COLORADO
Department of Transportation

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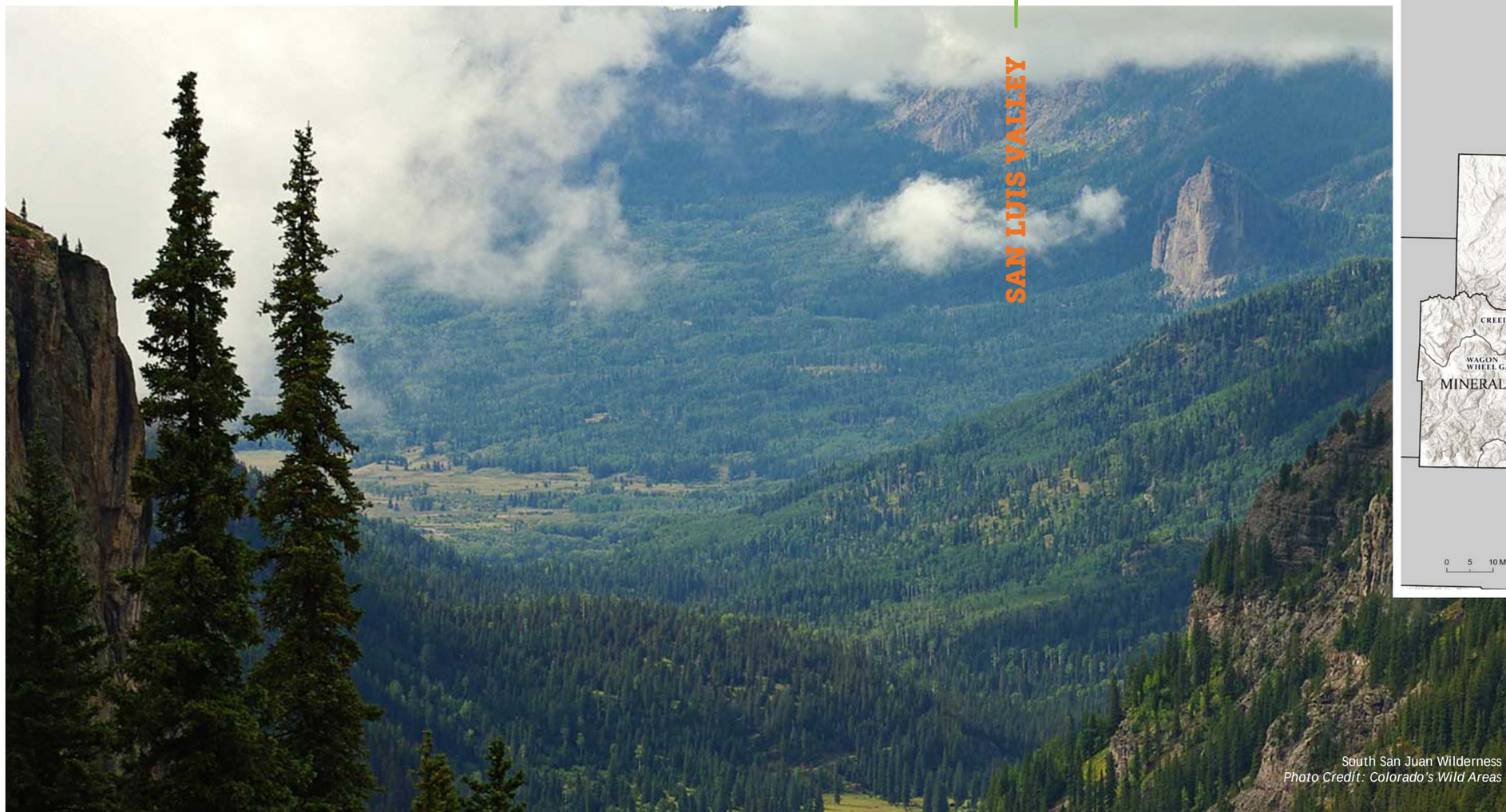
SAN LUIS VALLEY Coordinated Public Transit & Human Services Transportation Plan **DRAFT**

