proposed superfund site, Smeltertown, and is located on the northeast bank of the Arkansas River in Chaffee County, approximately one mile northwest of the city of Salida. The site is bounded on the north by CR 150, the east by Highway 291, and the south and west by the Arkansas River. The site covers an area of approximately 125 acres and includes an old smelter operation, previous railroad tie wood treatment operations (Beazer East), and currently operating zinc sulfate operations (CoZinCo). Chaffee County has a population of 12,700 people, Salida's population is 4,700, and the census tract encompassing Smeltertown has 332 people (1990 data). The Arkansas River is used extensively for recreation.

Past operations on the site have included metals smelting (gold, silver, copper, and lead) from 1902 to 1920 and treatment of railroad ties by Koppers, Inc. and others from 1926 to 1946. CoZinCo has processed zinc sulfate from 1977 to present. This site was proposed for inclusion on the NPL in February 1992.

For more details on Colorado Federal Superfund sites see www.chphe.state.co.us/hmsf_sites.asp.

Resource Conservation Recovery Act (RCRA) sites are also shown on the map. These are typically smaller waste or dump sites or leaking underground storage tanks.

Map 21 - Hazardous Waste Areas



Water Quality

Growing public awareness and concern for controlling water pollution led to enactment of the Federal Water Pollution Control Act Amendments of 1972. As amended in 1977, this law became commonly known as the Clean Water Act. The Act established the basic structure for regulating discharges of pollutants into the waters of the United States. It gave EPA the authority to implement pollution control programs such as setting wastewater standards for industry. The Clean Water Act also continued requirements to set water quality standards for all contaminants in surface waters. The Act made it unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit was obtained under its provisions. It also funded the construction of sewage treatment plants under the construction grants program and recognized the need for planning to address the critical problems posed by nonpoint source pollution.

Subsequent enactments modified some of the earlier Clean Water Act provisions. Revisions in 1981 streamlined the municipal construction grants process, improving the capabilities of treatment plants built under the program. Changes in 1987 phased out the construction grants program, replacing it with the State Water Pollution Control Revolving Fund, more commonly known as the Clean Water State Revolving Fund. This new funding strategy addressed water quality needs by building on EPA-State partnerships.

The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States and created the National Pollution Discharge Elimination System (NPDES). However, the Act does not deal directly with ground water nor with water quantity issues. The statute employs a variety of regulatory and nonregulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve CWA's goal of restoring and maintaining the chemical, physical, and biological integrity of the Nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water."

In Colorado, the Phase 1 Stormwater Program addresses discharges from larger storm-sewer systems of municipalities of 100,000 population or more. The Phase 2 Stormwater Program potentially applies to smaller municipalities with populations between 50,000 and 100,000. Phase 2 is not yet implemented. The NPDES program currently requires permits for point sources, but not for non-point sources.

No towns in the SLV TPR currently fall within the population requirements of NPDES for stormwater discharges. However, other related federal (of state) permits are usually processed in conjunction with NPDES permits. Permits that may apply for transportation projects identified for the SLV TPR include:

- 402 Permit - Projects that use a "dewatering" element during construction or which will disturb five acres or more during construction.
- Section 404(b)(1) - Projects that involve the discharges of dredged fill material into waters of the United States; the Corps of Engineers will need to evaluate the proposed activity.
- Section 401 - Projects that result in discharge of pollutants into navigable waters and adjacent wetlands.

SUMMARY ENVIRONMENTAL ISSUES BY CORRIDOR

Table 22 - Summary Environmental Issues by Corridor

Summary Environmental Issues by Corridor		
Highway	Corridor Name	Potential Environmental Concerns
SH 15A	From US 160 (Monte Vista) to Conejos Cnty Line	Migratory Birds/Monte Vista NWR,
SH15B	w/o Capulin to US 285 at LaJara	BLM land, Alamosa River, Migratory Birds
SH 17A	CO/NM state line to US 285 Antonito	Scenic Byway, USFS, BLM, Historic (Antonito?) Cumbres and Toltec Scenic RR,
SH 17B	US 160 (Alamosa) to US 285 (Villa Grove)	Scenic Byway,
US 24A	Granite to US 285 (Johnson Village)	wetlands, lynx, USFS, animal crossing in general
US 24A	US 285 Johnson Village to Antero Junction	BLM, USFS, Lynx(?), animal crossing in general
US 50 A	SH 114 West of Parlin to west of Poncha Springs	USFS, Lynx, Arkansas river
US 50 A	west of Poncha Springs to east of Salida	mostly developed, human factors
US 50 A	east of Salida to Coaldale	BLM, water quality to the Arkansas river (it is impaired further down stream, and is gold medal trout water along much of this stretch,
US 112 A	US 160 (Del Norte) to US 285	mostly rural ranch land, prime ranch land?
US 112 A	US 285 to SH 17 Hooper	mostly rural ranch land, prime ranch land?
SH 114A	US 50 west of Parlin to US 285 @ Sauguache	BLM, USFS, Lynx(?), animal crossing in general
SH 136A	US 285 (LaJara) to Sanford	
SH 142A	US 285 west of Romeo to SH 159 (San Luis)	BLM, Scenic Byway
SH 149a	US 160 west of Blanca to Mineral/Hinsdale county line	USFS, Lynx, Historic District (Creede)
SH 150A	US 160 W. of Blanca to Sand Dunes National Park	BLM, Scenic Byway, Great Sand Dunes Nat'l Park, Prime Farm/Ranch
SH 159A	CO/NM state line to US 160 (Ft. Garland)	Insufficient information to provide comment
US 160A	east of Pagosa Springs to west of South Fork	USFS, Lynx, San Juan River Fish,
US 160A	west of South Fork to west of Monte Vista	Insufficient information to provide comment
US 160A	west of Monte Vista to east of Alamosa	Insufficient information to provide comment
US 160A	east of Alamosa to SH 150	Insufficient information to provide comment
US 160A	SH 150 to east of LaVeta Pass	Scenic Byway
US 285 A	CO/NM state line to 2 miles south of US 160 in Alamosa	History (Cumbres Toltec RR), Prime farm/ranch?
US 285 A	2 miles south of 160 in Alamosa to US 160 in Alamosa	Insufficient information to provide comment
US 285B/C	US 160 in Monte Vista to US 24 south of Buena Vista	Wetlands. Migratory Birds, Farm/Ranch land
SH 291 A	US 50 Salida to US 285	Insufficient information to provide comment
SH 368 A	SH 370 to US 285 (Estrella)	Insufficient information to provide comment
SH 370 A	SH 15 south of Monte Vista to US 285 south of Alamosa	Insufficient information to provide comment
SH 371A	SH 15 south of Capulin to US 285	Insufficient information to provide comment

VI - MOBILITY DEMAND ANALYSIS

MOBILITY DEMAND PROCESS

This chapter estimates future travel demand for each mode through 2030. Results from the Mobility Demand Analysis provide the necessary information for the *Alternatives Analysis* step in Chapter VII to develop transportation alternatives to serve future mobility needs.

The method for forecasting future demand on the state highway system was based on available CDOT data. The model used in forecasting future traffic volumes is based on a regression analysis equation developed by CDOT that uses past traffic trends in forecasting future traffic.

MAJOR ACTIVITY CENTERS

Major destinations are important in terms of land use, trip generation rates, and their ability to be served by public transit. The towns within each county serve as activity centers for the surrounding rural areas for shopping, employment, medical treatment, and personal business. The City of Alamosa is the major hub of shopping, business, and medical facilities for much of the valley. Monte Vista serves as a secondary center for activity in the valley.

Major shopping for the valley is in Alamosa due to the Kmart, Wal-Mart, City Market, and Safeway. Most of the counties have clinics to serve medical needs of local residents. Four hospitals are located in the San Luis Valley. Valley-Wide Health Systems and San Luis Valley Medical Center are located in Alamosa. Conejos County Hospital in La Jara serves the medical needs for Conejos County. In Del Norte, St. Joseph Hospital is a major facility that serves many of the medical needs in Rio Grande County, as well as the rest of the valley. In Chaffee County, Buena Vista and Salida provide shopping, business and economic venues.

Each county has public school systems that provide education for students in grades K-12. Head Start is available for pre-school children in most of the region. Adams State College in Alamosa is a state-run, four-year college that serves as a major center of higher education in the San Luis Valley region. Trinidad State College is also associated with the campus. Colorado Mountain College has a campus in Chaffee County where it offers a two-year transfer program or vocational degrees and certificates in 20 a variety of specialties.

Agricultural warehouses and shipping points for local produce are located in Alamosa and Saguache Counties and are associated with heavy seasonal truck traffic On US 160, US 285, SH 17, and SH 112.

The Great Sand Dunes National Park and Reserve is also a major attractor of tourists.

Three Colorado State Correctional facilities are located at Buena Vista housing about 1,200 inmates.

HIGHWAY DEMAND

The 2030 highway traffic volumes are based on CDOT's "expansion factor," the best available statewide tool to predict traffic volumes over the long term and for large areas. It is based on historic growth in traffic volumes, Average Annual Daily Traffic (AADT), for the facility and helps provide a relative measure of growth for planning purposes. Significant growth occurs in many areas throughout the region during the planning period. US 160, US 285 south of Alamosa and north of Poncha Springs, SH 24 north of Buena Vista and on Trout Creek Pass, SH 291, and US 50 between Salida and Poncha Springs all grow to the 5,000 + AADT range when compared to 2001 volumes.

Map 22 - Average Annual Daily Traffic 2030

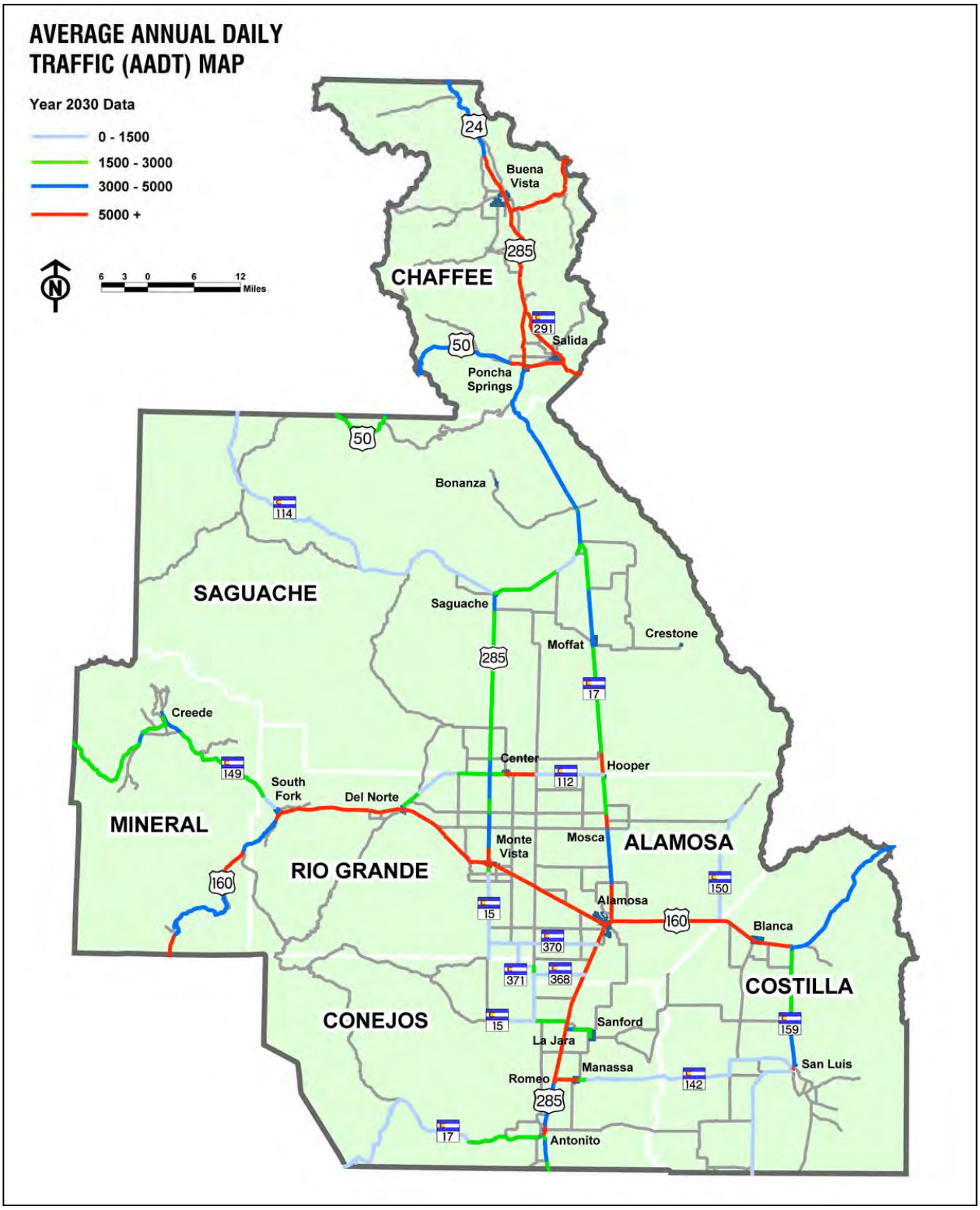


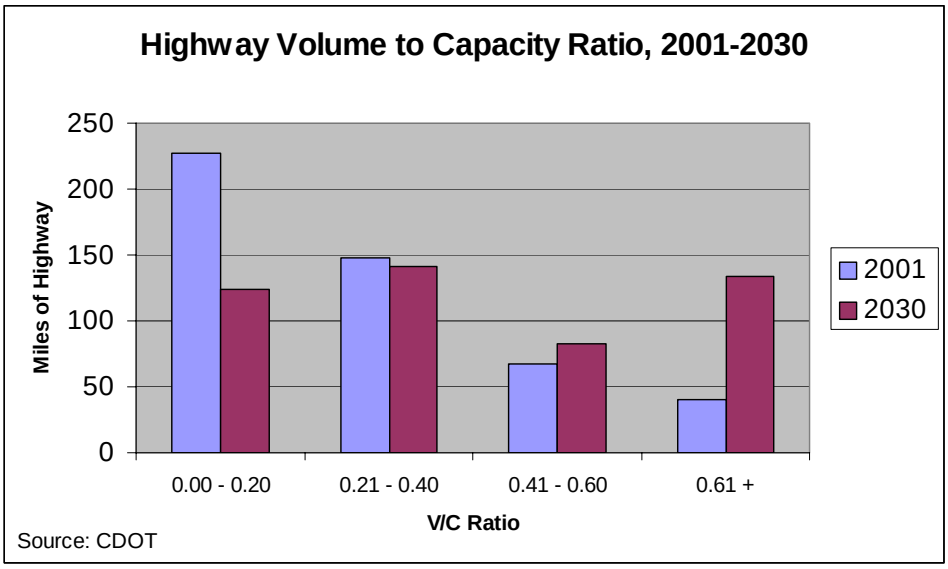
Table 23 - Volume to Capacity Ratio 2001-2030

