



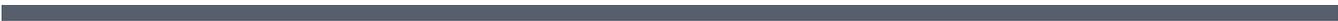
COLORADO
Department of
Transportation

2040 | Regional Transportation Plan

February 2015

San Luis Valley

Transportation Planning Region



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A Message from your San Luis Valley Transportation Planning Region Chair

As Chair of the San Luis Valley Transportation Planning Region, representing Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties, it is my responsibility to ensure that our area's transportation needs and priorities are recognized, made easily accessible, and communicated to the public and key transportation decision-makers. This Regional Transportation Plan accomplishes these goals and more. The Regional Transportation Plan recognizes current needs and priorities, while formulating solutions to keep pace with regional growth and changing conditions.

The San Luis Valley Transportation Planning Region began transportation plan development in May of 2013. This document is the reflection of Transportation Planning Region member input, various types of data and information, and broad public sentiment expressed in online and printed surveys and in responses to telephone town hall questions.

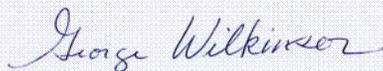
A Regional Transportation Plan that reflects the overall priorities and needs for our area is vital at a time of limited funding for transportation. This plan will help inform decisions the Colorado Department of Transportation makes about the state's transportation system.

This Regional Transportation Plan has been developed in tandem with the Colorado Department of Transportation's development of the Statewide Transportation Plan. These plans will be integrated, demonstrating the important role that transportation in the San Luis Valley Transportation Planning Region plays in the overall state transportation system. For example, the priority corridors and transportation needs identified in this plan have been rolled up into the Statewide Transportation Plan.

This plan is intended to be a living, useful document that is referred to when transportation decisions are being made and as the Transportation Planning Region implements the action items listed in the final chapter of the Regional Transportation Plan. The plan will be revisited periodically by the Transportation Planning Region and others to ensure that we are on the right path toward accomplishing the vision and goals set forth by it.

Your familiarity with our region's transportation needs and priorities and the challenges that we face is important now and into the future. I invite you to review this plan and become more engaged in the San Luis Valley Transportation Planning Region's transportation future.

Sincerely,



George Wilkinson
Chair, San Luis Valley Transportation Planning Region

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The regional transportation story for the San Luis Valley TPR describes the region's unique characteristics, along with some of the key transportation conditions that help to define the San Luis Valley TPR. The vision and goals of the TPR also are identified.

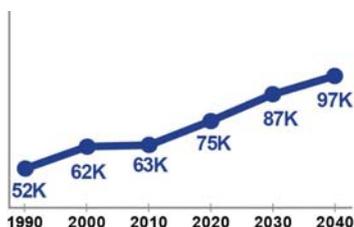
Landscape

The geography and climate of the region are important factors for travel. The San Luis Valley TPR is a high-altitude valley surrounded by mountains on three sides and containing the headwaters of the Rio Grande River. The TPR includes the Upper Arkansas River Valley, through which the Arkansas River flows, and is located between the Sawatch and Mosquito Mountain Ranges. The San Luis Valley itself is located between the Sangre de Cristo and San Juan mountain ranges. The valley is a fertile agricultural zone, while the mountain rim has abundant tourism and recreation amenities. The Great Sand Dunes National Park is a key feature of the area. Public lands comprise a majority of the land area. This area of semi-arid desert lands receives little precipitation. Temperatures can be extremely cold on winter nights and very comfortable in the summer. On occasion, this region experiences severe winter storms. On the other hand, the region also experiences an above-average number of days of sunshine throughout the year. The changing and sometimes severe weather creates potential for road closures due to adverse weather conditions.

Population

The population of the San Luis Valley TPR is expected to grow approximately 1.4 percent annually through the year 2040 (from 63,800 residents in 2010 to 97,000 residents in 2040), which is a slightly lower growth rate than the statewide annual average of 1.5 percent. People 65 years of age or older—both in the San Luis Valley region and statewide—make up the fastest-growing segment of the population. The sidebar chart provides more detail on the region's population growth.

Population in the San Luis Valley TPR



Population in the San Luis Valley TPR is expected to grow at a slightly lower rate than the rest of the state. The region's population is expected to increase by 35 percent by 2040 compared to today. (Source: Colorado Department of Local Affairs)

Truck traffic in the San Luis Valley TPR supports agriculture and the movement of goods.



Heard Around the Region

The people of the San Luis Valley TPR value their rural way of life, which is supported by communities that offer a small-town atmosphere. The increasing senior population will necessitate better signing, lighting, accommodation of recreation vehicles, and public transportation services as alternatives to driving.

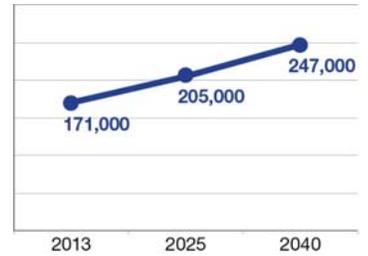
Economic Vitality

The economic vitality of the region is closely linked and dependent upon the transportation system. Many of the major components of the economy in the San Luis Valley TPR are dependent on the transportation infrastructure. The top industry for employment in the San Luis Valley TPR is agriculture, followed by health and wellness, transportation and logistics, tourism, and outdoor recreation. Outdoor recreation opportunities include rafting, hiking, camping, skiing, and biking and they attract residents and visitors alike.

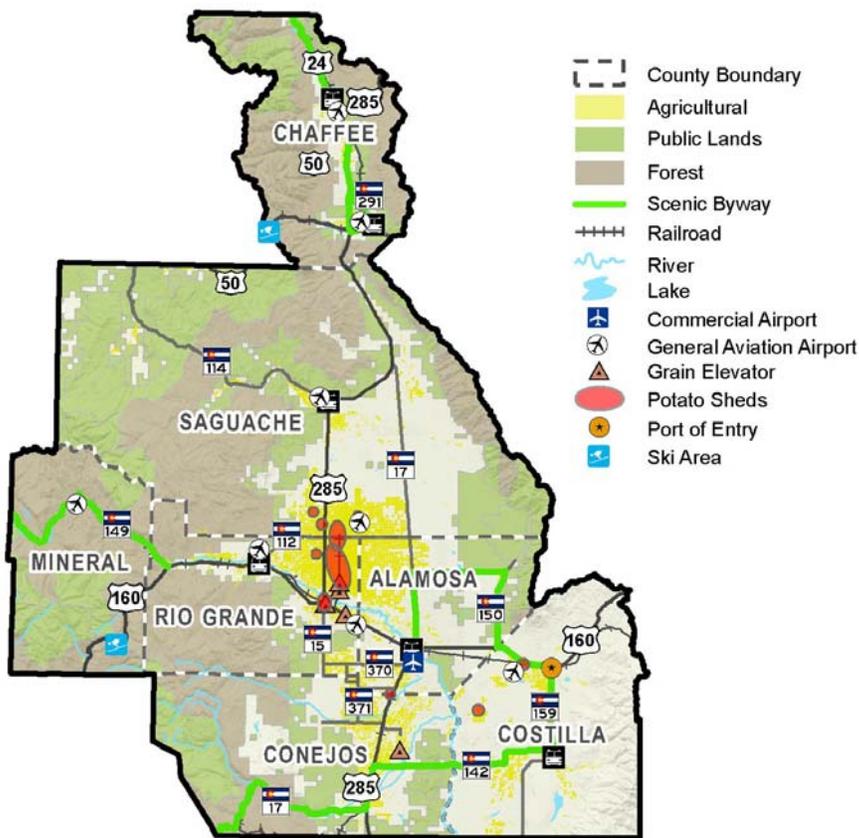
The top commodities by value exported from the TPR are grain, petroleum refining products, and dairy farm products. The value of commodities is expected to grow by 1.4 percent annually through the year 2040. Approximately 10 percent of the daily traffic in the San Luis Valley TPR is made up of trucks. This is slightly higher than the statewide average of 9 percent and indicates the important role the San Luis Valley TPR plays in a growing freight economy. The sidebar chart shows the growth in truck vehicle miles traveled (VMT). VMT is defined as one vehicle traveling one mile.

There are three scenic byways in the region that also contribute to the economic vitality of the area: the Silver Thread, the Los Caminos Antiguos, and the Collegiate Peaks.

Truck Traffic in the TPR



The region is expected to experience growth in truck traffic. By 2040, the daily VMT by trucks in the region is expected to increase by 44 percent.



Heard Around the Region

Truck traffic is increasing year round as different types of crops are harvested or stored and then shipped at varying times throughout the year. Freight traffic uses US 160 for long-haul and cross-country travel.