May 2020

La Garita Wilderness
Photo Credit: John Fowler



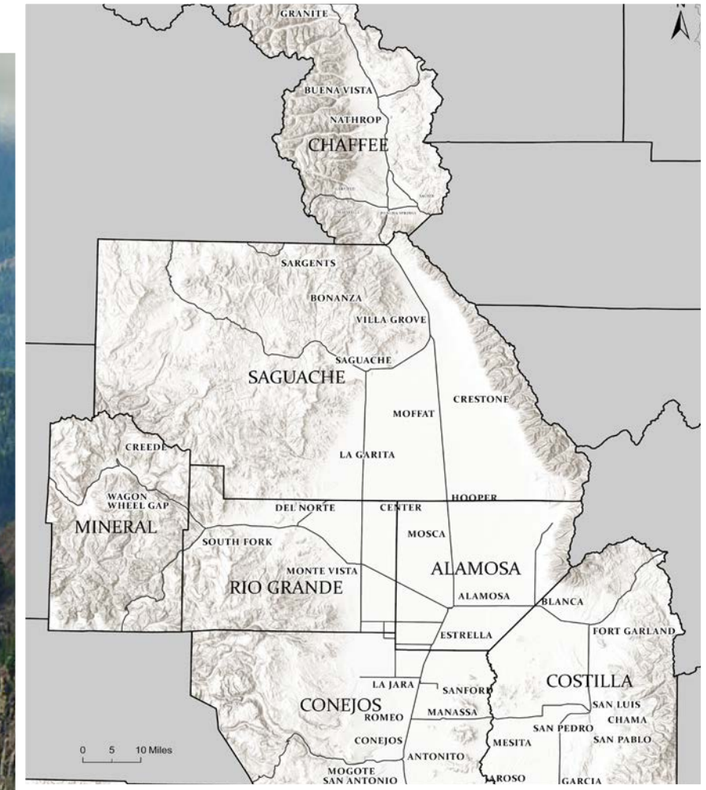
South San Juan Wilderness
Photo Credit: Colorado's Wild Areas

San Luis Valley
Coordinated Public Transit & Human Services Transportation Plan

The San Luis Valley (SLV) Transportation Planning Region (TPR) includes Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties. The primary population centers are Alamosa, San Luis, Monte Vista, Del Norte, Saguache, Salida, and Buena Vista. Public transit and human services transportation play an integral role in the Region's multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region while also providing connectivity to goods and services in nearby major activity centers.

Every four to five years, Colorado Department of Transportation (CDOT), in coordination with regional planning partners, updates regional transit plans in all rural regions of the state. This Plan serves as the Coordinated Public Transit and Human Services Transportation Plan for the SLV TPR and establishes a framework for creating an integrated statewide transit system that meets the mobility needs of Coloradans. CDOT's Division of Transit and Rail (DTR), in coordination with the SLV TPR members and transit agencies, took input from the general public to develop this Plan in accordance with all CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this Plan to prioritize transit investments and work towards the long-term implementation of the Region's unique transit vision and goals.

SAN LUIS VALLEY



SLV Transit Vision

Transportation services in the Region are coordinated, sustainable, and easily accessible for Valley residents and visitors.

SLV Transit Goals

1. **Education and Outreach - Community members are aware of all transportation options and understand how to use them.**
2. **Connectivity and Access - Transportation services provide easy access to all local and regional destinations.**
3. **Funding - Funding levels for transit are maintained and service operates in a state of good repair.**
4. **Meet Community Needs--Work to meet the ongoing and growing transit needs of the Region, effectively and efficiently coordinating services and connections, to serve all populations.**

SAN LUIS VALLEY

Regional Snapshot

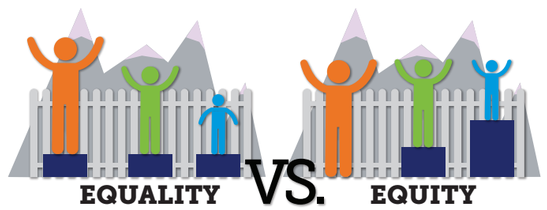
Transportation – whether walking, biking, taking transit, vanpooling, carpooling, or driving a car – is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.