The following table and chart show that, while the current level of congestion is low, it increases dramatically by 2030 from 40 to 134 miles. In rural areas, a v/c 0.60 is considered the lower limit of unacceptable congestion, while in urban areas, the lower limit is considered 0.85.

Highway Volume to Capacity Ratio 2001 - 2030			
Volume to Capacity Ratio	**2001 Miles**	**2030 Miles**	**% Change 2001 – 2030**
0.00 - 0.20	227	124	-45.5%
0.21 - 0.40	148	141	-4.5%
0.41 - 0.60	67	83	23.1%
0.61 +	40	134	236.5%
Region Total	482	482	0.0%

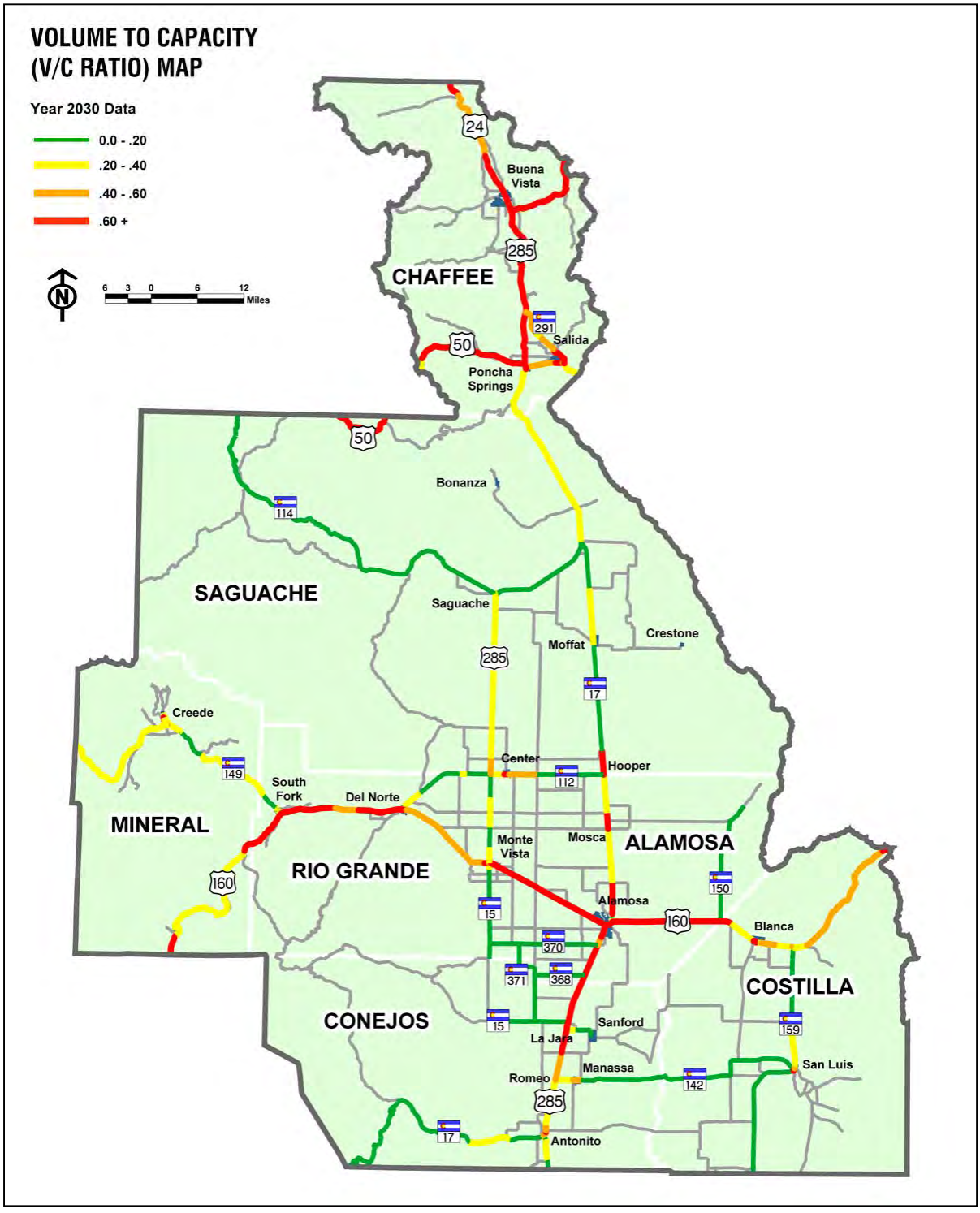
Source: CDOT

Figure 7 - Volume to Capacity Ratio 2001-2030



Map 23 - Volume to Capacity Ratio 2030

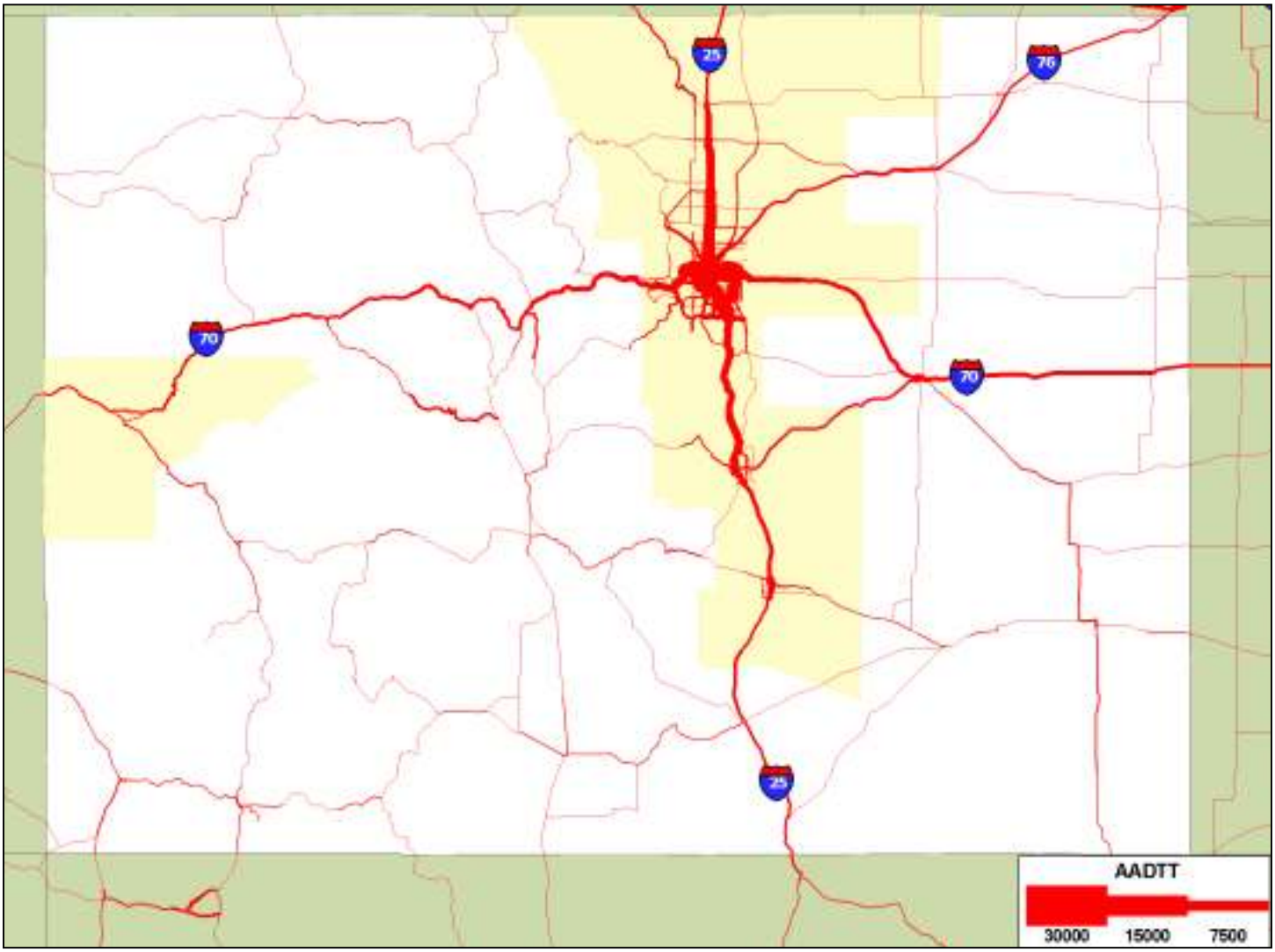
The following map shows the location of projected increases in V/C greater than 0.60. Significant growth in V/C occurs in several areas throughout the region during the planning period. US 160, US 285, portions of SH 17, US 50, and US 24 all will have longer segments of congestion under this measure when compared to 2001 V/C.



FREIGHT DEMAND

The following two maps show the estimated growth in daily truck traffic from 1998-2020 from a statewide basis as determined by the FHWA's Freight Analysis Framework. San Luis Valley highways are not major carriers of freight traffic compared to certain other state highways when seen from this statewide perspective..

Map 24 - Estimated Average Annual Daily Truck Traffic: 1998



Map 25 - Estimated Average Annual Daily Truck Traffic: 2020

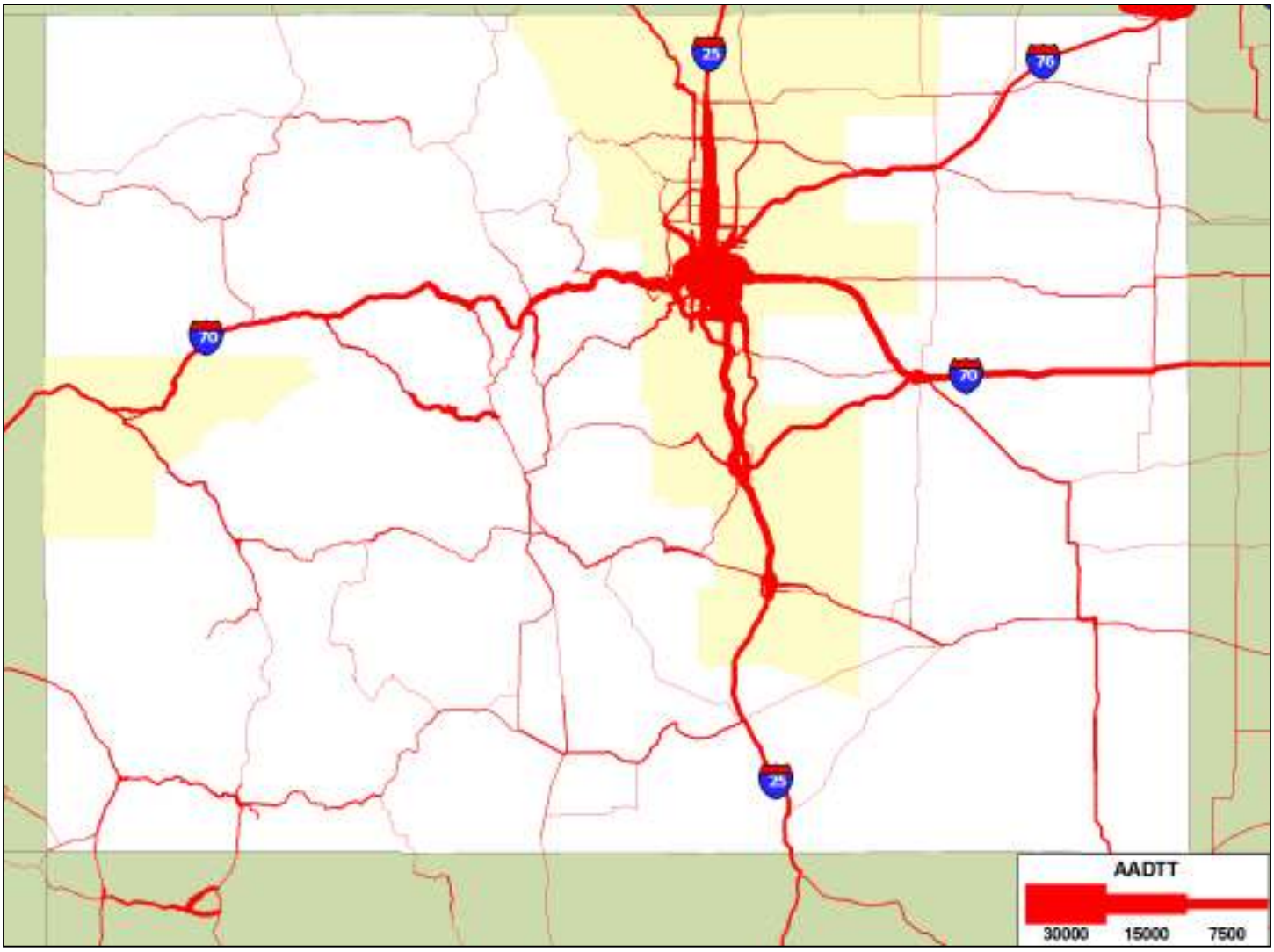


Table 24 - Freight Shipments To, From, and Within Colorado: 1998, 2010, and 2020

The following table presents information on freight shipments that have either an origin or a destination in Colorado. As shown in the table, in 1998 trucks moved a large percentage of the tonnage (73%) and value (68%) of shipments, followed by rail (26% tonnage, 7% value) and air (<1% tonnage, 25% value).