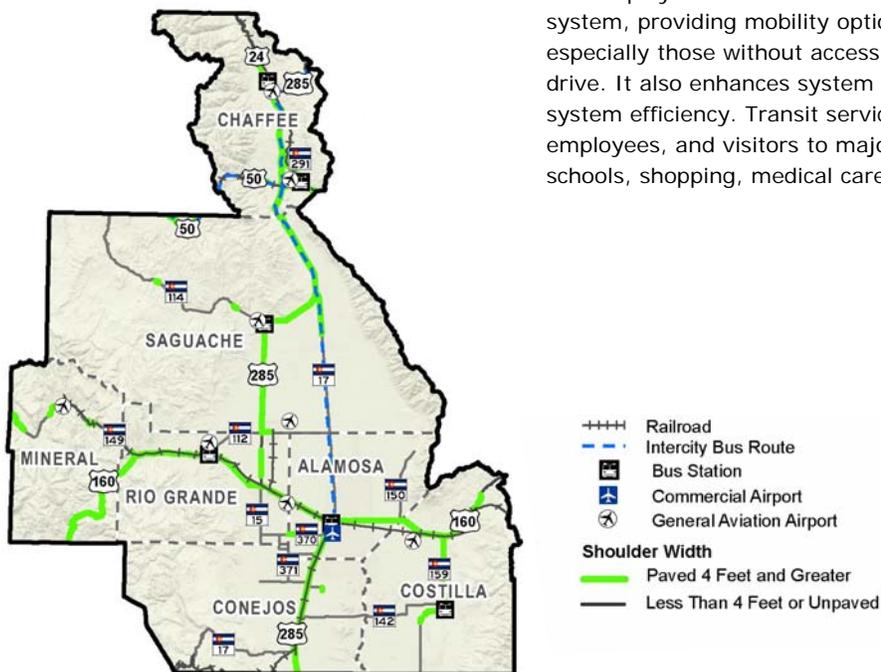
The outdoor recreation industries also are growing in the San Luis Valley TPR, requiring increased access to trails, rivers, and ski areas.

Multimodal Transportation System

The multimodal transportation system in the San Luis Valley TPR includes numerous state highways, eight general aviation airports, one commercial service airport, and two intercity bus services (with stops in Alamosa, Salida, and Buena Vista). There are 10 local/human services transit providers in the TPR.

Bicycling is a popular and growing activity in the region. Mountain biking and road biking are both increasing, particularly in the Upper Arkansas River Valley. Highway shoulders can increase comfort and safety for bicyclists. Improved shoulders benefit the needs of all road users, including bicyclists. Additionally, other infrastructure improvements—such as side paths, protected bike lanes, and other techniques—can greatly improve safety, particularly where bicyclists and motor vehicles compete for space on the road.

Transit plays a vital role in the multimodal transportation system, providing mobility options to the traveling public, especially those without access to cars or who are unable to drive. It also enhances system capacity and improves system efficiency. Transit services connect residents, employees, and visitors to major activity centers for jobs, schools, shopping, medical care, and recreation.



Multimodal Transportation System At-A-Glance

1,450 lane miles—6.3 percent of the state system

1.8 million VMT—2.3 percent of state VMT

8 general aviation airports—Blanca, Central Colorado Regional in Buena Vista, Leach Field in Center, Mineral County Memorial in Creede, Astronaut Kent Rominger in Del Norte, Monte Vista Airport in Monte Vista, Saguache Municipal in Saguache, and Harriet Alexander in Salida

1 commercial airport—San Luis Valley Regional

10 local/human services transit providers

2 intercity bus providers:

- Chaffee Shuttle
- Black Hills Stage Lines

Roadway Drivability and Bridges

The frequent freeze/thaw cycles experienced in the TPR can affect the condition of bridges and pavement. The infrastructure is routinely monitored and inspected for needed repairs.

Drivability Life

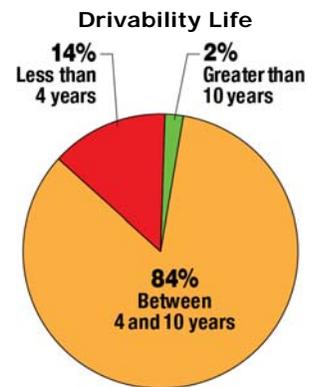
Pavement condition is assessed by a drivability standard. Drivability is a function of roadway smoothness, pavement distress, and safety. Drivability life (DL) is an indication—reported in years—of how long a highway will have acceptable driving conditions.

A highway with a DL of greater than 10 years is considered to have a high DL, while a highway with a DL of less than four years is considered to have a low DL. A DL is considered moderate when it is between four and 10 years. In the San Luis Valley TPR, 86 percent of highways have a DL of high or moderate, while 14 percent of highways have a low DL.

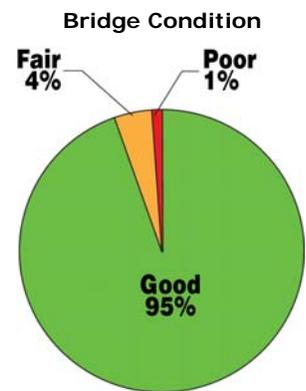
DL will improve the system by taking a more consistent and pragmatic approach to surface treatments. This means strategically utilizing limited surface treatment funds to maximize cost-benefit and minimize unacceptable driving conditions. Unacceptable driving conditions mean drivers have to reduce speeds to compensate for unsafe factors, navigate around damaged pavement, or endure rough rides. By reporting pavement conditions using DL, CDOT is able to identify which roadways will reach unacceptable driving conditions and then determine the most appropriate method of repair. The DL method also will proactively direct financial resources toward maintaining pavement to extend the life of a road and avoid or delay more costly rehabilitation or reconstruction. DL will result in a statewide highway network with the most drivable roads across the entire pavement network due to routine surface treatments.

Bridges

Bridge condition is an important element of the transportation system. There are 93 bridges in the TPR that are maintained by CDOT. Bridge condition in the TPR is good, with 99 percent of bridges being in good or fair condition. The small percentage of bridges that are rated poor are operational and safe, but they may not meet current design standards or they may be weight restricted.



(Source: CDOT, 2014)



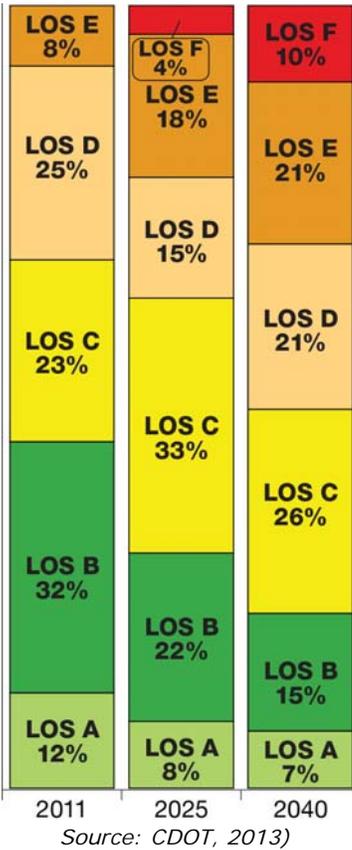
(Source: CDOT, 2011-2013)

Heard Around the Region

High-altitude mountain passes and adverse winter conditions can periodically limit travel. Snow and ice removal is an essential need in the region so that social and economic activities can continue uninterrupted. Many communities are geographically isolated from each other and they are dependent upon the state transportation system for connections to employment, medical services, and shopping.

Interest in using the Tennessee Pass rail line through Buena Vista for passenger rail trips has been expressed. Other multimodal needs and desires of residents in the region include intercity bus service on US 160 from Durango to Walsenburg, with stops in the region; rail travel for tourists and commuters on existing rail lines; airport expansion; bicycle and pedestrian trails and facilities; and increased human services transit. Recent expansion of the trail systems in Salida and Monte Vista has created a subsequent improvement in economic vitality.

Roadway Level of Service



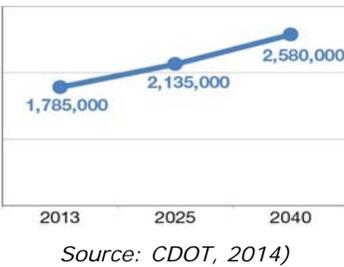
Traffic and Safety

Traffic volume in the San Luis Valley TPR is growing. Between 2013 and 2040, the VMT in the region will likely grow at an annual rate of 1.4 percent. This is slightly lower than the 1.6 percent growth anticipated for the state.

Roadway Level of Service (LOS) is a measure of congestion delay. It can be thought of as a grading scale for roadways, where LOS A is excellent and implies high levels of mobility and ease of maneuverability. LOS F represents failure and indicates that the road is experiencing heavy traffic volumes, significant congestion, and stop-and-go conditions. Grades of LOS A through LOS D are considered acceptable. Very little congestion exists in San Luis Valley TPR today. Today's heavily traveled roadways in the San Luis Valley TPR are expected to see increased congestion in the future. Congestion is expected on approximately 31 percent of the system by 2040. Portions of US 50, US 160, and US 285 are predicted to have the highest congestion. The Rio Grande National Forest is planning to harvest beetle kill pine, which would cause traffic impacts to SH 149 as a route to the sawmill in Montrose.

For the period between 2010 and 2011, the average crash rate in the region was 1.62 crashes per million VMT. This rate is slightly lower than the statewide average of 1.70 for the same time period. The two most prominent crash types in the San Luis Valley TPR for 2010–2011 were wild animal collisions and rear-end collisions.

Total Vehicle Miles Traveled



VMT is a common measurement of traffic volume. VMT in the region is expected to grow through 2040.



Wild animal crossings mitigate animal-vehicle collisions and increase safety on the region's highways.

Recent Accomplishments

Transportation is constantly changing in the San Luis Valley TPR. Recent accomplishments since the TPR last addressed transportation needs in the region include:

- US 160 Monte Vista to Alamosa—Passing lanes
- US 160 Lake Creek—Safety and recreation improvements
- Chaffee Shuttle has increased ridership from 3,000 to 16,000 in 10 years



Key Takeaways

The San Luis Valley TPR is unique in many ways. The following takeaways were identified by TPR members during the planning process and considered in the preparation of the RTP's recommendations.