When considering the SLV TPR's mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities include:

- Older adults (65+)
- People with disabilities
- Communities of color
- Low-income residents
- People with limited English proficiency
- Households without a car

Equality vs. Equity of Colorado's Transportation Network

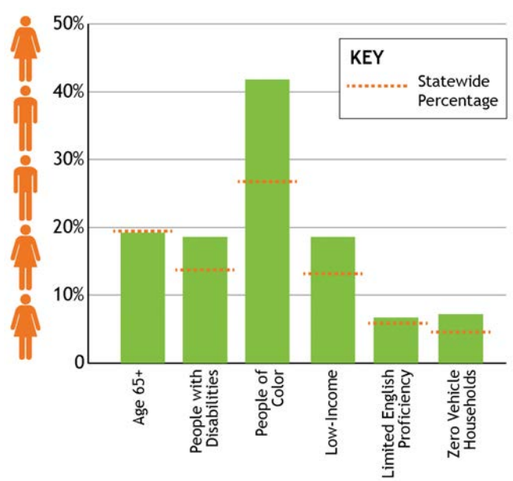
Colorado's statewide transit planning efforts consider the needs of all people – not only from an equality perspective, but also through the lens of equity. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.



When everyone is treated the same

When everyone is given what they need to be successful

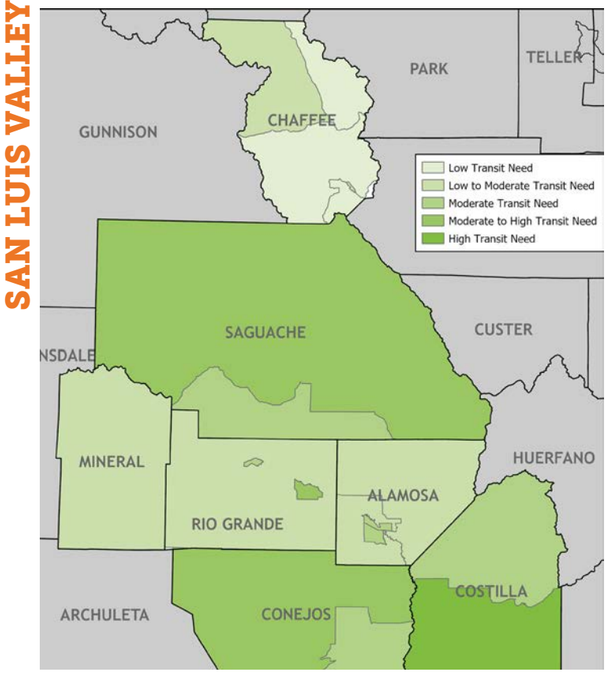
SLV TPR Historically Underrepresented Populations