Colorado	Tons (millions)			Value (billions $)		
	1998	2010	2020	1998	2010	2020
By Mode						
Air	<1	1	2	33	84	147
Highway	142	208	257	90	178	296
Other[a]	<1	<1	<1	<1	<1	<1
Rail	51	67	76	9	17	26
Water	0	0	0	0	0	0
Grand Total	194	276	335	132	279	469
By Destination/Market						
Domestic	190	270	327	127	268	447
International	4	6	8	5	11	22
Grand Total	194	276	335	132	279	469

Note: Modal numbers may not add to totals due to rounding.
a The "Other" category includes international shipments that moved via pipeline or by an unspecified mode.

Truck traffic is expected to grow throughout the state over the next 20 years. Much of the growth will occur in urban areas and on the Interstate highway system. Truck traffic moving to and from Colorado accounted for 10 percent of the average annual daily truck traffic (AADTT) on the FAF road network. Approximately 10 percent of truck traffic involved in-state shipments, and 20 percent involved trucks traveling across the state to other markets. About 60 percent of the AADTT were not identified with a route-specific origin or destination. *(Freight Transportation Profile – Colorado Freight Analysis Framework)*

Table 25 - Top Five Commodities Shipped to, From, and Within Colorado by All Modes: 1998 & 2020

The following table shows the top five commodity groups shipped to, from, and within Colorado by all modes. The top commodities by weight are nonmetallic minerals and coal. By value, the top commodities are transportation equipment and mail or contract traffic." *(Freight Transportation Profile – Colorado Freight Analysis Framework)*

Colorado Commodity	Tons (millions)		Colorado Commodity	Value (billions $)	
	1998	2020		1998	2020
Nonmetallic Minerals	40	44	Transportation Equipment	17	24
Coal	35	42	Mail or Contract Traffic	15	47
Farm Products	26	30	Food or Kindred Products	13	26
Clay, Concrete, Glass or Stone	24	47	Freight All Kinds (FAK)	11	23
Food or Kindred Products	15	23	Chemicals or Allied Products	10	21

Source: FHWA

a U.S. mail or other small packages.
b The "Freight All Kinds" category refers to general freight shipments.

PUBLIC TRANSPORTATION NEEDS ASSESSMENT

The following section discusses an analysis of the demand for transit services in the San Luis Valley based on standard estimation techniques and comments from residents. The transit demand was used in the identification of transit service for the next 25 years. Different methods are used to estimate the maximum transit trip demand in the San Luis Valley:

- Rural Transit Demand Methodology
- Transit Needs and Benefits Study
- Ridership Trends

Feedback from residents within the community also plays a critical role in the regional planning process. Public meetings throughout the region allowed citizens to express their ideas and provide suggestions to the planning document. Chapter II provides detailed information regarding the public meetings held within the region.

Rural Transit Demand Methodology

An important source of information and the most recent research regarding demand for transit services in *rural areas* and for persons who are elderly or disabled is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC, represents the first substantial research into demand for transit service in rural areas and small communities since the early 1980s.

The TCRP Methodology is based on *permanent* population. Thus, the methodology provides a good look at transit demand for the San Luis Valley. The ***Transit Element*** presents the transit demand for 2002 and for year 2030, based on population projections from the Colorado Department of Local Affairs. Combining the program estimates and non-program estimates—the total current transit demand for the San Luis Valley, using the TCRP Methodology, is approximately 147,000 annual trips. The 2030 transit demand is estimated to be over 215,000 annual trips, not including program trips for agencies like Head Start and Mental Health Services. For more information on program demand, see ***the Transit Element.***

Table 26 – Estimated Public Transit Demand

Estimated Public Transit Demand					
Area	2002 Trips		2030Trips		Total Change
	Per Day	Annual	Per Day	Annual	
Alamosa	124	31,690	218	55,560	75.3%
Chaffee	138	35,310	227	57,920	64.0%
Conejos	89	22,650	112	28,360	25.2%
Costilla	48	12,140	58	14,830	22.2%
Mineral	8	1,920	11	2,780	44.8%
Rio Grande	115	29,240	135	34,340	17.4%
Saguache	55	14,050	84	21,420	52.5%
Region	576	147,000	845	215,480	46.6%

Source: LSC, 2003

Transit Needs and Benefits Study (TNBS)

The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis.

The LSC Team updated the TNBS transit need estimates using 2000 census data. The table in Exhibit 53 provides a summary of the needs using the 1996, 1999, and 2000 data. The TNBS approach used a combination of methodologies and aggregated the need for the San Luis Valley. However, the approach used factors based on statewide characteristics and is not specific to this region. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

Table 27 - TNBS Updated Transit Need Estimates

TNBS Updated Transit Need Estimates – SLV Region		
Transit Category	**1999 Trips**	**2002 Trips**
Rural General Public	944,058	1,143,480
Disabled	5,170	5,170
Program Trips	831,496	848,126
Urban Area	n/a	n/a
Annual Need	1,831,000	1,996,776
Annual Trips Provided	13,000	164,608
Need Met (%)	1%	8%
Unmet Need (%)	99%	92%

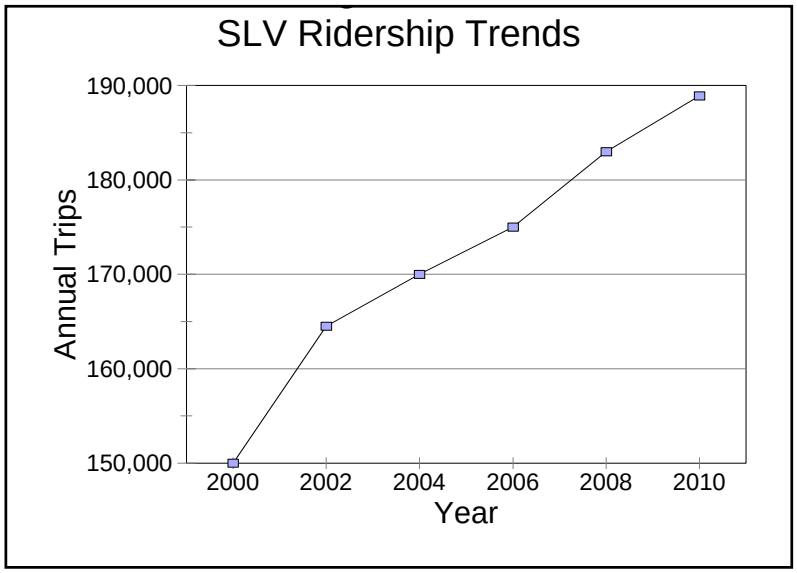
Source: LSC, 2003

Ridership Trends

The final approach looking at short-term transit demand is to evaluate recent trends in ridership. This approach is valid in areas where there are existing transit services such as in the San Luis Valley. Exhibit 54 shows the past ridership trends and ridership projections based on recent trends for the San Luis Valley, including all public and private providers. This section is based on existing ridership and is projected to the year 2010. The ridership trends and projections *do not* estimate the transit need within the study area.

As can be seen in this graph, the transit ridership is expected to increase in the future. Much of the transit demand pertains to the number of program trips provided in the San Luis Valley. Transit ridership for year 2005 is estimated at approximately 174,000 and for 2010 is estimated at 190,000 annual trips for the San Luis Valley. This is much lower than the estimates of demand because of the limited existing service.

Figure 8 - SLV Ridership Trends



VII - CORRIDOR VISIONS - ALTERNATIVES ANALYSIS

CORRIDOR VISION PROCESS

This plan makes a break from past regional planning process. In the past, the plan has been a strictly "project specific" plan, focusing on detailed needs and plans at precise locations. This led to an unwieldy plan that might address very specific needs, but sometimes failed to address regional needs from a systems perspective.

The 2030 Long Range Transportation Plan begins to build a "corridor-based" plan that will more effectively envision the long term needs on any given corridor, rather than focusing on specific intersections, safety issues or capacity issues from milepost X to milepost Y. This part of the plan examined 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 give some level of priority for implementation. These steps will help guide investment decisions throughout the planning period.

Several steps were followed in order to achieve this goal:

1. Identify corridor segments with common operating characteristics and future needs
2. Develop a Corridor Vision for each corridor segment
3. Develop Goals/Objectives for each corridor segment
4. Develop Strategies to achieve the Goals for each corridor segment
5. Assign a Primary Investment Category

Corridor Vision 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

Primary Investment Category

CDOT allocates funds to various programs, including System Quality (Preservation of the Existing System), Mobility, Safety, Program Delivery, Statewide Programs, and Priority Projects. The Corridor Vision process is designed to investigate the first three –System Quality, Mobility, and Safety in terms of regional priorities. The remaining programs are under the authority of CDOT where the Transportation Commission makes programming decisions.

For the purposes of this plan, the RPC examined all the available background data as presented in Chapter IV – Transportation System Inventory, matched unmet needs with the Regional Vision, Values and Goals expressed in Chapter III, 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.

Goal Selection

The following types of goals can be achieved within each category:

Mobility

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Maintain statewide transportation connections
- Coordinate transportation and land use decisions
- Support economic development while maintaining environmental responsibility
- Support commuter travel
- Support recreation travel
- Provide for tourist-friendly travel
- Improve access to public lands
- Accommodate growth in freight transport
- Provide improved freight linkages
- Expand transit usage
- Increase bus ridership
- Provide for bicycle/pedestrian travel
- Increase air travel availability
- Increase Transportation Demand Management, i.e., carpool, telecommute
- Provide information to traveling public

SAFETY

- Reduce fatalities, injuries and property damage crash rate
- Promote education to improve safe driving behavior
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Improve signing/striping

System Quality

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Promote transportation improvements that are environmentally responsible
- Maintain transit vehicles and facilities in good condition
- Maintain airport facilities in good condition
- Maintain responsible water quality procedures

Representative Projects

Throughout the course of the planning process, numerous specific projects were identified to address very specific and real needs. These project ideas have, in some cases, been on the table for some time, even years, awaiting the right time and the right funding opportunities. During this transition to a "corridor based" plan, it is important to keep sight of these needs. In order to do so, this chapter also identifies Representative Projects.

These projects are listed to provide examples of projects that might be constructed in the corridor. This list is not intended to be all-inclusive, but to provide a means of keeping regionally significant potential projects as part of the long-range plan. Listing here does not imply any priority among these projects or among other projects that are consistent with the Corridor Vision, but not listed. Transit projects listed here are significant regional projects and may compete for Regional Priority Program funding. All local transit projects are included in the 2030 ***Transit Element***. Aviation projects listed here may be generated at the local community level and are not necessarily endorsed or supported by either CDOT or the FAA. A complete list of Representative Projects, with estimated costs, has been included in the Appendix.

Corridor Vision Discussion Questions

The following questions were used to help facilitate a Corridor Vision discussion to identify local values and transportation needs.

1. What purpose does transportation serve for the community?
2. What are the transportation needs for your community in the future?
3. Do you expect major growth in population, recreation, employment, and or commercial sectors?
4. Are there congested areas?
5. Are there areas with safety problems in the corridor?
6. Are there areas that will need work, i.e., pavement conditions?
7. Is there a need for transit, bicycle/pedestrian, aviation, transportation demand management, and local roadway networks?
8. Are there natural resources, environmental concerns or areas of special interest to protect?

Corridor Vision Subcommittee

A special subcommittee of the regional planning commission and other interested individuals met two times to establish the Corridor Visions. The group discussed transportation needs on each corridor segment and recommended the adoption of the Corridor Visions to be included in the long-range plan.