- Agriculture remains the primary industry in the region.
- Skiing and rafting industries in the northern area of the TPR are growing.
- Forestry, mining, and tourism are important in the western area of the TPR.
- Freight movement is increasing year-round and is no longer confined to harvest time.
- Like the state overall, the average age in the San Luis Valley TPR is increasing.
- Recent expansion of the trail systems in Salida and Monte Vista has improved economic vitality.
- Passing lanes, turning lanes, and additional shoulders are high-priority needs for transportation improvements.
- Improving economic development; increasing transit, bike, and pedestrian options; and improving roadway pavement conditions are important issues to the TPR.

Transportation System Vision and Goals

The vision and goals for the San Luis Valley TPR transportation system, including transit, are listed below. The San Luis Valley TPR developed a multimodal vision and goals for its transportation system based on the region's transportation story and the data presented in this plan. A regional transit working group—including public and private transit agency representatives, elected officials, and others—developed the transit vision and goals in two of its three meetings conducted to guide and direct development of the regional coordinated transit plan.

Transportation System Vision and Goals

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 the natural environment that make the TPR 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 2040 RTP envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the San Luis Valley TPR.

The following goals support this vision:

- Provide for sustainable economic growth with supportive and efficient transportation infrastructure and programs.
- Improve transportation linkages and modal alternatives for commerce, tourism, and transportation-dependent populations.
- Improve connections to other Colorado regions and surrounding states to benefit economic development, trading, and markets.
- Minimize impacts to the region's air, water, scenic view corridors, wildlife habitat, and cultural resources.
- Provide mobility to the traveling public at an acceptable level of service.
- Maintain the existing system in the most efficient manner possible.
- Improve the safety of the transportation system.
- Provide a safe and efficient airport system that maximizes the existing investment and meets inter- and intra-state travel and emergency needs, while supporting Colorado's diverse economy.
- Identify, evaluate, and prioritize transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding.
- Improve and increase bicycle and pedestrian facilities.
- Increase passenger and freight rail opportunities.
- Improve safety for bicyclists and pedestrians in business centers.

Transit Vision and Goals

In the San Luis Valley TPR, the transit vision is to provide coordinated transportation services that enhance access to local, regional, and inter-regional destinations and serve local residents and visitors alike.

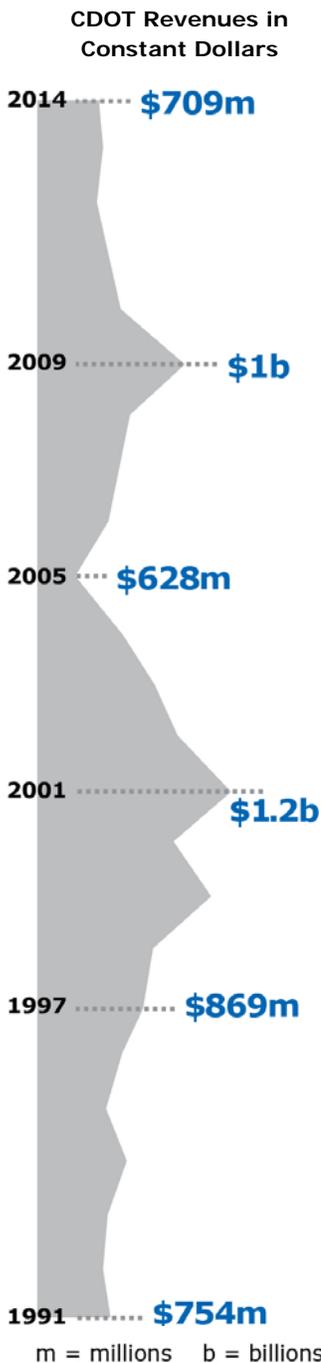
The transit vision is supported by the following five goals:

- Increase transit connectivity through enhanced intercity and demand-response services that support the region's diverse population.
- Expand mobility options to ensure access within the region and to other Colorado regions and New Mexico.
- Seek funding opportunities to maintain existing services and expand the transit network.
- Support the needs of the region's diverse population by providing access to basic and critical services such as medical, employment, education, and recreational services.
- Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses, and visitors.



Chapter 2

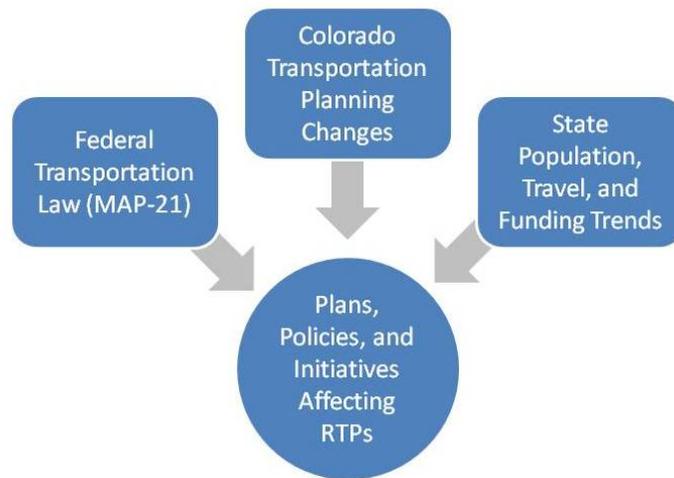
Changes Affecting Regional Transportation



This chapter discusses policies and trends that affect the San Luis Valley's RTP. Colorado has developed several plans, policies, programs, and initiatives since the 2035 plan that affect transportation in the San Luis Valley TPR and statewide. These changes respond to several trends affecting transportation in Colorado:

- Current state trends in population growth, travel demand, and transportation funding
- The federal transportation authorization bill, the Moving Ahead for Progress in the 21st Century Act (MAP-21), reauthorizes federal funding for transportation while placing a new emphasis on measuring how well each state meets its goals and objectives
- Colorado revised transportation regulations, state law changes, and Transportation Commission policies

Factors Affecting Regional Transportation



Federal Transportation Law, MAP-21

Signed into law on July 6, 2012, MAP-21 marked the first time that a federal transportation authorization law outlined national transportation goals and required states to measure how well they addressed those national goal areas. States are required to ensure resources are distributed to meet objectives. The law established national goals for safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, and reduced project delivery delays.

Besides authorizing transportation funds, MAP-21 also consolidates funding programs, permits different financing mechanisms, and provides for streamlined environmental reviews. A link to MAP-21 can be found at CDOT's planning website.

When adjusted for inflation and construction costs, CDOT's annual revenues, since 2009, have declined in purchasing power to pre-1991 levels. Sharp fluctuations in annual revenues make it challenging to plan ahead beyond a few years.

State Trends Affecting Transportation Planning

Colorado's population is growing. This growth will increase the number of transportation system users and the VMT. In 2011, the population of Colorado was 5.1 million people. By 2040, the population is expected to increase to 7.8 million people (Source: DOLA). In 2013, there were 78 million VMT per day on the state highway system. In 2040, there are projected to be 115 million VMT each day on the state highway system.

To support this growth along with an expanding and changing economy, Colorado's state transportation system needs additional revenue to balance maintenance, safety, mobility, and limited expansion. CDOT's challenge is having enough revenue to help the transportation system function at its potential. The gas tax—the main source of funding for Colorado's roads—is assessed at a flat per-gallon rate that has not increased in 20 years. This means that with increasing construction costs, the buying power of the gas tax is decreasing.

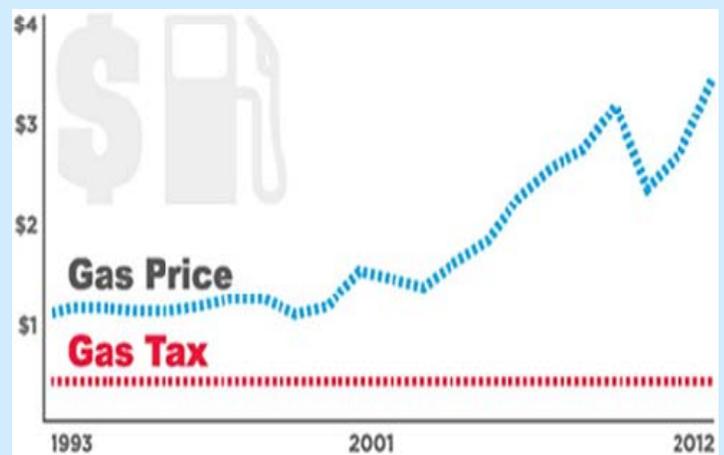
To get more out of the transportation system in the face of limited revenues, CDOT is focusing on maintaining assets, managing traffic flows, and encouraging multimodal choices like transit, bicycling, and walking. While the RTP focuses on regional priorities for highway improvements, other transportation plans incorporate other modes of travel. Planning guidance from all of these individual planning documents is combined in the Statewide Transportation Plan so that it can provide comprehensive guidance on statewide transportation planning decisions.



With more people living in and traveling through Colorado, necessities such as snow removal are increasingly important for safety and the economy.

Growing Transportation Demand, Flat Funding Source

The Colorado transportation system is funded primarily by the state and federal gas taxes at a rate of 22 cents per gallon and 18.4 cents per gallon, respectively. These rates have not increased at all since 1993. With vehicles becoming more fuel efficient and with expected growth in population and VMT, revenue from the gas tax cannot keep up with transportation demand.