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates

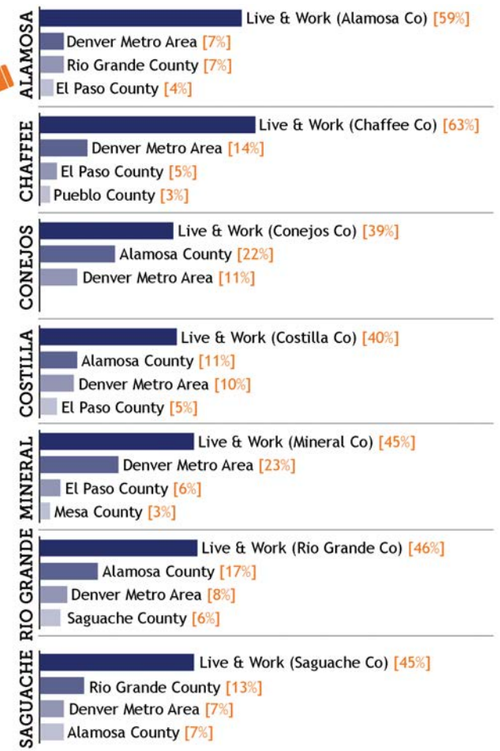
SAN LUIS VALLEY

Identified Transit Needs



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates; Includes Older Adults, People with Disabilities, People of Color, Low-income Residents, People with Limited English Proficiency, and Zero Vehicle Households

Where People Travel to Work (by County)



Source: US Census Bureau Longitudinal-Employer Household Dynamics, 2015

Population & Employment Projections through 2045

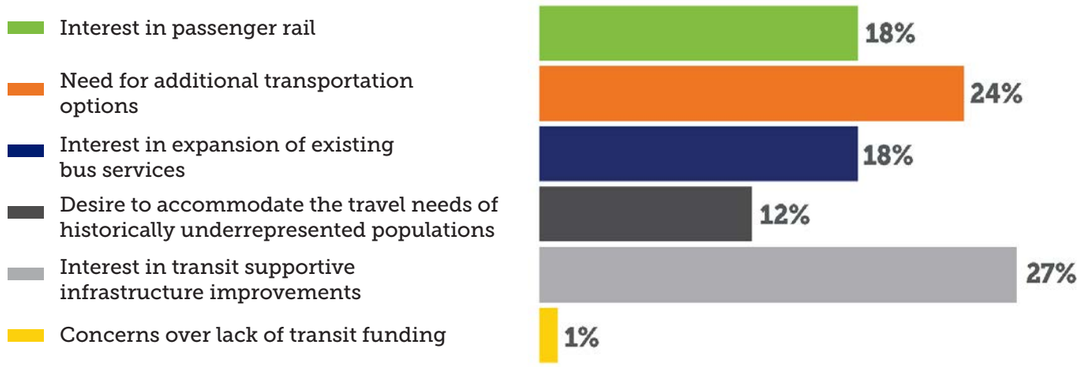
Projected Employment Growth

Projected Population Growth

Projected Age 65+ Population Growth

What We Heard

CDOT conducted a comprehensive stakeholder and public engagement effort to gather input from elected officials, stakeholders, and community members about transportation needs – including transit and human services transportation - in the SLV TPR through one-on-one meetings, online surveys, participation in community events, and small group meetings. The highest priority transit trends and issues that emerged from this outreach included:



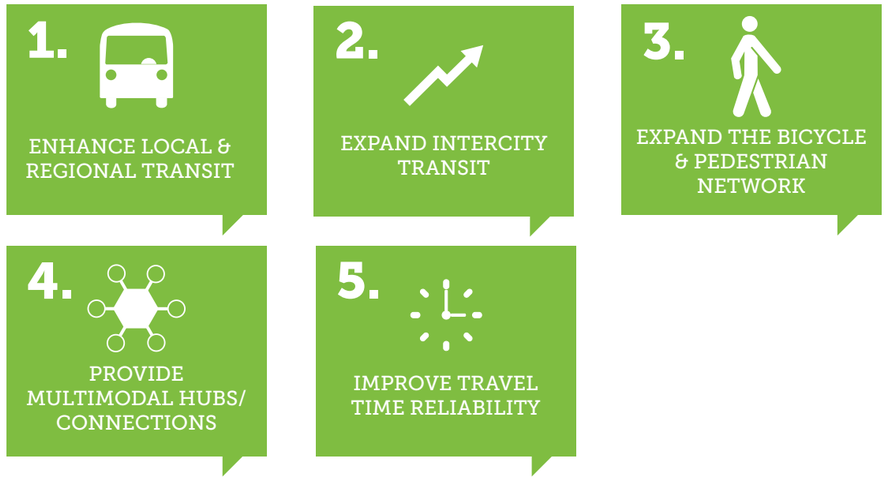
Source: 2019 Your Transportation Plan Public Input

SummerFest on the Rio in Alamosa
Photo Credit: CDOT

Ranking of Potential Travel Option Improvements

Your Transportation Plan online survey respondents were asked to identify how much they value five potential multimodal transportation strategies that could help improve travel options in the SLV TPR.