CORRIDOR VISION SEGMENTS

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 28 - Corridor Vision Segments

Corridor Vision Segments					
Corridor Name	**Description**		**Beg MP**	**End MP**	**Primary Investment Category**
	From	**To**			
SH 15 A	US 160 (Monte Vista)	Conejos Co. Line	0.000	12.370	Safety
SH 15 B	West of Capulin	Jct US 285 at La Jara	20.398	30.916	System Quality
SH 17 A	CO/NM State Line	Jct US 285 (Antonito)	0.000	38.984	Safety
SH 17 B	Jct US 160 (Alamosa)	Jct. US 285 S. (Villa Grove)	69.107	118.790	System Quality
US 24 A (i)	Granite	Jct US 285 (Johnson Village)	193.770	212.910	Safety
US 24 A (ii)	Jct US 285 (Johnson Village)	Jct US 285 (Antero Junction)	212.910	226.810	Safety
US 50 A (i)	Jct SH 114 West of Parlin	West of Poncha Springs	165.520	216.697	Safety
US 50 A (ii)	West of Poncha Springs	East of Salida	216.697	222.455	Safety
US 50 A (iii)	East of Salida	Coaldale	222.455	241.270	Safety
SH 112 A (i)	Jct US 160 (Del Norte)	Jct US 285	0.000	13.138	Safety
SH 112 A (ii)	Jct US 285	Jct SH 17 (Hooper)	13.138	27.802	Safety
SH 114 A	Jct US 50 West of Parlin	Jct US 285 (Saguache)	8.020	61.697	Safety
SH 136 A	Jct US 285 (La Jara)	Sanford	0.000	4.469	System Quality
SH 142 A	US 285 West of Romeo	Jct SH 159 (San Luis)	0.000	33.840	System Quality
SH 149 A	Jct US 160 (South Fork)	Mineral/Hinsdale County Line	0.000	42.170	Safety
SH 150 A	Jct US 160 W. of Blanca	Sand Dunes NationalPark	0.000	15.999	System Quality
SH 159 A	CO/NM State Line	Jct US 160 (Fort Garland)	0.000	33.660	Safety
US 160 A (i)	Jct SH 84	West of South Fork	144.459	184.200	Safety
US 160 A (ii)	West of South Fork	West of Monte Vista	184.200	214.000	System Quality
US 160 A (iii)	West of Monte Vista	East of Alamosa	214.000	235.000	Mobility
US 160 A (iv)	East of Alamosa	Jct SH 150 (Blanca)	235.000	247.928	Mobility
US 160 A (v)	Jct SH 150 (Blanca)	East of La Veta Pass	247.928	282.190	Mobility
US 285 A (i)	CO/NM State Line	2 Miles s/o US 160 (Alamosa)	0.000	32.000	Mobility
US 285 A (ii)	2 Miles s/o US 160 (Alamosa)	Jct of US 160 in Alamosa	32.000	33.999	Mobility
US 285 B/C	US 160 In Monte Vista	Jct US 24 S. of Buena Vista	51.210	148.000	System Quality
SH 291 A	Jct US 50 Salida	Jct US 285	0.000	8.999	Safety
SH 368 A	Jct SH 370	Jct US 285 (Estrella)	0.000	12.329	System Quality
SH 370 A	Jct SH 15 s/o Monte Vista	Jct US 285 s/o Alamosa	0.000	14.000	System Quality
SH 371 A	Jct SH 15	SH 370	0.000	6.000	System Quality

Map 26 - Primary Investment Category

SAN LUIS VALLEY TPR CORRIDOR VISIONS

Corridor	**SH 15 A**	**Primary Investment Category**	**Safety**
Description	**SH 15 A - Monte Vista to Conejos County line**		
Beg MP	**0.000**	**End MP**	**12.370**

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.

Goals / Objectives

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

Strategies

- Construct intersection improvements
- Add/improve shoulders
- Improve geometrics
- Provide bicycle/pedestrian facilities
- Add signage
- Add surface treatment/overlays
- Repair/replace SD/FO bridges
- Provide and expand transit bus services

Corridor Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated in 2030:	**0.01 to 0.34** (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**184** (S. on SH 370) **to 3,883** (Monte Vista)
AADT Combination trucks	9 to 14
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**416** (S. on SH 370) **to 5,786** (Monte Vista)
AADT Combination trucks	**16** to **25**

Representative Projects

	Investment Category
• Bicycle/pedestrian improvements s/o Monte Vista	System Quality

Corridor	**SH 15 B**	**Primary Investment Category**	**System Quality**
Description	**SH 15 B - West of Capulin to Jct. US 285 at La Jara**		
Beg MP	**20.398**	**End MP**	**30.916**

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.

Goals / Objectives

- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Support existing transit services

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 Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030:	**0.03 to 0.18** (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**369** (W. of CR 13) **to 1,725** (N. of La Jara)
AADT Combination trucks	**11 to 13**
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**762** (W. of CR 13) **to 2,788** (N. of La Jara)
AADT Combination trucks	**17 to 23**

Representative Projects

	Investment Category
• Safety/geometric improvements	Safety

Corridor	**SH 17 A**	**Primary Investment Category**	**Safety**
Description	**SH 17 A - New Mexico state line to Antonito**		
Beg MP	**0.000**	**End 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.

Goals / Objectives

- Support recreation travel
- Improve access to public lands
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Maintain identified wildlife corridors and wildlife habitat connectivity
- Support existing transit services

Strategies

- Improve geometrics
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Add signage
- Construct intersection improvements
- Provide pullouts for winter recreationalists; improve signing/striping
- Add passing lanes
- Add/improve shoulders
- Add guardrails
- Add truck parking areas
- Add surface treatment/overlays
- Add wildlife crossing structures and wildlife fencing
- Provide and expand transit bus services

Corridor Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030:	0.02 to 0.28 (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**370** (SW. of CR 250 to Platoro) **to 1,838** (S. of Antonito)
AADT Combination trucks	**86** (SW. of CR 250 to Platoro) **to 145** (S. of Antonito)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**743** (SW. of CR 250 to Platoro) **to 2,919** (S. of Antonito)
AADT Combination trucks	**155** (SE. of CR 250 to Platoro) **to 230** (S. of Antonito)

Representative Projects

	Investment Category
• Safety related geometrics	Safety
• Improved signage for steep grades	System Quality
• Variable message signs	System Quality
• Pullouts/parking for slow moving vehicles	System Quality

Corridor	SH 17 B	Primary Investment Category	System Quality
Description	17 B - Alamosa to Jct. US 285 at Villa Grove		
Beg MP	69.107	End 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.

Goals / Objectives

- Accommodate growth in freight transport
- Provide for safe movement of bicycles and pedestrians
- Improve access to the Great Sand Dunes National Park and Reserve
- Improve signing/striping
- Maintain or improve pavement to optimal condition
- Support and increase transit bus ridership

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 Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030:	0.11 to 0.75 (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**1,056** (S. of Villa Grove) **to 5,661** (N. of Alamosa)
AADT Combination trucks	**85** (S. of Villa Grove) **to 408** (Hooper)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**1,810** (S. of Villa Grove) **to 9,148** (N. of Alamosa)
AADT Combination trucks	**146** (S. of Villa Grove) to **625** (Hooper)

Representative Projects

	Investment Category
• Intersection improvements @ CR T (Moffat)	Safety
• Park n' Ride no Alamosa	Mobility
• Alamosa North	System Quality
• Pedestrian crossing (Moffat)	Safety
• 6 Mile Road Improvements	System Quality

Corridor	**US 24 A (i)**	**Primary Investment Category**	**Safety**
Description	**US 24 A - Granite to Johnson Village**		
Beg MP	**193.770**	**End 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.

Goals / Objectives

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Rehabilitate/replace deficient bridges
- Passing lanes and auxiliary lanes where needed
- Support and expand transit services
- Potential reliever route for I-70
- Maintain identified wildlife corridors and wildlife habitat connectivity

Strategies

- Improve geometrics
- Intersection improvements
- Consolidate and limit access and develop access management plans
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add accel/decel lanes
- Add surface treatment/overlays
- Preserve rail ROW (Tennessee Line)
- Add wildlife crossing structures and wildlife fencing
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Provide and expand transit bus and rail services

Corridor Data

Pavement Condition:	**Poor,** except **good** from M.P. 211.22 to 212.9
Volume/capacity ratio estimated for 2030:	**0.52 to 0.72 (Jct. US 285)** - (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**2,973** (S. of SH 82) **to 12,755** (Buena Vista)
AADT Combination trucks	**128** (S. of Villa Grove) **to 269** (Buena Vista)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**4,222** (S. of SH 82) **to 20,612** (Buena Vista)
AADT Combination trucks	**182** (S. of Villa Grove) to **438** (Buena Vista)

Representative Projects

	Investment Category
• Intersection improvements - US 24 @ CR 350/Crossman Ave (Buena Vista)	Safety
• Intersection improvements - US 24 @ CR 356 (2.5 m no Buena Vista)	Safety
• Traffic signal @ Main St (Buena Vista)	Safety
• Pedestrian improvements Buena Vista)	Safety
• Buena Vista Airport improvements	System Quality

Corridor	**US 24 A (ii)**	**Primary Investment Category**	**Safety**
Description	**US 24 A - Johnson Village to Antero Junction**		
Beg MP	**212.910**	**End 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.

This corridor was identified in CDOT's 2003 Strategic Program for its high level of need and its role in interregional transportation. Planning for improvements should be included in future strategic program efforts.

Goals / Objectives

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Provide information to traveling public
- 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
- Bridge repairs/replacement for SD/FO structures
- Add wildlife crossing structures and wildlife fencing
- Study corridors
- Provide and expand transit bus services

Corridor Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030: segment)	**0.77 to 1.72** (E. of Jct. US 285) - (range within the
	Majority of Trout Creek Pass = **1.26**
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**3,837** (Antero Junction) **to 5,353** (Johnson Village)
AADT Combination trucks	**181** (Antero Junction) **to 261** (Johnson Village)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**5,395** (Antero Junction) **to 8,051** (Johnson Village)
AADT Combination trucks	**254** (Antero Junction) to **393** (Johnson Village)

Representative Projects

	Investment Category
• US 24 A - Trout Creek Pass safety related geometrics, climbing lanes, shoulders *	Safety/Mobility
• Intersection improvements - US 24 @ US 285 (Johnson's Village) *	Safety
• Replace or repair 11 SD or FO bridges (Johnson Village to Trout Creek Pass)	Safety

** Identified in CDOT's 2003 Strategic Project Program*

Corridor	US 50 A (i)	Primary Investment Category	Safety
Description	US 50 A - West of Parlin to Poncha Springs		
Beg MP	165.520	End MP	216.697

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.

Goals / Objectives

- Support recreation travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Rehabilitate/replace deficient bridges
- Provide for safe parking off the highway for winter recreationalists
- Maintain identified wildlife corridors and wildlife habitat connectivity

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
- Bridge repairs/replacement for SD/FO structures
- Add rest areas
- Add wildlife crossing structures and wildlife fencing

Corridor Data

Pavement Condition:	**Good/Fair**: M.P. 198.8 to 216.6
(M.P. 181.6 to 216.6)	Remainder is **Poor.**
Volume/capacity ratio estimated for 2030: Poncha Springs) **-** (range within the segment)	**0.32** (Gunnison/Saguache Co. line) **to 1.42** (W. of
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**Approx. 1,900** (Sargeants) **to 3,500** (Poncha Springs)
AADT Combination trucks	**190** (Doyleville) **to 353** (Maysville)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**Approx. 2,700** (Sargeants) **to 4,600** (Poncha Springs)
AADT Combination trucks	**251** (Doyleville) to **472** (Maysville)

Representative Projects

	Investment Category
• US 50 Monarch Pass safety related geometrics	Safety
• Intersection improvements - US 50 @ US 285 (south) [Poncha Springs]	Safety

Corridor	**US 50 A (ii)**	**Primary Investment Category**	**Safety**
Description	**US 50 A - Poncha Springs to Salida**		
Beg MP	**216.697**	**End MP**	**222.455**

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 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.

Goals / Objectives

- Reduce fatalities, injuries and property damage crash rate
- 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
- Add lights for crosswalks and highways
- Improve gateway signage to downtown Salida and Poncha Springs
- Sidewalks, landscaping, medians, crosswalks
- Expand Poncha Springs visitors' center
- Construct bike path from Poncha Springs to Salida
- Consolidate and limit access and develop access management plans
- Preserve railroad corridor (Tennessee Pass Line)

Corridor Data

Pavement Condition:	**Good, fair, and poor sections**
Volume/capacity ratio estimated for 2030:	**0.35** (Jct. SH 291) **to 1.42** (Poncha Springs)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**5,521** (Poncha Springs) **to 11,646** (Salida)
AADT Combination trucks	**358 to 476**
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**7,608** (Poncha Springs) **to 18,005** (Salida)
AADT Combination trucks	**493** to **723**

Representative Projects

	Investment Category
• Intersection improvements - US 50 @ US 285 (north) [Poncha Springs]	Safety
• Operational System Management	System Quality
• Bicycle/Pedestrian path (Poncha Springs to Salida)	System Quality
• Pedestrian crossing improvements (Poncha Springs)	Safety
• Intersection improvements Holman/CR 107 - Salida	Safety

Corridor	**US 50 A (iii)**	**Primary Investment Category**	**Safety**
Description	**US 50 A - Salida to Coaldale**		
Beg MP	**222.455**	**End 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.