State Transportation Policy Changes

The Colorado Legislature passed a bill entitled Funding Advancement for Surface Transportation and Economic Recovery (FASTER) in 2009 to provide additional funds for transportation, primarily through increased vehicle registration fees. FASTER funds are intended to improve safety and replace poor bridges. A provision in the legislation also designates the distribution of FASTER funds into the State Transit and Rail Fund. Grants to local governments for transit projects, such as new bus stops, bicycle parking, maintenance facilities or multimodal transportation centers, and transit projects of state and inter-regional significance are funded by the State Transit and Rail Fund. Total FASTER funding is approximately \$200 million per year, according to the CDOT FY 2015 Budget.

CDOT planning regulations were updated to reflect the performance management focus and increased emphasis on coordination with tribal governments in MAP-21, as well as additional planning factors in FASTER. The planning regulations, 2 CCR 601-22, can be accessed at CDOT's planning website.

Revised in 2015, CDOT's Policy Directive (PD) 14 provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan is developed that optimizes the transportation system by balancing preservation and maintenance, efficient operations and management practices, and capacity improvements. PD 14 performance objectives will guide distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program (STIP), and the annual budget. The directive is in alignment with national goals in MAP-21. It also reflects CDOT's risk-based asset management program that incorporates a business approach intended to optimize investment for maintenance and preservation of CDOT transportation assets based on both risk and performance assessment. PD 14 will be revised periodically as federal regulations for MAP-21 become effective and as CDOT further refines its performance objectives. To review PD 14, see CDOT's planning website.

How does the San Luis Valley TPR respond to these national goals and plans, policies, programs, and initiatives?

The Statewide Transportation Plan is effectively a roll-up of the rural TPR and urban Metropolitan Planning Organization (MPO) plans. For CDOT to address national goals and federal and state planning factors, RTPs should address as many of them as is appropriate. While the San Luis Valley TPR is not subject to specific performance measures, this RTP addresses these goals where applicable. Accordingly, national goals like truck freight, pavement and bridge condition, system reliability, safety, and supporting economic vitality are emphasized in this RTP. In addition, the San Luis Valley TPR has identified several multimodal priorities, including improvements for transit, bicycle, and pedestrian facilities.



Goals and implementation actions identified by the San Luis Valley TPR will inform CDOT of regional priorities, such as pavement and bridge conditions.

Chapter 3

Planning Purpose and Processes

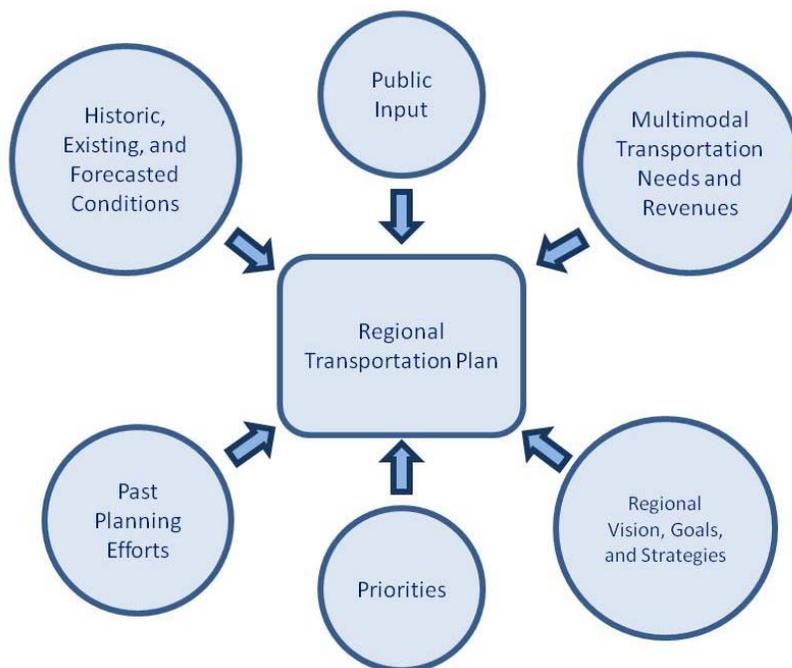
This chapter discusses the purpose of developing RTPs and the process that was used to develop a plan for the San Luis Valley TPR. Transportation planning provides the framework for investment in a transportation system that will keep the San Luis Valley TPR moving forward, growing, and adapting with the needs of its residents for decades to come. It will be used to guide important decision-making for the next 25 years, but with a particular emphasis on the next 10 years.

The purpose of the San Luis Valley TPR's RTP is to provide guidance and direction related to the regional transportation vision, needs, and priorities based on input from the public and data gathered throughout the planning process. It allows the people of the San Luis Valley TPR to communicate their needs and desires for transportation in their region, and, in response, to understand what they can expect from CDOT for funding and project completion. The San Luis Valley TPR has actively developed the RTP to accurately reflect the perspectives of the public and serve the region's transportation needs over the long term.

The Colorado Transportation Commission and CDOT will refer to this document to assist in their planning and decision making. With limited dollars available, it is important to have a plan that establishes transportation priorities for the San Luis Valley TPR so that investments can be made accordingly. The implementation mechanism for the RTP is the STIP, a capital improvement program that identifies which transportation projects have been approved for funding. The STIP is based on RTPs developed by each region to establish a direct link between the corridor-based transportation needs and priorities expressed in the RTP and the selection and funding of specific system improvements.

The intent for the RTPs and the Statewide Transportation Plan is to be updated periodically to remain meaningful references for Regional Planning Commission (RPC) members and other interested parties.

Components of a Regional Transportation Plan



What is a Regional Transportation Plan?

A Regional Transportation Plan creates the transportation vision and framework for maintaining and improving all modes of transportation in the region, including motor vehicle transport, air travel, transit, rail, bicycle facilities, and pedestrian routes.

It identifies corridor-based transportation improvement goals, strategies, and priorities that support the TPR's economic vitality, environmental sustainability, and quality of life.

Using both data and broad public input, the RTP includes an overview of existing conditions and regional forecasts that impact transportation, while identifying solutions that address issues via projects, initiatives, and partnerships.

Members of the Regional Planning Commission

Comprised of elected and appointed officials from the TPR, the RPC is responsible for establishing regional priorities and needs, developing the multimodal RTPs, and coordinating ongoing planning with CDOT.

Counties:

- Alamosa County
- Chaffee County
- Conejos County
- Costilla County
- Mineral County
- Rio Grande County
- Saguache County

Municipalities:

- Alamosa
- Antonito
- Blanca
- Bonanza
- Buena Vista
- Center
- Creede
- Crestone
- Del Norte
- Hooper
- La Jara
- Manassa
- Moffat
- Monte Vista
- Nathrop
- Poncha Springs
- Romeo
- Saguache
- Salida
- San Luis
- South Fork

Development of the Plan

The 2040 RTP for the San Luis Valley TPR was developed and adopted by the RPC through a concerted and efficient approach that combines data analysis with comprehensive public involvement to simultaneously meet local transportation needs and achieve statewide performance-based targets.

Federal and State Regulations

Legislation and policies at the state (43-1-1103, CRS) and federal (23 USC 134/135) levels require the development of a comprehensive, long-range Statewide Transportation Plan that encompasses at least a 20-year period and incorporates the priorities and the needs of the TPRs across the state. MAP-21 requires states to align their own transportation goals with those defined by the law. MAP-21 goals include safety, infrastructure condition, congestion reduction, system reliability, freight movement/economic vitality, environmental sustainability, and reduced project delivery delays. CDOT's PD-14 goals include safety, infrastructure condition, system performance, and maintenance.

In accordance with state transportation planning rules (2 CCR 601-22), the Statewide Transportation Plan also must be financially feasible so that it portrays a realistic transportation future based on reasonably anticipated funding. In Colorado, RTPs are prepared to include supplemental revenue scenarios and priorities in case additional funds become available.

Every four years, CDOT conducts an update of the Statewide Transportation Plan. This plan serves as a long-range planning tool incorporating statewide trends and issues. RTPs are developed to inform the Statewide Transportation Plan and to prioritize regionally specific transportation matters.

RTP Planning Process Components

The RTP development process included evaluation of the current and predicted future conditions of the region's transportation system and identified problems and potential solutions. Anticipated changes in the region's population, economy, and travel were considered so that future transportation investments are sensitive to changing conditions in the region. Key elements in developing the plan include:

- Creating TPR profile sheets that illustrate current and anticipated conditions
- Updating the region's transportation vision and goals from the 2035 RTP
- Refining and prioritizing transportation corridors
- Evaluating a range of revenue scenarios
- Integrating the RTP with other modal plans and the Statewide Transportation Plan

Actions also have been identified to provide direction for future decision-making and to monitor progress. Each of these plan components was developed in collaboration with members of the RPC over the course of six meetings held between June 2013 and September 2014. Information developed as a part of the planning process can be viewed at CDOT's website for Statewide Transportation Planning.

Integration of Other Plans and Initiatives

The RTP for the San Luis Valley TPR is one of 15 RTPs in the state. While these are stand-alone documents, they also are key components of the Statewide Transportation Plan. For the needs and priorities identified at the local level to be considered in the state's overall transportation planning process, integration of the 15 RTPs must occur. Likewise, the statewide modal and operational plans developed by CDOT (such as the Transit Plan and Strategic Highway Safety Plan) must be integrated with the Statewide Transportation Plan. This integration allows for a holistic look at transportation needs.