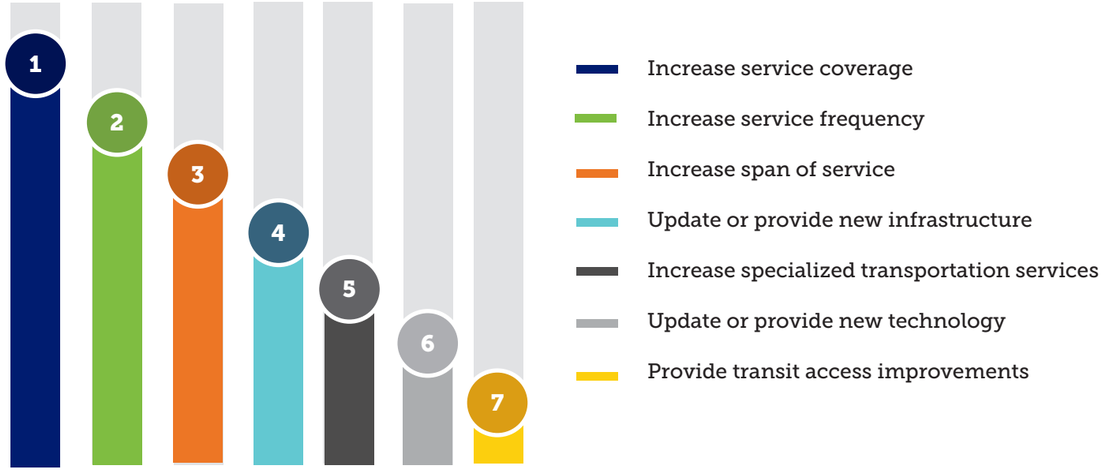
Preferred Travel Option Improvement Strategies:



Source: 2019 Your Transportation Plan MetroQuest Online Survey

Transit Provider Desired Transit Improvements

In fall 2019, a survey was distributed to transit and human services agencies in the SLV TPR. One of the survey questions asked providers what improvements are most needed in the Region. As shown below, SLV TPR providers indicated that increasing coverage and frequency are the most desired improvements.