Goals / Objectives

- Accommodate growth in freight transport
- Maintain or improve pavement to optimal condition
- Maintain responsible water quality procedures
- Maintain statewide transportation connections
- Coordinate transportation and land use decisions
- Improve access to public lands; support recreation travel
- Support and expand transit services

Strategies

- Reconstruct roadways
- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Provide bicycle/pedestrian facilities
- Add surface treatment/overlays
- Bridge repairs/replacement for SD/FO structures
- Add rest areas
- Preserve railroad corridor (Tennessee Pass Line)
- Provide and expand transit services

Corridor Data

Pavement Condition:	**Good/Fair**
Volume/capacity ratio estimated for 2030:	**0.35** (E. of Salida at M.P. 222.455) (Data available to M.P. 235)

Representative Projects

	Investment Category
• Safety related geometrics, passing lanes, shoulders Salida to Coaldale	Safety

Corridor	**SH 112 A (i)**	**Primary Investment Category**	**Safety**
Description	**SH 112 A - Del Norte to US 285**		
Beg MP	**0.000**	**End 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.

Goals / Objectives

- 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

Corridor Data

Pavement Condition:	**Fair**
Volume/capacity ratio estimated for 2030:	**0.13 to 0.46** (Del Norte) - (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**1,418** (W. of US 285) **to 2,607** (Del Norte)
AADT Combination trucks	**155** (W. of US 285) **to 190** (S. of CR 15A)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**2,053** (W. of US 285) **to 3,957** (Del Norte)
AADT Combination trucks	**224** (W. of US 285) **to 280** (S. of CR 15A)

Representative Projects

	Investment Category
• Safety related geometrics/shoulder improvements	Safety

Corridor	**SH 112 A (ii)**	**Primary Investment Category**	**Safety**
Description	**SH 112 A - US 285 to SH 17**		
Beg MP	**13.138**	**End MP**	**27.802**

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.

Goals / Objectives

- Eliminate shoulder deficiencies
- Provide improved freight linkages and accommodate growth in freight transport
- Support and expand transit services
- Provide for bicycle/pedestrian travel
- Complete an access management plan and consolidate access points
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and future demands

Strategies

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Maintain or improve pavement to optimal condition
- 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
- Add surface treatment/overlays
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030: segment)	**0.18 to 0.96** (Warden St. in Center) - (range within the
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**612** (Hooper) **to 4,221** (Center)
AADT Combination trucks	**100** (Hooper) **to 198** (Center)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**1,366** (Hooper) **to 7,235** (Center)
AADT Combination trucks	**178** (Hooper) **to 342** (Center)

Representative Projects

	Investment Category
• Safety related geometrics	Safety
• Park n Ride (Center)	Mobility
• RR crossing improvements	Safety
• Pedestrian crossing improvements	Safety
• Access Management Plan	System Quality
• Center Airport improvements	System Quality

Corridor	**SH 114 A**	**Primary Investment Category**	**Safety**
Description	**SH 114 A - East of Gunnison to Jct. US 285 (Saguache)**		
Beg MP	**08.020**	**End 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.

Goals / Objectives

- Maintain or improve pavement to optimal condition
- Rehabilitate/replace SD/FO bridges
- Promote transportation improvements that are environmentally responsible
- Support recreation travel
- Maintain identified wildlife corridors and wildlife habitat connectivity
- Support and expand transit services
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add roadway pullouts for breakdowns and slow vehicles
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Add wildlife crossing structures and wildlife fencing
- Provide and expand transit services
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor Data

Pavement Condition: **Poor,** except **Good/Fair** M.P. 29.75 to 44.049
M.P. 49.1 to 53.933

Volume/capacity ratio estimated for 2030: **0.05 to 0.12** (range within the segment)

2001 traffic volumes:

Average Annual Daily Traffic (AADT) **385** (Gunnison/Gunnison Co. line) **to 740** Saguache)

AADT Combination trucks **37** (Saguache/Gunnison Co. line **to 55** (Saguache)

2030 projected traffic volumes:

Average Annual Daily Traffic (AADT) **565** (Gunnison/Gunnison Co. line) **to 1,169** Saguache)

AADT Combination trucks **90** (Saguache)

Representative Projects

	Investment Category
• Safety related geometrics	Safety
• Improved signage @ US 285 (Saguache)	System Quality
• Intersection improvements @ CR 46 AA	Safety
• Saguache Airport Improvements	System Quality

Corridor	**SH 136 A**	**Primary Investment Category**	**System Quality**
Description	**SH 136 A - La Jara to Sanford**		
Beg MP	**0.000**	**End MP**	**4.469**

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.

Goals / Objectives

- 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 Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030:	**0.07 to 0.33** (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**955** (Walnut St., S. of Main St., La Jara) **to 2,521** E. of Walnut St, La Jara)
AADT Combination trucks	**7** (Walnut St., S. of Main St., La Jara) **to 17** (E. of Walnut St, La Jara)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**1,503** (Walnut St., S. of Main St., La Jara) **to 4,321** (E. of Walnut St, La Jara)
AADT Combination trucks	**11** (Walnut St., S. of Main St., La Jara) **to 29** (E. of Walnut St, La Jara)

Representative Projects

	Investment Category
• Safety/Geometric improvements	Safety
• Pedestrian improvements	System Quality

Corridor	**SH 142 A**	**Primary Investment Category**	**System Quality**
Description	**SH 142 A - Romeo to SH 159**		
Beg MP	**0.000**	**End 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.

Goals / Objectives

- 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 Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030:	**0.01 to 0.57** (Manassa) **-** (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**247** (E. of San Acacio) **to 3,920** (Manassa)
AADT Combination trucks	**21 to 23**
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**693** (E. of San Acacio) **to 7,542** (Manassa)
AADT Combination trucks	**30** (Romeo) **to 62** (E. of San Acacio)

Representative Projects

	Investment Category
• Safety/Geometric improvements	Safety

Corridor	**SH 149 A**	**Primary Investment Category**	**Safety**
Description	**SH 149 A - South Fork to Mineral/Hinsdale County Line**		
Beg MP	**0.000**	**End 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 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.

Goals / Objectives

- Support recreation and commuter travel
- Eliminate shoulder deficiencies
- Provide for safe movement of bicycles and pedestrians
- Promote transportation improvements that are environmentally responsible, including maintaining responsible water quality procedures
- Maintain identified wildlife corridors and wildlife habitat connectivity
- Support and expand transit services
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Improve geometrics
- Add/improve shoulders
- Bridge repairs/replacement for SD/FO structures
- Add passing lanes
- Add guardrails
- Add accel/decel lanes
- Consolidate and limit access and develop access management plans
- Add roadway pullouts for breakdowns and slow vehicles
- Add wildlife crossing structures and wildlife fencing
- Support and expand transit bus services
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor Data

Pavement Condition:	M.P. 0 to 0.5	**Fair**
	M.P. 0.5 to 1.52	**Poor**
	M.P. 1.52 to 6.52	**Good**
	M.P. 6.52 to 26.77	**Fair**
	M.P. 26.77 to 42.17	**Poor**
Volume/capacity ratio estimated for 2030:	**0.13 to 0.67** (Creede) **-** (range within the segment)	
2002 traffic volumes:		
Average Annual Daily Traffic (AADT)	**1,033** (SE of CR 520) **to 2,789** (South Fork)	
AADT Combination trucks	**17** (W. of NE Jct. CR 806) **to 93** (South Fork)	
2030 projected traffic volumes:		
Average Annual Daily Traffic (AADT)	**1,756** (SE of CR 520) **to 5,405** (South Fork)	
AADT Combination trucks	**27** (W. of NE Jct. CR 806) **to 180** (South Fork)	

Representative Projects

	Investment Category
• Intersection improvements - SH 149 @ La Garita & Main (Creede)	Safety
• Safety related geometrics	Safety
• Creede Airport improvements	System Quality
• Bicycle/pedestrian trail (South Fork to Creede)	System Quality
• Reconstruction	System Quality

Corridor	SH 150 A	Primary Investment Category	System Quality
Description	SH 150 A - US 160 to Great Sand Dunes National Park and Reserve		
Beg MP	0.000	End 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.

Goals / Objectives

- Maintain or improve pavement to optimal condition
- Support economic development while maintaining environmental responsibility
- Support recreation travel
- Provide for bicycle/pedestrian travel
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve intersections
- 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 crossing structures and wildlife fencing

Corridor Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030:	**0.11** (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**670**
AADT Combination trucks	**0**
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**1,317**
AADT Combination trucks	**0**

Representative Projects

	Investment Category
• Geometric improvements	System Quality
• Signage/improved access to Great Sand Dunes National Park	System Quality

Corridor	**SH 159 A**	**Primary Investment Category**	**Safety**
Description	**SH 159 A - New Mexico state line to Fort Garland**		
Beg MP	**0.000**	**End 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.

Goals / Objectives

- 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
- Bridge repairs/replacement
- Add rest areas
- Provide and expand transit services

Corridor Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030:	**0.04 to 0.80** (1st St. in San Luis) - (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**670**
AADT Combination trucks	**0**
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**1,317**
AADT Combination trucks	**0**

Representative Projects

	Investment Category
• Intersection improvements - SH 159 @ Centennial High School (San Luis)	Safety
• Shoulder widening s/o San Luis	Safety

Corridor	US 160 A (i)	Primary Investment Category	Safety
Description	US 160 A – Jct with SH 84 to west of South Fork		
Beg MP	144.459	End 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 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, 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.

This corridor was identified in CDOT's 2003 Strategic Program for its high level of need and its role in interregional transportation. Planning for improvements should be included in future strategic program efforts.

Goals / Objectives

- Support recreation travel
- Support truck freight travel
- Improve access to public lands
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain identified wildlife corridors and wildlife habitat connectivity
- Support and expand transit services

Strategies

- Add passing lanes
- Add/improve shoulders
- Add turn/accel/decel lanes
- Add turn lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Add truck parking areas
- Bridge repairs/replacement for SD/FO structures
- Add rest areas
- ITS/Variable Message Signs for travel advisories
- Promote carpool/vanpool access to Wolf Creek Ski area
- Provide and expand transit services
- Add wildlife crossing structures and wildlife fencing

Corridor Data:

Pavement Condition:

Good/Fair: M.P. 144.62 to 149.3
M.P. 152 to 152.8
M.P. 159.004 to 172.84
M.P. 174.7 to 179.7
The remainder is **Poor,** most with 0 remaining years of service life.

Volume/capacity ratio estimated for 2030:

M.P. 155.051 (Archuleta/Mineral Co. line) to 184.5.	**0.30** to **1.25** (range within the segment)
178.172 (So. Fork) to 193, 5 mi. E. of So. Fork.	**1.01 to 1.19** (range within the segment)

Representative Projects

	Investment Category
• Wolf Creek Pass Reconstruction *(Identified in CDOT's 2003 Strategic Project Program)*	System Quality

Corridor	US 160 A (ii)	Primary Investment Category	System Quality
Description	US 160 A - West of So. Fork to West of Monte Vista		
Beg MP	184.200	End 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, 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.

Goals / Objectives

- Accommodate growth in freight transport
- Maintain statewide transportation connections
- Increase travel reliability and improve mobility
- Provide for tourist-friendly travel
- Provide for bicycle/pedestrian travel
- Expand transit usage
- Coordinate transportation and land use decisions

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

Corridor Data

Pavement Condition:

Poor, with 0 Remaining years of service life: M.P. 197.1 to 212.259.

Volume/capacity ratio estimated for 2030:

M.P. 178.172 (So. Fork) to 193, 5 mi. E. of So. Fork.	**1.01 to 1.19** (range within the segment)
M.P. 196 (CR 17) to 202.3 (Hermosa Ave. in Del Norte).	**1.01 to 1.19** (range within the segment)
M.P. 201.556 to 201.850 in Del Norte.	**0.85 to 1.23** (range within the segment)

Representative Projects

	Investment Category
• Intersection improvements - @ CR 19 - South Fork	Safety
• Intersection improvements - US 160 @ Adams Street (Monte Vista)	Safety
• Pedestrian improvements (South Fork)	Safety
• Intersection improvements - US 160 @ US 285 (Monte Vista)	Safety
• Intersection improvements - US 160 @ SH 149 (South Fork)	Safety
• Safety/geometric improvements	Safety

Corridor	**US 160 A (iii)**	**Primary Investment Category**	**Mobility**
Description	**US 160 A - West of Monte Vista to East of Alamosa**		
Beg MP	**214.000**	**End 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, bus service, truck freight, rail freight, bicycle and pedestrian facilities, aviation (Monte Vista Airport), and Transportation Demand Management (telecommuting and carpooling). 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.