A full list of the regional, modal, and operational plans that are integrated to form the Statewide Transportation Plan is below. These plans are available on CDOT's planning website.

Plans that support a statewide multimodal transportation system:

- Regional Transportation Plans
- Statewide Transit Plan
- Statewide Bicycle and Pedestrian Plan
- Colorado Aviation System Plan
- San Luis Valley Transportation Planning Region, Regional Coordinated Transit and Human Services Plan

Plans that support the economic vitality of the state:

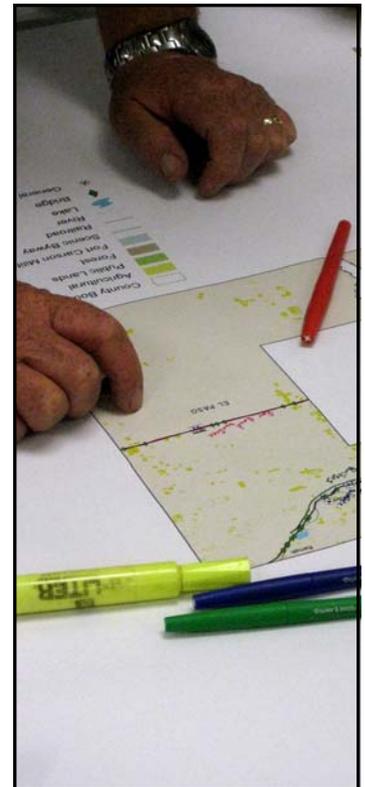
- Colorado State Freight and Passenger Rail Plan
- Statewide Freight Plan
- Colorado Airports Economic Impact Study

Plans that assist in identifying maintenance needs for the existing transportation infrastructure:

- Risk-Based Asset Management Plan
- Colorado Bridge Enterprise 10-Year Program Plan

Plans that aim to get more out of the existing system by focusing on traveler safety and operational improvements:

- Strategic Highway Safety Plan
- Integrated Highway Safety Plan
- Transportation System Management and Operations Plan



Public Engagement

The purpose of public engagement is to create meaningful opportunities for the general and traveling public to learn about statewide and regional transportation issues and comment on transportation concerns and priorities. Over the course of the RTP development process, CDOT sought input from the public in defining the regional transportation needs and priorities for highways, transit, rail, and other programs throughout the state. This public input will influence the selection of specific future projects in the STIP. The results of the public engagement process are below.

Public Survey

A survey was offered via the Statewide Transportation Plan's website so that the general and traveling public could provide valuable feedback about priorities in the TPR. The survey was available statewide in both electronic and hard-copy format and contained questions specific to the San Luis Valley TPR. A total of **203** survey responses were received from the San Luis Valley TPR. Results of the survey, combined with data, were employed by the RPC to select high-priority transportation corridors for their TPR. This public input also was used to illustrate the unique local characteristics of the TPR in Chapter 1 of this plan. Survey questions and popular responses for the San Luis Valley TPR are below. To see the full list of questions and survey results, go to CDOT's planning website.

Why is transportation important to you?

- #1 Moves people and goods safely
- #2 Helps economic development
- #3 Gets me to work and/or vital services

What transportation issues matter most to you?

- #1 Improving economic development
- #2 Increasing transit options
- #3 Increasing bike/pedestrian options

In light of today's limited funding for transportation, what should be the focus of CDOT efforts?

- #1 Make safety improvements
- #2 Offer more choices for travel (transit, bike/ped)
- #3 Maintain the existing transportation system
- #4 Add shoulders
- #5 Expand highways by adding lanes

Telephone Town Hall

A telephone town hall is an interactive public meeting conducted over the telephone. On April 8, 2014, **5,808** residents in the San Luis Valley TPR were called on the phone and invited to participate in a discussion with local leaders and CDOT staff, creating a valuable connection with members of the public who might otherwise be uninvolved. A total of **1,388** people participated, both listening and commenting on the topics discussed. This exercise provided an opportunity to vet the work done by CDOT and the RPC with the broader public before proceeding to finalize important components of the plan. Below are some of the outcomes of the conversation with the public.

What is most important to you about transportation?	How should CDOT invest limited dollars?	What kinds of transportation improvements can best help the economy in your area?
<p>50%: Safety</p> <p>19%: Gets me to work or vital services</p>	<p>57%: Safety improvements</p> <p>27%: Maintain the existing system</p>	<p>32%: Better bus or rail to support tourism</p> <p>30%: Better bike and pedestrian options</p>

Other Public Engagement Tools

Several other methods were used to share information with the public and allow for dialogue outside of formal engagement. These include popular social media applications and an interactive website.

www.ColoradoTransportationMatters.com

This is the interactive website dedicated to the development and presentation of the Statewide and Regional Transportation Plans. The information provided allows the public to explore topics based on their own interests. There are multiple avenues for providing feedback, and the questions, comments, and other input received through the website were used to define priorities and highlight areas of potential improvement in both the transportation system and the planning process.



Facebook and Twitter

The use of social media throughout the plan development process provided opportunities for the public to learn about and comment on the RTP as it was created. Facebook and Twitter profiles were deployed to solicit feedback, but also to promote upcoming public events and other opportunities for robust public involvement.



Environmental Stakeholder Engagement

The link between transportation planning and the environment is of the utmost importance. Stakeholder engagement during the planning process that facilitates input on key environmental issues or concerns can serve as foundational information for future National Environmental Policy Act (NEPA) studies and aid in streamlining documentation.

In accordance with state and federal regulations, CDOT conducted a statewide interagency environmental discussion to identify environmental concerns or issues with the Regional Priority Corridors. Key participants included state and federal agencies, TPRs, and MPOs. These discussions were conducted via two webinars: the first focused on purpose, intent, and a collaborative identification of key information to be presented, and the second focused on interagency input. Based on the input provided, examples of potential mitigation strategies could include: wildlife crossings designed to reduce vehicular collisions, habitat conservation for threatened or endangered species, and construction of sound barriers.

Outreach to environmental advocacy groups also was conducted via a webinar. Information was shared about the development of the Statewide Transportation Plan and RTPs, how CDOT is addressing state and federal planning factors, development of various modal plans and policies, and key initiatives. One of those initiatives is the CDOT Sustainability Program that includes: (1) collaboration with the Colorado Energy Office, the Regional Air Quality Council, and other groups to develop a market and infrastructure for compressed natural gas and other alternative fuel vehicles; (2) creation of a greenhouse gas model; and (3) innovations in design and construction.

During development of the RTP, corridor profiles were modified to include environmental characteristics and concerns and to develop any environmental Implementation Actions if desired. For further information on environmental stakeholder participants and corridor profiles go, to CDOT's planning website. To review implementation actions identified by the TPR, go to **Chapter 6, Implementation Actions and Moving Forward**.

Chapter 4 Regional Priority Corridors

Regional Priority Corridors

A Regional Priority Corridor is a corridor that has been selected by the stakeholders of the TPR as having high importance to the region's transportation system or it is important because of a need for near-term improvements.

This RTP emphasizes planning for transportation corridors in the San Luis Valley TPR. This approach, called corridor-based planning, is being used for the 2040 statewide and regional transportation plans. Corridor-based planning connects the long-term vision of a transportation corridor with the goals, solutions, and strategies that the TPR has identified as being necessary to attain its stated vision. Strategies are classified into specific benefit categories as described in Chapter 6. Benefit categories provide a mechanism to recognize the needs on a corridor and track progress.

This long-range transportation plan guides the shorter-term STIP. The STIP is a fiscally constrained plan that identifies funding for and the scheduling of specific transportation projects and programs. The corridor-based structure of this transportation plan provides long-term flexibility to respond appropriately to changing transportation issues with specific projects in the STIP. Defining transportation needs at the corridor level gives the TPR flexibility in implementing particular solutions on specific transportation issues.

A Regional Priority Corridor is a corridor that has been selected by the stakeholders of the TPR as having high importance to the region's transportation system or it is important because of a need for near-term improvements. While all corridors contribute to the system, some corridors connect to more cities, recreation, and tourist destinations; carry more traffic; support the industries that contribute to the economic vitality of the region; and provide multimodal options, such as transit, bicycle, and pedestrian travel. Selection of Regional Priority Corridors highlights the region's transportation needs and priorities and creates linkages to funding priorities among corridors. Through the corridor prioritization process, the San Luis Valley TPR confirms the relative importance of the corridors in the region with state officials, stakeholders, and decision makers and communicates its priorities for the dedication of resources by the Colorado Transportation Commission.



Priority Corridor Selection Process

Selection of the Regional Priority Corridors was a collaborative process with TPR members and stakeholders involving a series of meetings that included several steps and considerations. The most pressing transportation issues and project needs were identified as a result of this process.

San Luis Valley TPR Regional Priority Corridors

-  US 24: Johnson Village to Antero Junction
-  US 50: Poncha Springs to Salida
-  US 50: Salida to Coaldale
-  US 160: Monte Vista to Alamosa
-  US 285: Monte Vista to Johnson Village
-  US 285: Colorado/New Mexico State Line to two miles south of US 160

The priority corridor selection process began with a review of the San Luis Valley TPR profile and the prioritization of the corridors in the 2035 RTP. Multimodal activity in the corridors was acknowledged through the existing CDOT plans for bicycle, pedestrian, and transit services. Public input, gathered through the online public survey and telephone town hall, also helped define and confirm the region's overall priorities. The economic vitality supported by each corridor and other unique characteristics, such as Scenic Byway designations, also were considered. Transportation leaders' understanding of the daily travel experience in the region brought important insight into the characteristics of the corridor.