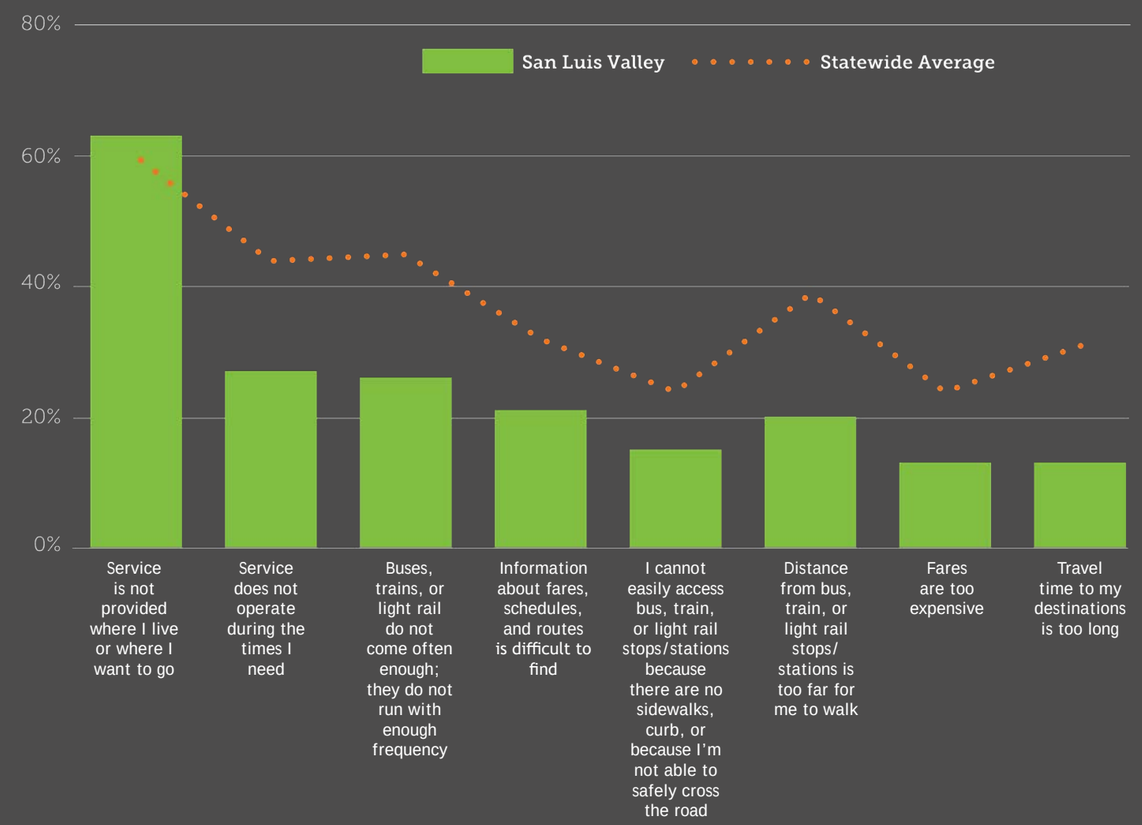


Source: 2019 Statewide Transit Plan Provider Survey

2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

In 2014, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. The survey was conducted again in 2019 to understand changes and trends of these populations over time. Since 2014, the data indicate an increased number of trips to visit family and friends and shopping/pharmacy trips. Overall, difficulty finding transportation has not changed significantly since 2014. The findings from the 2019 survey relevant to the SLV TPR are found below.

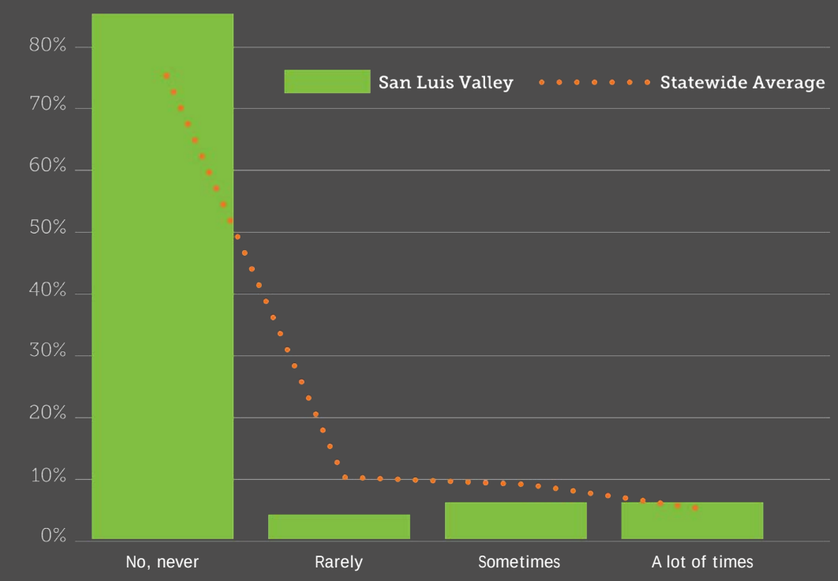
Barriers to Using Public Transportation Services



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The most common barrier identified in the SLV TPR related to public transportation was lack of coverage of existing services. Other common barriers included insufficient frequency of service and span of service. In the SLV TPR almost all categories were ranked lower than the statewide average.