The Alamosa Mobility Study is currently underway in this corridor. The study identifies short term and long term improvements for mobility, congestion, traffic management, trucks, and safety. This corridor was identified in CDOT's 2003 Strategic Program for its high level of need and its role in interregional transportation. Planning for improvements should be included in future strategic program efforts.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain statewide transportation connections
- 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 general purpose lanes
- Add passing lanes
- Add roadway bypasses
- 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
- Construct and maintain Park'n Ride facilities
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor Data

Pavement Condition: **Good/fair** M.P. 221.6 to 231.2

Remainder is **Poor.**

Volume/capacity ratio greater than 0.60

estimated for 2030 = M.P. 215.121 (Chico Camino in Monte Vista) to M.P. 235 (E. Alamosa): 0.70 to 1.51 (range within the segment)

Representative Projects

	Investment Category
Alamosa Mobility Study *	Mobility
Alamosa Mobility Improvements – thru town *	Mobility
Alamosa Mobility Improvements – Monte Vista to Alamosa *	Mobility
Intersection improvements – Main @ Denver & ½ mile east	Mobility
Intersection improvements @ Victoria St (Alamosa)	Safety
Intersection improvements - US 160/US 285 (Alamosa)	Safety
Intersection improvements - US 160/CR 106 (Alamosa)	Safety
Intersection improvements - US 160/SH 17 (Alamosa)	Safety
US 285 - Rio Grande CR 4 RR crossing upgrade	Safety
Intersection improvements - US 160 @ CR 6E (Monte Vista)	Safety
Intersection improvements - US 160 @ Market Street (Alamosa)	Safety
Intersection improvements - US 160/285 @ CR 1E (Monte Vista)	Safety
Intersection improvements - US 160 @ Chico Camino (Monte Vista)	Safety
Monte Vista Airport improvements	System Quality
Intermodal facility - rail/truck transfer (Alamosa)	Mobility

** Identified in CDOT's 2003 Strategic Project Program*

Corridor	**US 160 A (iv)**	**Primary Investment Category**	Mobility
Description	**US 160 A – East of Alamosa to Jct SH 150 (Blanca)**		
Beg MP	**235.000**	**End 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, bus service, truck freight, rail freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). 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.

Goals / Objectives

- Accommodate growth in freight transport
- Support increased truck traffic
- Support commuter traffic
- Provide public transportation alternatives
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Add passing lanes
- Add turn/accel/decel 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

Corridor Data

Pavement Condition:

Fair = M.P. 235.7 to 240.7, 241.7 to 246.473
Poor = remainder

Volume/capacity ratio estimated for 2030: **0.75**

Representative Projects

	Investment Category
• Safety related geometrics - Blanca to La Veta Pass	Safety

Corridor	**US 160 A (v)**	**Primary Investment Category**	**Mobility**
Description	**US 160 A - Jct SH 150 (Blanca) to east of La Veta Pass**		
Beg MP	**247.928**	**End MP**	**282.190**

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, bus service, 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.

Goals / Objectives

- Accommodate growth in freight transport
- Provide information to traveling public
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Ensure airport facilities are maintained in a safe operation condition and are adequate to meet existing and projected demands

Strategies

- Construct intersection improvements
- Add passing lanes
- Add/improve shoulders
- Improve hot spots
- Add turn/accel/decel lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Add truck parking areas
- Add rest areas
- Add wildlife crossing structures and wildlife fencing
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor Data:

Pavement Condition: **Good/fair** M.P. 252.4 to 257.2, 267.2 to 282.19
Remainder is **Poor.**

Volume/capacity ratio greater than 0.60 estimated for 2030 =
0.31 (E. of Alamosa/Costilla Co. line) to
0.75 (W. of Alamosa/Costilla Co. line)

Representative Projects

	Investment Category
• Intersection improvements - US 160 @ SH 159 Ft Garland	Safety
• Intersection improvements - US 160 @ Trinchera Gate (Ft Garland)	Safety
• Intersection improvements - US 160 @ Forbes Gate (Ft Garland)	Safety
• Blanca Airport improvements	System Quality
• Safety related geometrics - Blanca to La Veta Pass	Safety
• Bicycle/pedestrian facility (Blanca to Ft. Garland)	System Quality

Corridor	**US 285 A (i)**	**Primary Investment Category**	**Mobility**
Description	**US 285 A - NM state line to 2 miles south of Alamosa**		
Beg MP	**0.000**	**End 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, bus service, 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.

Goals / Objectives

- Accommodate growth in freight transport
- Maintain statewide transportation connections
- Support commuter travel
- Provide for tourist-friendly travel
- Maintain or improve pavement to optimal condition
- Provide for bicycle/pedestrian travel

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
- Add rest areas
- Replace/repair SD/FO bridges

Corridor Data

Pavement Condition: **Poor**

Volume/capacity ratio estimated for 2030:

0.21 (New Mexico state line) to
0.75 (La Jara) – (range within the segment)

Representative Projects

	Investment Category
• Intersection improvements - US 285 @ Centauri High School (La Jara)	Safety
• Colorado Gateway/rest area s/o Antonito	System Quality
• Bicycle/pedestrian improvements - Centauri High School to La Jara	System Quality
• Intersection improvements - US 285 @ SH 15 (La Jara)	Safety
• US 285 New Mexico to Alamosa safety related geometrics	Safety
• Freight rail service - restart (Antonito to Alamosa)	Mobility

Corridor	**US 285 A (ii)**	**Primary Investment Category**	**Mobility**
Description	**US 285 - 2 miles south of Alamosa to US 160**		
Beg MP	**32.000**	**End MP**	**33.999**

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, bus 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.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Expand transit usage
- Provide for bicycle/pedestrian travel
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Add general purpose lanes
- Add roadway bypasses
- Add/improve interchanges/intersections
- Synchronize/interconnect traffic signals
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Construct, improve and maintain the system of local roads
- Meet facility objectives for the airport as described in the Colorado Airport System Plan

Corridor Data

Pavement Condition: **Poor**

Volume/capacity ratio estimated for 2030:

M.P. 33.684 (10th St. in Alamosa) to 33.999 (6th St. in Alamosa)

1.41 to 1.57 (range within the segment)

Representative Projects

	Investment Category
• Reconstruction/widening	Mobility
• Intersection improvements	Mobility
• Alamosa Airport Improvements	System Quality

Corridor	**US 285 B/C**	**Primary Investment Category**	**System Quality**
Description	**US 285 B/C - Monte Vista to Johnson Village**		
Beg MP	**51.210**	**End MP**	**148.000**

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 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.

Goals / Objectives

- Maintain statewide transportation connections
- Provide for tourist-friendly travel
- Accommodate growth in freight transport
- Preserve the existing transportation system
- Maintain identified wildlife corridors and wildlife habitat connectivity
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement for SD/FO structures
- Add traffic signals, as appropriate
- Improve signage
- Provide lighting, sidewalks, landscaping, medians, crosswalks, and gateway signage in towns, as appropriate
- Add passing & accel/decel lanes, where appropriate
- Provide bicycle/pedestrian facilities
- Add wildlife crossing structures and wildlife fencing
- Preserve railroad corridor (Tennessee Pass Line – Salida to Johnson Village)
- Meet facility objectives for the airports as identified in the Colorado Airport System Plan

Corridor Data

Pavement Condition: **Good/fair =** M.P. 87.06 to 116.56
119.036 to 148
Remainder is **Poor**.

Volume/capacity ratio estimated for 2030:
0.11 (N. of Saguache) to 2.20 (Nathrop) (range within the segment)

Representative Projects

	Investment Category
• US 285 - Monte Vista to SH 112	Safety
• Truck parking (Saguache)	System Quality
• RR crossing @ Rio Grande CR 4	Safety
• Intersection improvements @ CR LL56 (Bonanza Rd) (Villa Grove)	Safety
• Intersection improvements @ CR G	Safety
• Safety/geometric improvements/US 285 Poncha Pass	Safety
• Pedestrian improvements (Poncha Springs)	System Quality
• Intersection improvements @ Hulbert (Poncha Springs)	Safety

Corridor	**SH 291 A**	**Primary Investment Category**	**Safety**
Description	**SH 291 A - Jct. US 50 southeast of Salida to Jct. US 285**		
Beg MP	**0.000**	**End 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 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. 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.

Goals / Objectives

- 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
- Add surface treatment/overlays
- Improve landscaping

Corridor Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030:	**0.35 to 0.68 -** (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**3,030** (E. of SH 285) **to 5,450** (Salida)
AADT Combination trucks	**72** (E. of SH 285) **to 108** (Salida)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**4,260** (E. of SH 285) **to 7,892** (Salida)
AADT Combination trucks	**101** (E. of SH 285) **to 142** (Salida)

Representative Projects

	Investment Category
• New construction - Salida bypass	Mobility
• Safety related geometrics - n/o Salida	Safety

Corridor	**SH 368 A**	**Primary Investment Category**	**System Quality**
Description	**SH 368 A - Jct. SH 370 to Jct. US 285**		
Beg MP	**0.000**	**End 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.

Goals / Objectives

- 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
- Bridge repairs/replacement

Corridor Data

Pavement Condition:	**Poor,** except **Fair** M.P. 6.022 to 11.057
Volume/capacity ratio estimated for 2030:	**0.01 to 0.10 -** (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**236** (S. of SH 370) **to 997** (W. of SH 371)
AADT Combination trucks	**11** (S. of SH 370) **to 27** (W. of SH 371)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**556** (S. of SH 370) **to 2,142** (W. of SH 371)
AADT Combination trucks	**26** (S. of SH 370) **to 58** (W. of SH 371)

Representative Projects

	Investment Category
• Safety related geometrics/shoulders	Safety

Corridor	**SH 370 A**	**Primary Investment Category**	**System Quality**
Description	**SH 370 A - Jct. SH 15 to Jct. US 285**		
Beg MP	**0.000**	**End 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.

Goals / Objectives

- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays
- Bridge repairs/replacement for SD/FO structures

Corridor Data

Pavement Condition:	**Poor**
Volume/capacity ratio estimated for 2030:	**0.01 to 0.07 -** (range within the segment)
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**268** (E. of SH 15) **to 778** (W. of US 285)
AADT Combination trucks	**12** (E. of SH 368) **to 22** (W. of US 285)
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**667** (E. of SH 15) **to 1,540** (W. of US 285)
AADT Combination trucks	**28** (E. of SH 368) **to 44** (W. of US 285 and W. of SH 368)

Representative Projects

	Investment Category
• Safety related geometrics/shoulders	Safety

Corridor	SH 371 A	Primary Investment Category	System Quality
Description	SH 371 A – Jct SH 15 to SH 370		
Beg MP	0.000	End 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.

Goals / Objectives

- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays
- Bridge repairs/replacement for SD/FO structures

Corridor Data

Pavement Condition:	**Fair**
Volume/capacity ratio estimated for 2030:	**0.03 to 0.05**
2002 traffic volumes:	
Average Annual Daily Traffic (AADT)	**627**
AADT Combination trucks	**10**
2030 projected traffic volumes:	
Average Annual Daily Traffic (AADT)	**1,075**
AADT Combination trucks	**17**

Representative Projects

	Investment Category
• Safety related geometrics/shoulders	Safety

VIII – PREFERRED TRANSPORTATION PLAN

The Preferred Transportation Plan reflects the long-range transportation vision for the TPR. It highlights the interrelated nature of transportation to land use, development, and to the TPR's quality of life including a vital economy and protecting the human and natural environment. The Preferred Plan is an intermodal transportation plan that considers all modes of transportation as having a necessary role in providing mobility for people and freight and is consistent with the Vision, Goals and Strategies expressed in Chapter III – Regional Vision, Values & Goals, Chapter VI – Mobility Demand Analysis, and the individual Corridor Visions detailed in Chapter VII. Key features of the plan include an emphasis on enhancing safety, maintaining the existing transportation system, and providing for future mobility needs.

MULTIMODAL CORRIDORS

Based on the alternatives analysis conducted for each corridor, the planning team assisted the RPC in identifying a set of representative projects for each mode to be included in the preferred plan. The projects in the existing (2020) list were reviewed to identify projects that have been completed, those that need to be moved forward in the updated plan to address current needs, and include new projects not on the list to address new or developing needs anticipated in the current planning period. All reasonable and appropriate modes were considered. The projects were grouped by corridor. The representative projects for each corridor have been included in the Chapter VII - Corridor Visions and the Appendix.

All projects identified through the planning process were subjected to a preliminary screening process, which included the following questions:

- Do improvements on the corridor aid in the attainment of the vision and goals developed by the RPC?
- Is there a justifiable need?
- How does the corridor contribute to a system that meets the RPC's transportation needs?
- Are the corridor improvements realistic based on the human and natural environment and the physical constraints of the area?

The resulting multi-modal preferred project list was entered into CDOT's new on-line project database, PlanSite, which will greatly increase the efficiency and accuracy of project listings at the statewide level. The list comprehensively addresses mobility, safety and system quality needs for the region, while supporting economic growth and development, protecting the human and natural environment, and sustaining the quality of life as defined in the TPR's values, vision, and goal statements.

Each corridor was evaluated during the corridor visioning process to determine the primary investment category. The corridor was then evaluated in terms of the mobility, safety and system quality needs of the corridor and compared to needs on other corridors throughout the region. A relative priority was then established as High, Medium, or Low for each corridor. This list assumes a prioritization based on the use of Regional Priority Program funds only, typically used for state highway improvements. Other funds may be used for transit, aviation, enhancements, etc.

Available funding is expected to be far short of meeting all the identified needs. Therefore, it is important to provide a Preferred Plan that is not constrained by financial resources. Any project in the Preferred Plan could be advanced through the amendment process to the Constrained Plan, if new or additional funds were identified. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future.