The regional priority corridor identification process in the San Luis Valley TPR resulted in the selection of six priority corridors. All of the priority corridors were previously identified in the 2035 Plan as having a high priority. In addition, the priority of three other corridors was revised from the priority identified in the 2035 plan. SH 149, from US 160 (South Fork) to the Mineral/Hinsdale County line, was revised from a low priority to a medium priority because it is a critical evacuation route. The importance of evacuation routes was highlighted during the 2013 wildfires.

The priority of SH 150, from US 160 to the Great Sand Dunes National Park and Reserve, was revised from high to medium. Some recently completed improvement projects on this road reduced the immediate need for further improvements. In addition, US 285, from two miles south of US 160 to the junction of US 160 in Alamosa, was changed from a high priority to a medium priority. A major project to reconstruct this corridor, add turn lanes, and improve intersections is scheduled to begin soon, which changes its need for near-term funding.

Corridor Profiles

The San Luis Valley TPR has developed a corridor profile for each corridor in the region. Development of the 2030 and the 2035 RTPs included extensive work on the corridor profiles. The 2040 Plan builds upon those efforts by updating the corridor profiles to reflect the changes that have occurred since adoption of the 2035 plan.

The primary purpose of a corridor vision is to look toward the future and describe how the corridor can meet the community's desired transportation needs. Other elements of these corridor profiles include: the community's general values of the corridor, its primary type of travel, its characteristics, the industries it supports and the types of improvements that will be needed in the future. The corridor goals describe general objectives that the corridor needs to attain to meet the vision. The corridor strategies describe discrete types of improvements intended to reach those goals.

The benefits associated with each of the strategies listed on the corridor profile will be used to track and report on progress toward corridor goals after plan adoption. The corridor profiles for the Regional Priority Corridors are summarized and highlighted on the following pages. The complete set of corridor profiles for the San Luis Valley TPR can be accessed on CDOT's planning website.

Function of Corridor Prioritization

Selection of the Regional Priority Corridors will guide future decisions for the use of resources in the San Luis Valley TPR. The importance of Regional Priority Corridors is further validated by the collaborative process by which they were identified, involving key stakeholders and grassroots interests in the region. The overall prioritization of corridors also helped to inform the subsequent and critical discussion around transportation needs and priorities when or if revenues are more or less than expected.

Regional Priority Corridor Factors

- TPR Profile data
- Project Needs
- 2035 corridor priority information
- Bicycle, pedestrian and transit plans
- Public input

Regional Priority Corridors for the San Luis Valley TPR

US 24: Johnson Village to Antero Junction A

Corridor Characteristics

- Trout Creek Pass
- Regional bus service
- Arkansas River Valley
- Recreation and tourism
- Bicycle and pedestrian activity

Corridor Goals and Strategies

- Add passing lanes and improve shoulders
- Improve and expand multimodal options
- Accommodate growth in freight traffic
- Reduce traffic congestion and improve traffic flow

US 160: Monte Vista to Alamosa B

Corridor Characteristics

- High travel demand
- Bicycle/ pedestrian activity
- San Luis Valley Regional Airport access
- Freight
- Agriculture

Corridor Goals and Strategies

- Widen to four lanes
- Facilitate short-line railroad for commuters and tourists
- Provide bicycle and pedestrian facilities
- Provide regional and essential bus service

US 285: Monte Vista to Johnson Village C

Corridor Characteristics

- Collegiate Peaks Scenic Byway
- Intercity bus
- Poncha Pass
- Airport access
- Bicycle and pedestrian activity

Corridor Goals and Strategies

- Improve transit options
- Support tourism travel
- Improve pavement
- Accommodate freight traffic

US 50: Poncha Springs to Salida D

Corridor Characteristics

- Collegiate Peaks Scenic Byway
- Commercial activity area
- Bicycle and pedestrian activity
- Recreation and tourism
- Intercity bus service

Corridor Goals and Strategies

- Create safe movement of bicycles and pedestrians
- Expand multimodal choices
- Support economic activity

US 50: Salida to Coaldale E

Corridor Characteristics

- Arkansas River Canyon
- Freight
- Recreation and tourism
- Intercity bus service

Corridor Goals and Strategies

- Accommodate freight traffic
- Improve access to public lands
- Support recreation travel
- Expand multimodal choices

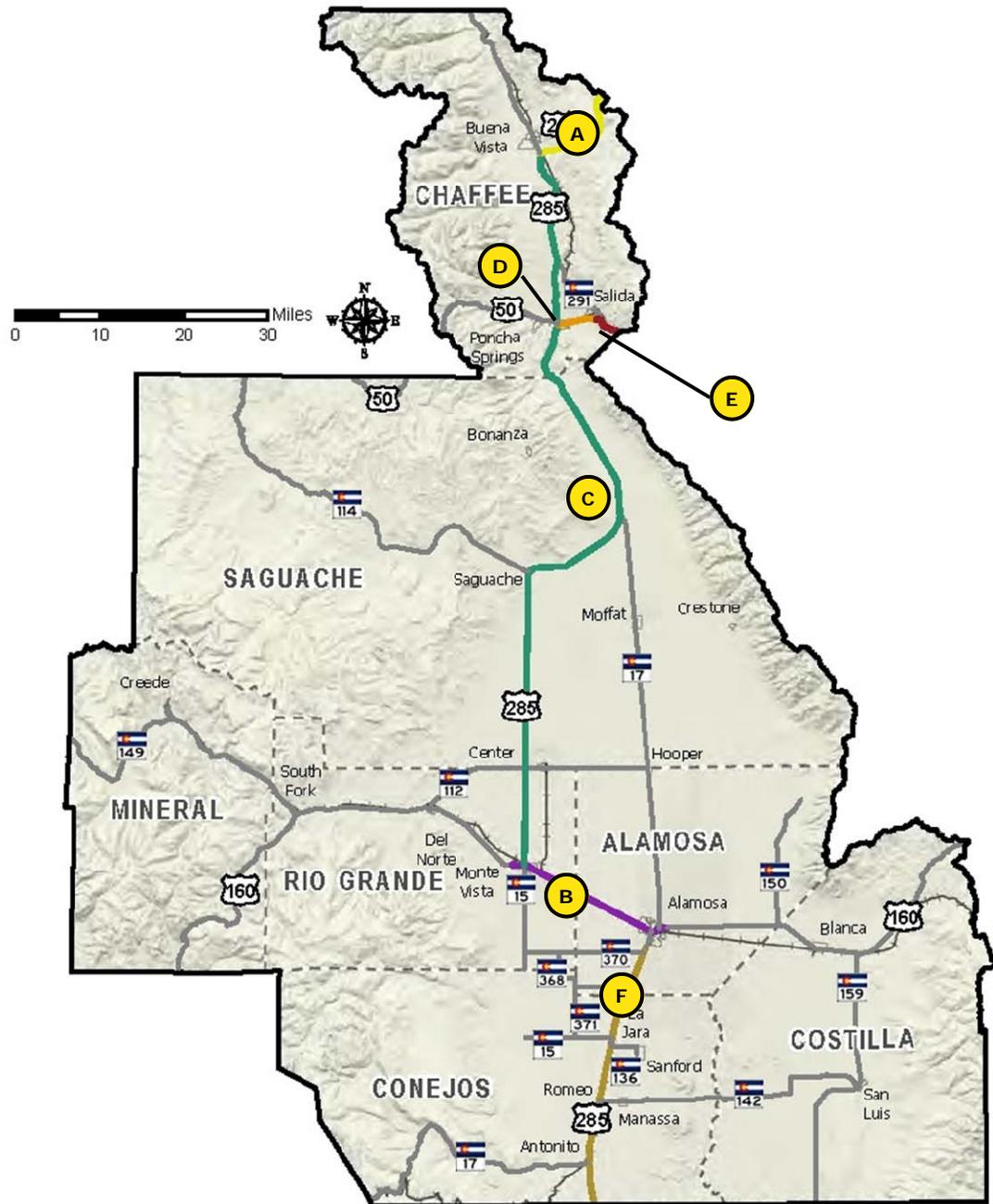
US 285: Colorado/New Mexico State Line to two miles south of US 160 F

Corridor Characteristics

- Los Caminos Antiguos Scenic Byway
- Tourism
- Agriculture
- Major north-south route

Corridor Goals and Strategies

- Support tourism travel
- Improve pavement
- Accommodate freight traffic
- Provide regional essential bus service between Alamosa and Antonito



Chapter 5

Transportation Needs and Revenue

In this plan, the San Luis Valley TPR has identified a range of transportation needs through the year 2040 and has prioritized regional issues that are most important to the transportation system, particularly for the next 10 years. Because of the limited availability of funding for transportation, the TPR must have a plan that allows them to focus on those priorities that could be realistically accomplished, but also to have a contingency plan in case they receive more or less transportation funding. In this chapter, funding scenarios have been applied to the TPR's priorities to give decision makers a vantage point of possible future scenarios related to three assumptions for future revenue: baseline revenue, less-than-baseline revenue, and additional revenue.

The results of scenario planning are particularly important for the first 10 years of the planning horizon. Within this period, both transportation needs and funding availability are more predictable. In addition, the identification of priorities for the first 10 years aligns with development of a four-year STIP. The STIP is a federally required, fiscally constrained program of projects.