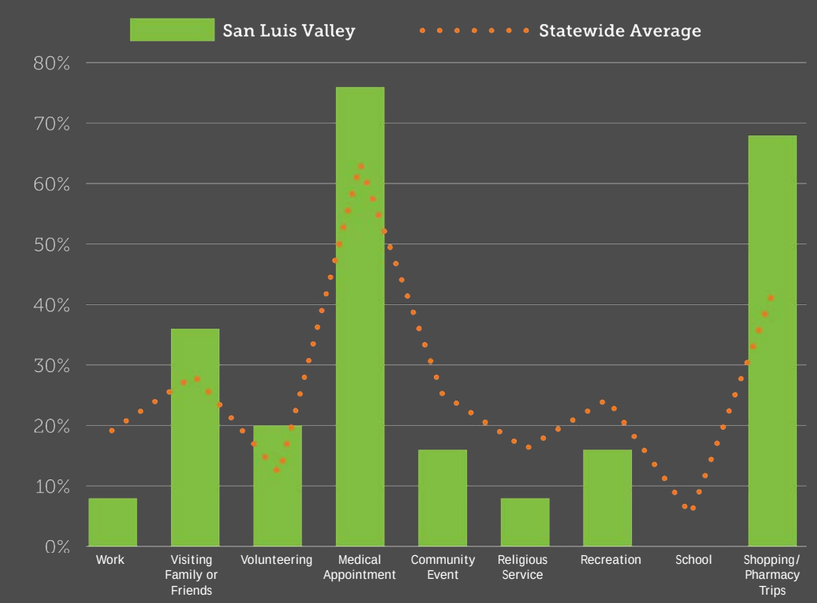
Do you ever have trouble finding transportation for trips you want or need to make?



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

Compared to the statewide average, the SLV TPR survey respondents had a higher proportion of people - 10 percent- who said they never have trouble finding transportation for trips. Those that have trouble finding trips a lot of the time is just higher than the statewide avearage.

For what types of trips do you need transportation but have trouble finding transportation?



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The SLV TPR survey respondents said they have trouble finding transportation for medical appointments, shopping/pharmacy trips, visiting family or friends, and volunteering. The four trip types were the only ones ranked higher than the statewide average.

Existing Providers & Coordination Activities

All transit service provider information and associated data for the SLV TPR was collected from the 2019 Statewide Transit Plan Provider Survey, National Transit Database, previous plans, CDOT's Division of Transit and Rail, The San Luis Valley Regional Transit Council (SLVRTC), and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

Bustang Outrider

Bustang, CDOT's interregional express bus service, is funded by CDOT and operated by a local provider. Two Bustang Outrider routes serve the SLV TPR.

Gunnison-Denver Outrider Route – Connects the SLV TPR to Gunnison Valley and Greater Denver Area. There are two stops along the Gunnison-Denver route in the SLV TPR: Salida and Buena Vista. Schedules are timed so that riders can transfer between the Alamosa-Pueblo route and Gunnison-Denver route in Salida. The route is operated by Alpine Express.

San Luis Valley stops: Salida and Buena Vista

Alamosa-Pueblo Outrider Route – Connects the SLV TPR with Central Front range TPR and Pueblo Area. In addition to two stops in Alamosa, there are three intermediate stops on this route in the SLV TPR. The route is operated by the Senior Resource Development Agency out of Pueblo.

San Luis Valley stops: Moffat, Poncha Springs, and Salida

DEFINITIONS

Transit Service Types

Fixed-route: Transit service that operates on a defined route and schedule.

Deviated Fixed-Route: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.

Demand Response: Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).

Vanpools: Service that is organized in advance by a group of people who travel to and from similar locations at the same time.

Transit Service Categories

Interregional Public: Open to the general public and connects one region/TPR of the state to another region/TPR.

Regional Transit Service: Open to the general public and connects communities and counties within a region/TPR.

Local Transit: Open to the general public and operates primarily within a city, town, or community.