Table 29 - Preferred Plan

San Luis Valley TPR Preferred Plan						
Corridor	**Project Description**	**Primary Investment Category**	**Overall Priority**	**Investment Category Priority**		
				Mobility	Safety	System Quality
TPR	Region 5 Intersection Improvements	M/S/SQ	**H**	H	H	H
160 A iii	Highway Corridor Improvements *	Mobility	**H**	H	H	H
285 A ii	Highway Corridor Improvements	Mobility	**H**	H	H	H
24 A ii	Highway Corridor Improvements *	Safety	**H**	H	H	H
285 A i	Highway Corridor Improvements	Mobility	**H**	M	H	H
50 A ii	Highway Corridor Improvements	Safety	**H**	H	H	M
50 A iii	Highway Corridor Improvements	System Quality	**H**	M	H	H
285 B/C	Highway Corridor Improvements	System Quality	**H**	M	H	H
TPR	Transit Capital Funds (existing service)	System Quality	**H**^{T}	H	M	H
TPR	Transit Operating Funds (existing service)	System Quality	**H**^{T}	H	M	H
17 B	Highway Corridor Improvements	System Quality	**M**	M	H	H
24 A i	Highway Corridor Improvements	Safety	**M**	M	M	H
112 A i	Highway Corridor Improvements	Safety	**M**	M	H	M
112 A ii	Highway Corridor Improvements	Safety	**M**	M	M	H
160 A ii	Highway Corridor Improvements	System Quality	**M**	M	M	H
291 A	Highway Corridor Improvements	Safety	**M**	M	M	H
17 A	Highway Corridor Improvements	Safety	**M**	L	M	H
50 A i	Highway Corridor Improvements	Safety	**M**	M	M	M
150 A	Highway Corridor Improvements	System Quality	**M**	M	L	H
160 A iv	Highway Corridor Improvements	Mobility	**M**	M	M	M
160 A v	Highway Corridor Improvements	Mobility	**M**	M	M	M
160 A i	Highway Corridor Improvements	System Quality	**M**	H	M	L
149 A	Highway Corridor Improvements	System Quality	**M**	M	M	M
159 A	Highway Corridor Improvements	Safety	**M**	L	M	H
TPR	Transit Capital Funds (new service)	Mobility	**M**^{T}	M	L	M
TPR	Transit Operating Funds (new service)	Mobility	**M**^{T}	M	L	M

** Identified in CDOT's 2003 Strategic Project Program*

San Luis Valley TPR Preferred Plan (cont'd)						
Corridor	**Project Description**	**Primary Investment Category**	**Overall Priority**	**Investment Category Priority**		
				Mobility	Safety	System Quality
15 A	Highway Corridor Improvements	Safety	**L**	L	L	H
15 B	Highway Corridor Improvements	System Quality	**L**	L	L	H
136 A	Highway Corridor Improvements	System Quality	**L**	L	L	H
142 A	Highway Corridor Improvements	System Quality	**L**	L	L	H
370 A	Highway Corridor Improvements	System Quality	**L**	L	L	H
114 A	Highway Corridor Improvements	Safety	**L**	L	L	M
368 A	Highway Corridor Improvements	System Quality	**L**	L	L	M
371 A	Highway Corridor Improvements	System Quality	**L**	L	L	M
285 A ii	Alamosa Airport improvements	System Quality	**L**[A]	M	L	L
24 A i	Buena Vista Airport Improvements	Safety	**L**[A]	L	L	L
112 A i	Del Norte Airport Improvements	System Quality	**L**[A]	L	L	L
112 A ii	Center Airport Improvements	System Quality	**L**[A]	L	L	L
114 A	Saguache Airport Improvements	System Quality	**L**[A]	L	L	L
149 A	Creede Airport improvements	System Quality	**L**[A]	L	L	L
160 A iii	Monte Vista Airport Improvements	System Quality	**L**[A]	L	L	L
160 A v	Blanca Airport Improvements	System Quality	**L**[A]	L	L	L
285 B/C	Salida Airport Improvements	System Quality	**L**[A]	L	L	L

[A] Aviation Funds

[T] Transit Funds

Map 27 - Preferred Plan Priorities

IX - PRIORITIZATION PROCESS

In this step in the planning process, costs for the preferred plan list were developed and became part of the analysis. The following criteria were developed to assist the RPC in determining priorities.

CORRIDOR PRIORITIZATION CRITERIA

These criteria reflect the regional vision, goals and strategies and ensure that corridor priorities identify the best improvements to meet those goals.

Mobility/Congestion

- Significant current congestion (0.85 v/c urban or 0.60 v/c rural)
- Significant projected congestion (0.85 v/c urban or 0.60 v/c rural)
- Elevated current or projected AADT
- Mobility improvements contribute to significant reduction in congestion
- Mobility improvements contribute to access for low income, elderly, or physically disabled
- Significant interregional or interstate corridor
- Preserve options to anticipate future transportation needs in major mobility corridors

Safety

- High accident rate
- Services and programs that reduce fatalities, injuries and property damage
- Substandard shoulder width
- Dangerous curves/intersections, etc.
- Signalization or other Transportation System Management expected to reduce crashes contributes to bicycle/pedestrian safety

System Quality

- Maintains the functionality and aesthetics of existing transportation infrastructure
- Heavily used truck route
- Remaining Service Life is Low (Poor Surface Condition)
- Optimize life cycle costs with timely maintenance
- Develop a “travel friendly” transportation system that incorporates customer desires
- Ensure that investments into the transportation system sustain and/or improve quality of life

Ability to Implement

- Perceived cost/benefit
- Generally acceptable engineering parameters
- Funding availability
- Dedicated funding program

Public Support

- Strategic Project Program (7^{th} Pot)
- Programmed in 2005-2010 STIP
- Documented in 2020 Constrained Plan
- Documented in 2020 Preferred Plan
- High-level public support demonstrated through public meetings, letters, etc.
- Contributes to geographic equity

Environment

- Completed environmental study or documentation
- Significant environmental improvements result from project
- Does not include Congestion Mitigation and Air Quality (CMAQ) funds which are prioritized under a separate process

Economic Impact

- Important tourist or recreational route
- High volume interstate or interregional truck route
- Critical to regional economy

PLANNING LEVEL RESOURCE PROJECTIONS

The Prioritized Plan deals primarily with funds from CDOT's Regional Priority Program (RPP) as allocated to each of the six CDOT Regions. The San Luis Valley TPR is in CDOT Region 5. The TPR's target for planning level RPP resource projections is $53 million. While this was acknowledged to be more than the TPR would reasonably expect to receive over the planning period, it was agreed to be an acceptable amount for the prioritization exercise. This allowed the RPC to prioritize funding beyond what is currently projected in an admittedly conservative economic climate. If additional funds are made available in the future, it may be possible to draw from this prioritized list without completing a full, and time consuming, plan update. Other reasonably expected funds come from Transit, Aviation, and Enhancement programs as specified in Table 31.

The planning level resource projection was derived by dividing the RPC control total for Region 5 by the number of counties in the Region, multiplying by the number of counties in the TPR, then multiplying by 2, in order to achieve to total projection. The formula is described in the following table.

Table 30 - Planning Level Resource Projections

Planning Level Resource Projections							
Region 5 RPP		# Counties in Region 5		# Counties in SLV TPR		Total	
$62,433,000	divided by	16.5	X	7	X 2	=	$53,000,000

PRIORITIZED (PREFERRED) PLAN COSTS

Costs for Transit and Aviation are included in the following multimodal table. Highway corridor costs were computed as the sum of all costs of component projects within the corridor plus other costs judged necessary to install shoulders or other geometric improvements to bring the highway to design standards. Costs are based on anticipated available revenues multiplied by 2 as in table 25. The total cost to implement the Preferred Plan is estimated to be $1,8337,620,854. With only an estimated $53 million available, if more funds were to become available, they can be allocated to these corridors in the percentages indicated.

Table 31 - Prioritized Plan

San Luis Valley TPR 2030 Prioritized Plan ($53 M Total)						
Corridor	Project Description	Primary Investment Category	Preferred Plan		Prioritized Cost	
			Priority	Corridor Cost	% RPP	Planning Allocation
TPR	Region 5 Intersection Improvements	M/S/SQ	**H**	$ 8,740,000	33.00%	$ 17,490,000
160 A iii	Highway Corridor Improvements *	Mobility	**H**	$ 36,000,000	23.50%	$ 12,455,000
285 A ii	Highway Corridor Improvements	Mobility	**H**	$ 22,000,000	9.00%	$ 4,770,000
24 A ii	Highway Corridor Improvements *	Safety	**H**	$ 58,500,000	9.00%	$ 4,770,000
285 A i	Highway Corridor Improvements	Mobility	**H**	$ 70,250,000	7.00%	$ 3,710,000
50 A ii	Highway Corridor Improvements	Safety	**H**	$ 35,400,000	3.00%	$ 1,590,000
50 A iii	Highway Corridor Improvements	System Quality	**H**	$ 79,000,000	3.26%	$ 1,727,800
285 B/C	Highway Corridor Improvements	System Quality	**H**	$ 175,000,000	10.00%	$ 5,300,000
TPR	Transit Capital Funds (existing service)	System Quality	**H**^{T}	$ 2,900,000	0.00%	$
TPR	Transit Operating Funds (existing service)	System Quality	**H**^{T}	$ 3,848,877	0.00%	$
17 B	Highway Corridor Improvements	System Quality	**M**	$ 107,500,000	1.89%	$ 1,001,700
24 A i	Highway Corridor Improvements	Safety	**M**	$ 5,500,000	0.00%	$ -
112 A i	Highway Corridor Improvements	Safety	**M**	$ 30,000,000	0.00%	$ -
112 A ii	Highway Corridor Improvements	Safety	**M**	$ 19,500,000	0.00%	$ -
160 A ii	Highway Corridor Improvements	System Quality	**M**	$ 85,500,000	0.35%	$ 187,090
291 A	Highway Corridor Improvements	Safety	**M**	$ 21,000,000	0.00%	$ -
17 A	Highway Corridor Improvements	Safety	**M**	$ 106,300,000	0.00%	$ -
50 A i	Highway Corridor Improvements	Safety	**M**	$ 95,300,000	0.00%	$ -
150 A	Highway Corridor Improvements	System Quality	**M**	$ 29,500,000	0.00%	$ -
160 A iv	Highway Corridor Improvements	Mobility	**M**	$ 14,500,000	0.00%	$ -
160 A v	Highway Corridor Improvements	Mobility	**M**	$ 281,000,000	0.00%	$ -
160 A i	Highway Corridor Improvements	System Quality	**M**	$ 91,000,000	0.00%	$ -
149 A	Highway Corridor Improvements	System Quality	**M**	$ 124,000,000	0.00%	$ -
159 A	Highway Corridor Improvements	Safety	**M**	$ 22,100,000	0.00%	$ -
TPR	Transit Capital Funds (new service)	Mobility	**M**^{T}	$ 460,000	0.00%	$
TPR	Transit Operating Funds (new service)	Mobility	**M**^{T}	$ 8,876,280	0.00%	$

** Identified in CDOT's 2003 Strategic Project Program*

San Luis Valley TPR Corridor Priorities (cont'd) ($53 M Total)						
Corridor	**Project Description**	**Primary Investment Category**	**Preferred Plan**		**Regional Priority Program**	
			Priority	Corridor Cost	% RPP	Planning Allocation *
15 A	Highway Corridor Improvements	Safety	**L**	$ 28,550,000	0.00%	$ -
15 B	Highway Corridor Improvements	System Quality	**L**	$ 21,050,000	0.00%	$ -
136 A	Highway Corridor Improvements	System Quality	**L**	$ 8,020,000	0.00%	$ -
142 A	Highway Corridor Improvements	System Quality		$ 55,100,000	0.00%	$ -
370 A	Highway Corridor Improvements	System Quality	**L**	$ 16,500,000	0.00%	$ -
114 A	Highway Corridor Improvements	Safety	**L**	$ 128,000,000	0.00%	$ -
368 A	Highway Corridor Improvements	System Quality	**L**	$ 12,500,000	0.00%	$ -
371 A	Highway Corridor Improvements	System Quality	**L**	$ 5,500,000	0.00%	$ -
285 A ii	Alamosa Airport improvements	System Quality	**L**[A]	$ 7,966,178	0.00%	$
24 A i	Buena Vista Airport Improvements	Safety	**L**[A]	$ 12,633,904	0.00%	$ -
112 A i	Del Norte Airport Improvements	System Quality	**L**[A]	$ 1,081,528	0.00%	$ -
112 A ii	Center Airport Improvements	System Quality	**L**[A]	$ 1,278,385	0.00%	$ -
114 A	Saguache Airport Improvements	System Quality	**L**[A]	$ 377,680	0.00%	$ -
149 A	Creede Airport improvements	System Quality	**L**[A]	$ 1,278,355	0.00%	$ -
160 A iii	Monte Vista Airport Improvements	System Quality	**L**[A]	$ 921,802	0.00%	$
160 A v	Blanca Airport Improvements	System Quality	**L**[A]	$ 39,572	0.00%	$ -
285 B/C	Salida Airport Improvements	System Quality	**L**[A]	$ 6,035,696	0.00%	$
Total				$ 1,837,620,854	100.00%	$ 53,001,590

[A] Aviation Funds

[T] Transit Funds

AVIATION PREFERRED PROJECT 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. 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 it 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.