Regional Multimodal Needs

Multimodal issues and regional trends for the San Luis Valley TPR were considered throughout this planning effort. All these modes contribute to the transportation system within the TPR. Some of these needs are discussed in **Chapter 1, Regional Transportation Story**. These include:

- Adding intercity bus service
- Increasing the utilization of rail corridors
- Improving trails for bicycle and pedestrian use

Highway and multimodal needs are described in **Chapter 4, Regional Priority Corridors**. Detailed needs for transit, aviation, freight, and rail have been developed through CDOT modal plans. The modes are discussed below and are not in priority order.

Highway Corridors

Highway corridor needs include adding passing lanes, widening shoulders, enhancing safety, and improving pavement condition. **Chapter 4, Regional Priority Corridors** describes the highway and multimodal needs for the Regional Priority Corridors, which are designated as such because of their importance to the region's transportation system or because of a need for short-term improvements. In addition, strategies and benefits for every highway corridor in the region are listed in the corridor visions.

Transit

Transit needs and services and funding gaps are described in the San Luis Valley Regional Coordinated Transit and Human Services Plan (2014). Transit needs include establishing better coordination between transit service providers of the region and to address mobility needs and maximize existing services. Transit needs include expanding intercity and demand response services, seeking additional funding opportunities, and expanding mobility options within and between adjacent areas.

Transit Needs

Transit needs include expanding service between communities; increasing access to jobs, recreation, education, health/human services, and medical facilities; promoting transit; and integrating general public transit with human services on the following corridors:

- US 50
- US 160
- US 285
- SH 159

Aviation

Statewide estimates to fund aviation needs are detailed in the 2011 Colorado Aviation System Plan for the airports within the San Luis Valley TPR. Improved ground transportation, fuel services, on-site weather reporting equipment, emergency access improvements, and pavement maintenance were some of the needs identified. The San Luis Valley Regional Airport, located south of Alamosa, is a commercial airport. General aviation airports are located in Blanca, Creede, Buena Vista, Center, Del Norte, Monte Vista, Saguache, and Salida.

Bicycle and Pedestrian

Plans that specifically address bicycle and pedestrian needs and strategies are conducted at the state level in the Colorado Bicycle and Pedestrian Plan. However, some changes that improve bicycle and pedestrian mobility, such as wider highway shoulders or pedestrian safety at key crossings, are related to highway projects. Bicycle and pedestrian needs for the San Luis Valley TPR noted during plan development include wider shoulders and pedestrian crossing improvements at intersections in towns.

Freight

The Colorado Freight Plan contains a broad discussion of the Colorado Freight Corridors and measures to improve freight movement throughout the state. The freight plan has a statewide list of potential projects for the first year, but no costs are associated with the potential projects. Projects proposed in the Freight Plan aim to address needs for intersection and geometric improvements, the addition of pullouts and passing lanes, as well as shoulder widening, and general safety improvements.

Colorado Freight Corridors are roadways that are critical to the inter-regional, intra-state, inter-state, or national freight movement, and play an important role in the regional and state economy. The designated Colorado Freight Corridors in the San Luis Valley TPR are:

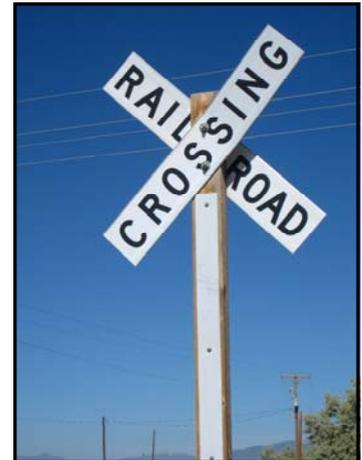
- US 50
- US 160
- US 285
- SH 17

Rail

The Colorado State Freight and Passenger Rail Plan discusses statewide-level needs for rail improvements and includes cost estimates for making those improvements. This document recommends that Colorado create a Short Line Assistance Program, as some states have done, to modernize the rail system to accommodate 286,000-pound railcars and increase allowable speeds on short line railroads. Such a program could benefit agriculture and other industries, promote economic development in rural Colorado, and save taxpayer monies from excess highway truck usage. The following freight rail short lines are located in the San Luis Valley TPR:

- San Luis Central
- San Luis Rio Grande

The Tennessee Pass Line, a Class 1 railroad now out of service, could be used for freight and passenger service in the future.



At-grade crossing equipment and issues of safety and security are among the priorities for improving the region's rail system.

Statewide Regional Priority Program Distribution

In the adopted program distribution, the Colorado Transportation Commission set aside \$50 million per year statewide in Regional Priority Program (RPP) funding to distribute these funds to CDOT regions. The statewide formula for the distribution of RPP funds to the CDOT regions is based on a calculation of 50 percent population, 35 percent on-system lane miles, and 15 percent on-system truck VMT.

San Luis Valley TPR Priorities for Funding

The TPR used three funding scenarios to prioritize transportation improvements. These scenarios are based on the Statewide Revenue Scenarios, discussed on the following pages. The San Luis Valley TPR is in CDOT Region 5. Region 5 is projected to receive approximately \$3.5 million of Regional Priority Program (RPP) funding in FY 2016 and a total of \$35 million by the end of the first 10 years. This is split with the other TPRs in CDOT Region 5.

While there are several different sources of funding available for addressing transportation needs within the TPR, the RPP is the most flexible funding source for CDOT Regions to use with input from the TPRs. RPP funding is intended to help the TPRs address their regional transportation priorities. The TPR expects RPP funding may be combined with other funding sources to fund individual projects.

Baseline Revenue Scenario

The Baseline Revenue Scenario is a forecast of reasonably expected resources for CDOT as a component of the 2040 Statewide Transportation Plan. Due to the limited funding, the majority of dollars identified in the baseline scenario will be dedicated to maintaining and preserving the system. CDOT is developing processes to identify critical needs and help maximize returns on taxpayer dollars. This will be accomplished through CDOT's Risk-Based Asset Management Program.

The San Luis Valley TPR discussed how RPP funds should be used to address transportation priorities with the current funding availability. Based on the adopted statewide RPP distribution and the Statewide Baseline Revenue Scenario, the San Luis Valley TPR used a planning estimate of \$1.4 million per year in RPP funds for the first 10 years of the plan. The San Luis Valley TPR traditionally receives 40 percent of CDOT Region 5's RPP, which is \$14 million for the first 10 years of the plan. The regional priority corridors, the findings of the passing-lane study, and the priorities identified for the additional revenue scenario were used to develop a project list from which the TPR identified their priorities. The TPR decided to prioritize funding as follows:

Baseline Revenue Scenario Priorities for RPP Funds (2016 to 2025)

Corridor	Description	Suggested Funded Amount (in millions)	Estimated Cost (in millions)
US 24—Johnson Village to Antero Junction	Widen shoulders, add passing lanes and bike facilities on Trout Creek Pass	\$2	\$8
US 50—Salida to Coaldale	Add passing lanes and vehicle turnouts	\$4	\$4
US 285—Monte Vista to Johnson Village	Add passing lanes and turn lanes between Buena Vista and Poncha Springs	\$2	\$2
US 285—Monte Vista to Johnson Village	Widen shoulders from Center to Saguache	\$5	\$7
SH 17—US 160 (Alamosa to US 285 at Villa Grove)	Widen shoulders north of Mosca	\$1	\$7
TOTAL		\$14	\$28

The TPR also identified priorities for the longer term, from 2026 to 2040. The longer-term planning did not include a planning revenue estimate.

Priorities for RPP Funds (2026 to 2040)

Corridor	Description	Estimated Cost (in millions)
US 160: Monte Vista to Alamosa	Expand to four lanes and add bike lanes	\$10
US 160: Monte Vista to Alamosa	Add signal and improve intersection at SH 17	\$5
US 160: Monte Vista to Alamosa	Improve Rio Grande bridge, realign road, add bike and pedestrian facilities in Alamosa (4th Street to SH 17)	\$10
SH 142: US 285 west of Romeo to Jct. SH 159 (San Luis); SH 159 from the state line to the Town of San Luis	ROW fencing for safety mitigation at prioritized locations	\$2
Total		\$27

Less-Than-Baseline Revenue Scenario

With less money available, some CDOT programs—such as RPP, snow and ice removal, bridge maintenance, and roadway maintenance—could be reduced. The San Luis Valley TPR determined that RPP should be reduced in the event of less-than-expected revenues. This recommendation will be one of the factors considered for future project selection should there be a decrease in funding available to the TPR for transportation improvements from any funding resource including RPP.

Additional Revenue Scenario

The San Luis Valley TPR identified which corridors in the region would receive funding if additional revenues became available. Within this additional revenue scenario, the TPR planned for an additional \$200 million to \$220 million. The result of this process identifies that additional funds would be spent on these corridors:

- US 24
- US 50
- US 160
- SH 17

For further information, refer to CDOT’s planning website.