Colorado Statewide Airport Inventory and Implementation Plan 2000 (State Airport System Plan): In 1999, CDOT-Aeronautics contracted with a consulting firm to develop an Airport System Plan. This plan, done by Wilbur Smith and Associates, was completed in 2000.

The State of Colorado is served by a system of 78 public-use airports. These 78 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 2030 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 2030 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 2030. 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 did not 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-Aeronautic 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 32 - Aviation Preferred Plan

Aviation Preferred Plan				
Airport	**Corridor Number**	**Projects**	**Investment Category**	**Cost Estimate**
Alamosa	US 285A (iii)	1. Master Plan	System Quality	$166,666
		2. ILS Monitor	Safety	$20,000
		3. Expand GA Apron	Mobility	$500,000
		4. Reconstruct Terminal Parking	System Quality	$400,000
		5. Construct Crosswind RW	Mobility	$2,183,334
		6. Construct Parallel Taxiway for crossing runway	Mobility	$1,150,000
		7. Construct new firehouse	Safety	$388,888
		8. Extend Runway 20 south	Safety	$1,400,000
		9. Expand GA Apron Phase II	Mobility	$555,555
		10. Construct taxiway to t-hangars	Safety	$444,444
		11. Replace ARFF Truck	Safety	$300,000
Blanca	US 160A (iii)	1. Rotating Beacon**	Safety	$15,000
		2. Low intensity runway lights or reflectors**	Safety	$7,300
		3. Public telephones and restrooms**	System Quality	$5,000
		4. Public Parking**	System Quality	$10,000
Buena Vista	US 285 B/C (iii)	1. Rehab Taxiway A	System Quality	$8,333,333
		2. Pavement Maintenance	System Quality	$50,000
		3. Expand Apron	Mobility	$1,111,111
		4. Rehab Runway	System Quality	$2,222,222
		5. Non Precision Approach**	Safety	$50,000
		6. Runway End Identifier Lights**	Safety	$12,000
		7. On Site weather reporting equipment**	Safety	$130,000
Center	112A, US 285, SH 17	1. Move Power Lines	Safety	$250,000
		2. Widen RW from 48' to 60'**	Safety	$340,000
		3. Construct taxiway/turnarounds**	Mobility	$288,000
		4. Provide Non Precision Instrument Approach**	Safety	$50,000
		5. Rotating Beacon**	Safety	$15,000
		6. Runway End Identifier Lights**	Safety	$12,000
		7. Medium Intensity Runway Lights**	Safety	$120,000
		8. On site weather Reporting equipment	Safety	$130,000
Creede	SH 149A	1. Lengthen runway from 6880' to 7410'**	Safety	$750,000
		2. Construct taxiway/turnarounds**	Safety	$200,000
		3. Provide non precision Approach**	Safety	$50,000
		4. Rotating Beacon**	Safety	$15,000
		5. PAPI/VASI**	Safety	$30,000
		6. On site weather reporting equipment**	Safety	$130,000
		7. Public telephones and restrooms**	System Quality	$5,000
		8. Provide any aircraft fueling	System Quality	$25,000

Aviation Preferred Plan – Cont'd

Aviation Preferred Plan				
Airport	**Corridor Number**	**Projects**	**Investment Category**	**Cost Estimate**
Del Norte	112A (I)	1. Pavement maintenance runway 4-22	System Quality	$100,000
		2. Taxiway Maintenance	System Quality	$30,000
		3. Install runway 4-22 lighting	Safety	$125,000
		4. Update lighting runway 8-26	System Quality	$75,000
		5. Security Fencing	Safety	$500,000
		6. Widen runway from 49' to 60'**	Safety	$144,444
		7. Rotating Beacon**	Safety	$15,000
		8. Public telephone and restrooms**	System Quality	$5,000
		Automobile Parking**	Mobility	$25,000
Monte Vista	US 160 a (iii)	1. Fencing, Pavement Maintenance	System Quality	$327,776
		2. Update ALP	System Quality	$111,111
		3. Any taxiway/turnaround**	Mobility	$288,000
		4. Runway End Identifier Lights**	Safety	$12,000
		5. On site weather reporting equipment**	Safety	$130,000
Salida	US 285 B/C (iii)	1. Land acquisition: hangars and partial parallel taxiway	System Quality	$550,000
		2. On site automated weather reporting equipment	Safety	$130,000
		3. Rehab runway, taxiway	System Quality	$2,222,222
		4. Expand and rehab apron	System Quality	$300,000
		5. Non precision instrument approach**	Safety	$50,000
		6. Runway End Identifier Lights**	Safety	$12,000
		7. Rehab and extend parallel taxiway to the end of runway 24	Mobility	$750,000
		8. Acquire land for RPZ and OFA	Safety	$200,000
		9. Medium Intensity Runway Lights	Safety	$150,000
		10. Expand terminal and auto parking	Mobility	$125,000
		11. Acquire ARFF truck	Safety	$200,000
		12. Rehab airfield pavements and lighting system	System Quality	$1,000,000
Saguache	SH 114 A	1. Hangar and fencing	Safety	$250,000
		2. Widen runway from 55' to 60'**	Safety	$106,000
Total Preferred Aviation Project Costs				**$29,798,406**

*Note: In many cases the projects identified above are local community generated and are not necessarily endorsed or supported by either CDOT or the FAA

** Projects that have been identified in the 2000 Colorado Statewide Airport System Plan (These projects are not necessarily endorsed or supported by either CDOT or the FAA)

TRANSIT PREFERRED PLAN

Each provider in the San Luis Valley study area submitted operational and capital projects for the next 25 years to address long-range transit needs. The Preferred Plan presented in the ***Prioritized Plan*** is based on *unrestricted funding* for the transit providers. The data include costs to maintain the existing system and to enhance the current transit services. The transit information assumes that primary funding will not be from Regional Priority Project (RPP) funds. See the ***Transit Element*** (published separately) for more information.

The Transit Preferred Plan as described in the ***2030 Transit Element*** includes a total $16.1 million for all transit needs, including maintaining existing services and proposed expansion of services.

Table 33 -Transit Preferred Plan

Transit Preferred Plan	
Operating Funds	$ 12,725,157
Capital Funds	$ 3,360,000
Total	$ 16,085,157

X - FISCALLY CONSTRAINED PLAN

BACKGROUND

This chapter identifies those transportation projects and programs that can be reasonably expected to receive funding within the planning period through 2030.

The first step in the process of defining a Fiscally Constrained Plan was to obtain an estimate of reasonably expected revenues from CDOT. CDOT provided these financial projections for the entire state as well as by CDOT region based on its Resource Allocation formula.

At a joint meeting of all TPRs within Region 5, CDOT and the other TPRs met to prioritize all projects from the Region based on "reasonably expected" revenues from federal, state, regional, local, and private sources.

REASONABLY EXPECTED REVENUES

Table 34 - Reasonably Expected Revenues

CDOT Region 5 Control Totals 2005 - 2030		
Control total (2005 - 2030)	$	62,433,000
Current STIP (2005 - 2010)	$	37,012,000
Remaining	$	25,421,000
Allocation of Remaining Funds to TPRs		
San Luis Valley TPR	$	10,784,667
Southwest TPR	$	10,784,667
Gunnison Valley TPR	$	3,851,666
Total	$	25,421,000

Table 35 - San Luis Valley TPR 2030 Fiscally Constrained Plan

The Fiscally Constrained Plan includes $14.2 million for Regional Priority Program, $6.7 million for Transit, and $3.4 million for Aviation for a total of $24.4 million.

San Luis Valley Constrained Plan				
Regional Priority Program				
Project		STIP funding (2005-2010)	2030 Prioritized Plan (2011 - 2030)	2030 Constrained Plan (2005-2030)
Alamosa Mobility Study *		$50,000	$0	$50,000
US 160, from west of Monte Vista to east of Alamosa, MP 214 to MP 235 *		$3,370,000	$3,000,000	$6,370,000
US24, Johnson Village to Antero Jct, MP 212 to 227 *			$5,000,000	$5,000,000
US 285, from 2 miles south of US 160 in Alamosa to Jct US 160, MP 32-34			$2,784,665	$2,784,664
Total RPP		$3,420,000	$10,784,665	$14,204,664
Transit				
Transit Capital Funds (existing service)				$2,900,000
Transit Operating Funds (existing service)				$3,848,877
Total Transit				$6,748,877
Aviation				
Alamosa Airport	1. Master Plan			$166,666
	2. ILS Monitor			$20,000
Monte Vista Airport	1. Fencing, Pavement Maintenance			$327,776
	2. Update ALP			$111,111
Salida Airport	1. Land acquisition: hangars and partial parallel taxiway			$550,000
	3. Rehab runway, taxiway			$2,222,222
Total Aviation				$3,397,775
Total Constrained Plan				**$24,351,316**

** Identified in CDOT's 2003 Strategic Project Program*

INTERSECTION ANALYSIS AND PRIORITIZATION STUDY

CDOT Region 5, with the concurrence of the three TPRs in the region, has for several years maintained the Intersection and Analysis Prioritization Study. This program analyzes the most pressing intersection redesign or reconstruction needs throughout the region. Basis for analysis includes safety and accident data, level of congestion, signalization, geometrics, and other traffic and engineering data. The resulting list of over 40 intersections has been prioritized by CDOT with the goal of creating improvements generally on a "worst first" basis. The Region works down the list with the most immediate needs using available funding. The list is regularly updated to remove intersections as improved and add new ones. Several intersections from each TPR are on the list at any given time.

A funding pool has been set up that includes 1/3 of the Regional Priority Program from the entire region. This pool for FY 2005 – 2030 currently contains just over $21 million. Local governments and residents support the intersection program because it addresses immediate needs no matter the location. The current list includes the following 21intersections in the San Luis Valley TPR. These intersections may also be identified in the Preferred Plan – Representative Projects and in the Corridor Visions as existing or future needs. Overall Ranking is a score used to rank the intersections across the region. Intersections in other areas may appear in the overall list. A second pool fund has been created for engineering studies, intersection design, shoulder, and environmental studies totaling over $2 million.

Table 36 - 2003 Intersection Analysis and Prioritization Study

2003 Intersection Analysis and Prioritization Study		
Intersection	County	Overall Rank
US 160 at US 285 (Alamosa)	Alamosa	78.0
US 160 at Victoria Street (Alamosa)	Alamosa	72.5
US 50 at US 285 (south) Poncha Springs)	Chaffee	70.0
US 24 at US 285 (Johnson's Village)	Chaffee	67.5
US 50 at CR 107 (Salida)	Chaffee	65.5
US 160/US 285 at CR 1E (Monte Vista)	Rio Grande	65.5
US 160 at CR 19 (South Fork)	Rio Grande	64.5
US 50 at US 285 (north) (Poncha Springs)	Chaffee	64.5
US 160 at Chico Camino (Monte Vista)	Rio Grande	61.0
US 24 at CR 350 Crossman Ave (Buena Vista)	Chaffee	59.5
US 285 at Centari High School (La Jara)	Conejos	59.5
US 160 at SH 159 (Ft. Garland)	Costilla	59.0
US 160 at SH 17 (Alamosa)	Alamosa	57.5
SH 159 at Centennial High School (San Luis)	Conejos	57.5
US 285 at SH 15 (La Jara)	Conejos	56.5
US 160 at SH 149 (South Fork)	Rio Grande	56.0
US 160 at CR 105 (Alamosa)	Alamosa	54.0
US 160 at CR 6E (Monte Vista)	Rio Grande	53.0
US 160 at Trinchera Gate (Ft. Garland)	Costilla	43.5
US 160 at Forbes Gate (Ft. Garland)	Costilla	38.5
SH 149 at La Garita & Main (Creede)	Mineral	38.5

TRANSIT FUNDING

This section presents the funding plan for the San Luis Valley Transit Long-Range Financially-Constrained Plan. This Fiscally-Constrained Plan relies on the funding sources that are currently being used by the transit agencies or are likely to be realized over the planning horizon. Funding for transit services within the region will come from federal and local (public and private) sources.

A complete inventory of transit operators and their services was undertaken during the ***Transit Element*** 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 ***Transit Element*** published separately**.**

The following section identifies reasonably expected funds to implement financially-constrained transit plan. The long-range constrained plan includes only the continuation of existing services. Transit funds are identified in the following table.

Table 37 - Transit Funding Sources

Transit Funding Sources	
Funding Source	$
Local Funding	$5,768,975
FTA 5310	$755,154
FTA 5311	$224,748
2030 Total	$6,748,877

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. CDOT has programmed funds to implement elements of the Through Alamosa Project in the short-term plan. This set of improvements will provide welcome relief to congestion and other issues in the west and central Alamosa area.

Due to the high cost of this project, the TPR will expect to see little additional major construction work in the near term due to equally important needs on other corridors in the TPR unless additional funds are forthcoming. While CDOT Region 5 will continue to address safety, bridge and resurfacing needs on many of the region's highways, other must wait for the funding scenario to improve.

As a result, congestion will continue to deteriorate in spot locations in South Fork, Monte Vista and Del Norte. Many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists.

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.