Statewide Multimodal Needs

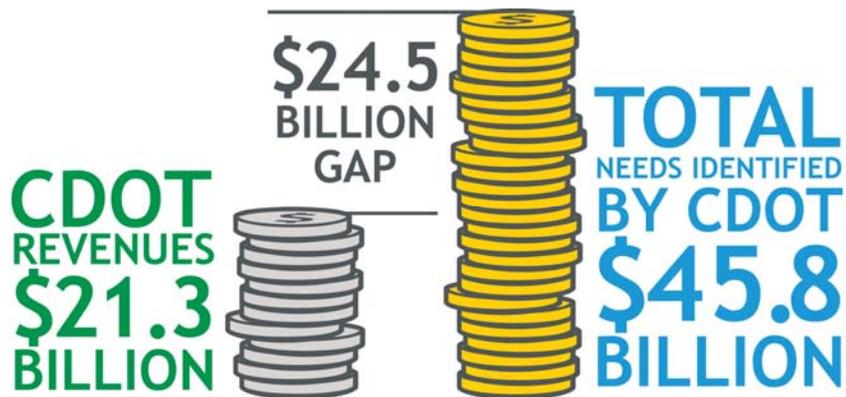
The needs and priorities that are identified at the regional level are combined with the needs of other regions to make up the transportation needs of the state. Concurrently developed with the RTPs, the statewide transportation planning process emphasizes multimodal needs made up of costs for highway, rail, transit, freight, aviation, and non-motorized modes of transportation for the first 10 years of the plan. The horizons for statewide planning match those of the regions (10-year and 25-year). Factors considered in identifying needs include: preserving transportation infrastructure and assets (i.e., pavement and bridges), addressing safety and operational concerns, and expanding the transportation system. Similar to the San Luis Valley TPR regional multimodal needs, the statewide transportation needs were derived from relevant data and stakeholder input.

The Colorado Transportation Commission considered variations of assumptions for projected future funding and adopted a statewide baseline revenue scenario as a forecasting tool for the 2040 Statewide Transportation Plan. Besides making reasonable projections for future revenues, good planning also requires preparing for when revenues are more or less than projected.

Future projections show baseline revenues will fall short of addressing all of the statewide transportation needs. Comparing cost estimates for statewide needs to the baseline revenue scenario reveals a funding gap. For the 10-year planning horizon, from 2016 until 2025, the gap between projected revenues and the estimated cost of transportation improvement needs is \$8.8 billion.

For the longer-term, 25-year planning horizon, the projected revenues are \$21.3 billion while the total identified needs are estimated to cost \$45.8 billion. This results in an approximate \$24.5 billion funding gap. CDOT will have to consider other revenue sources, such as public-private partnerships and tolling, to close this funding gap and fulfill future statewide transportation needs.

25-Year System Funding Gap (2016-2040)



* Estimated amounts in 2016 dollars. Source: CDOT, 2014

Statewide Revenue Scenario Planning

The 2040 forecast includes three revenue scenarios: baseline, additional, and less-than-baseline. The Colorado Transportation Commission adopted the baseline scenario as the expected revenue projection for the Colorado Statewide Transportation Plan (Transportation Commission Resolution #3070). This statewide forecast forms the basis for projections of revenues for the TPR.

Less-Than-Baseline Revenue Scenario

- No federal or state General Fund transfers

Under this scenario, revenues in 2016 would drop from \$1.4 billion to \$1.2 billion and then hold steady at about \$1.2 billion per year through 2040. **This represents an estimated 15-percent decrease from the Baseline Revenue Scenario over the period extending to 2040.**

*Source: March 2014
Transportation Commission
Revenue Projection Packet*

Baseline Revenue Scenario

- Based on current law and current economic assumptions
- Average annual National Gross Domestic Product increases by 2.5 percent
- Federal transportation revenues increase 1 percent per year for fiscal years 2016 to 2020.
- Federal revenues and General Fund transfers are adjusted from 2021 to 2040 to match the Congressional Budget Office (CBO) forecast
- Off-the-top transfers are based on CDOT projections
- Senate Bill 09-228 will create a transfer of funds to CDOT in fiscal years 2016 to 2020

Except for the brief addition of SB 09-228 funds during the time period from 2016 to 2020, baseline revenues are projected to be flat, at around \$1.3 billion per year, rising to just under \$1.4 billion per year in 2040. More recent forecasts of revenues, however, suggest that funds from SB 09-228 may be substantially reduced or eliminated. The latest forecast calls for only a little over \$100 million as compared to the nearly \$800 million over five years included in the Baseline Revenue Scenario.

*Source: Colorado Transportation
Commission Resolution #3070*

Additional Revenue Scenario

- Baseline revenue scenario
- Senate Bill 09-228 revenues anticipated in 2016 through 2020 would be replaced by some other revenue source of similar magnitude.

Under this scenario, revenues in 2021 would increase from \$1.3 billion in the Baseline Revenue Scenario to \$1.5 billion per year and increase to nearly \$1.6 billion in 2040. **This represents approximately a 10-percent increase from the Baseline Revenue Scenario over the period extending to 2040.**

*Source: March 2014
Transportation Commission
Revenue Projection Packet*

Chapter 6

Implementation Actions and Moving Forward

Implementation Actions

The following discussion contains information about actions that the TPR will take to implement its RTP. Implementation actions are meant to be near-term, practicable measures related to the San Luis Valley TPR's vision, goals, and corridor profile strategies and benefits. Actions presented below are likely to be initiated before the next update of the RTP and will have limited funding needs, focusing primarily on education, coordination, research, and advocacy. The following actions have been developed as a way for the RPC members to actively promote the RTP.

Implementation Actions for the San Luis Valley TPR

Implementation Action	Strategies/ Benefits	Applicable RTP Vision and Goals
<p>Meet with the local regional economic development office as needed to determine mutually beneficial ways to support the local economy by identifying local partnerships and transportation champions.</p> <p>Work with local agriculture industry representatives to identify locations and specific problems hindering farm-to-market movement.</p>	Economic Development	<p>Provide for sustainable economic growth with supportive and efficient transportation infrastructure and programs.</p> <p>Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses, and visitors.</p>
<p>Facilitate conversations among trucking firms, railroads, and airports to determine potential location of sites where freight can be unloaded from one mode of travel to another (train/truck, truck/train, truck/plane interface).</p> <p>Consider ways to support rail freight movement through partnerships and local businesses.</p>	Freight	<p>Provide a safe and efficient airport system that maximizes the existing investment and meets interstate and intrastate travel and emergency needs, while supporting Colorado's diverse economy.</p> <p>Increase passenger and freight rail opportunities.</p>
<p>Invite local advocates of tourist and/or passenger rail to meetings to gain updated information on plans contemplated or underway.</p> <p>Explore ways to advocate for the Colorado State Freight and Passenger Rail Plan in the TPR.</p>	Rail	<p>Improve transportation linkages and modal alternatives for commerce, tourism, and transportation-dependent populations.</p> <p>Improve connections to other Colorado regions and surrounding states to benefit economic development, trading, and markets.</p> <p>Increase passenger and freight rail opportunities.</p>
<p>Form relationships with tribal governments, neighboring TPRs, or member government entities to work on transportation issues of mutual concern.</p>	Leveraging Partnerships	<p>Support the needs of the region's diverse population by providing access to basic and critical services, such as medical, employment, education, and recreational services.</p>

Implementation Actions for the San Luis Valley TPR (continued)

Implementation Action	Strategies/ Benefits	Applicable RTP Vision and Goals
Conduct a study on options and best practices for local transit agency funding, including strategies for obtaining additional operating funds via grants, local sales tax elections, support from municipalities, and other means.	Transit	Seek funding opportunities to maintain existing services and expand the transit network.
Suggest to CDOT Region staff possible locations on rural freeways and state highways for shoulder widening, turn lanes, passing lanes, pull-out areas, guardrails and barriers, and other ways to maximize the carrying capacity of the state transportation system.	Capacity	Provide mobility to the traveling public at an acceptable level of service. Improve the safety of the transportation system.
Assist in maintaining the physical integrity and condition of the existing transportation infrastructure by communicating to CDOT region staff about surface treatment and bridge needs for consideration when additional funds are available.	System Preservation Asset Management	Identify, evaluate, and prioritize transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding. Maintain the existing system in the most efficient manner possible.

Corridor Strategies and Benefits

The actions discussed in this chapter will help achieve the benefits identified in the RTP corridor profiles documented in Chapter 4. The corridor profiles are available for review on CDOT's planning website. Benefits include aviation, pedestrian and bicycle, transit, capacity, economic development, environmental stewardship and sustainability, freight, operations, rail, safety, system preservation, and leveraging partnerships.

High Priority Transit Strategies

In addition, the Regional Transit Plan identified several high priority transit strategies for implementation over the next 15 to 20 years to guide the region in making meaningful investments in transit. These strategies address the transit needs identified in region through surveys, Transit Working Group meetings and public input. Each strategy falls in line with the regional transit vision and goals, and supports the overall statewide transit vision, goals and objectives. Strategies include, but are not limited to coordination activities, maintaining, expanding and/or enhancing of transit service, and facility improvements. For more information on the high priority transit strategies for the San Luis Valley TPR, please see the San Luis Valley Regional Coordinated Transit and Human Services Plan on CDOT's planning website.

Moving Forward with the RTP

After adoption of the RTP, the TPR will use implementation actions to monitor progress and will reevaluate its actions accordingly. The TPR also will work with CDOT to develop activities that carry forward implementation actions. This will keep the plan actionable. In addition, regularly assessing progress of the plan based on these implementation actions can help the TPR decide whether to add or remove actions, as appropriate.

To find out about how you can get involved in the San Luis Valley TPR's ongoing transportation planning process, please visit CDOT's planning website.