Human Services Transportation: Service provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, and veterans.

Private For-Profit Transportation: Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

Interregional, Regional, & Local Transit Providers

Neighbor to Neighbor Volunteers (Chaffee Shuttle and Eagle Line Shuttle) provides commuter bus and demand response services in the SLV TPR.

Provider	Service Area	Types of Service	Span of Service	Fares	2018 Annual Ridership	2018 Ops & Admin Budget	2018 Vehicle Revenue Miles	2018 Vehicle Revenue Hours
Neighbor to Neighbor Volunteers (Chaffee Shuttle & Eagle Line Shuttle)	Multi-county: Rio Grande, Saguache, Chaffee, Alamosa		M-Sa (8:00 AM-3:00 PM)	Chaffee Shuttle: by donation Eagle Line Shuttle: $1-$4/ride	13,925	$283,084	125,637	4,051

Note: Ridership, budget, mileage, and revenue hours are 2018 numbers from the National Transit Database and include all service types.

Source: 2018 National Transit Database and 2019 CDOT Statewide Transit Plan Provider Survey

Legend

Commuter Bus

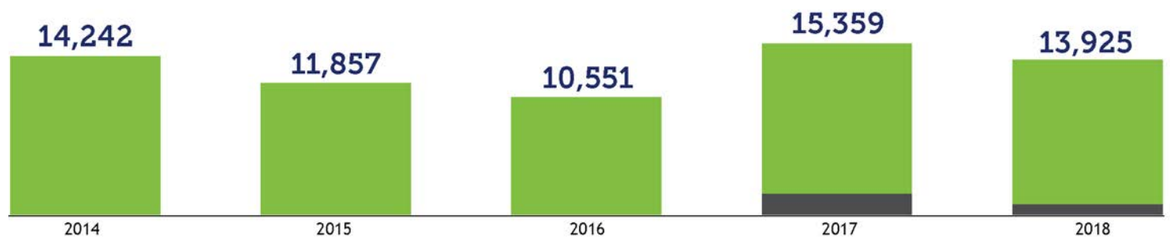
Demand Response

Chaffee Shuttle
Photo Credit: Jeff Prillwitz

5-Year Historic Operating Data

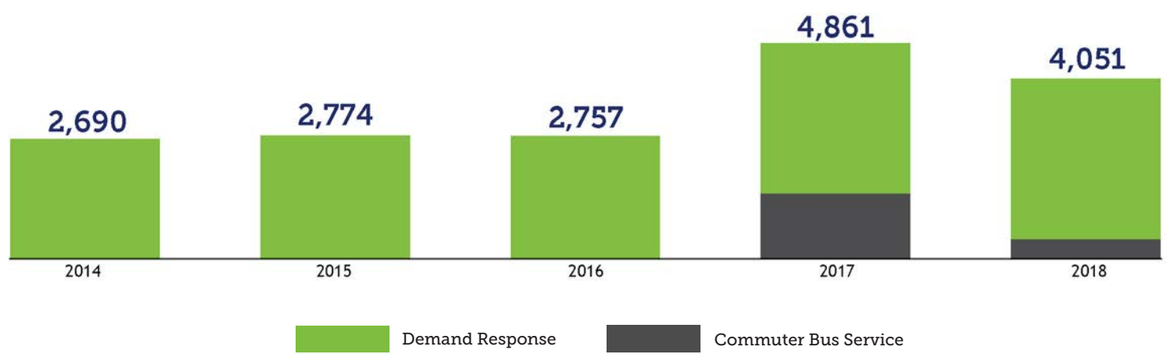
Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for Neighbor to Neighbor Volunteers shows mostly consistent ridership, revenue miles, and revenue hours. When commuter bus service was introduced in 2017 there was substantial growth in ridership, revenue miles, and revenue hours.

Total TPR Annual Ridership



Total TPR Vehicle Revenue Miles

Total TPR Vehicle Revenue Hours



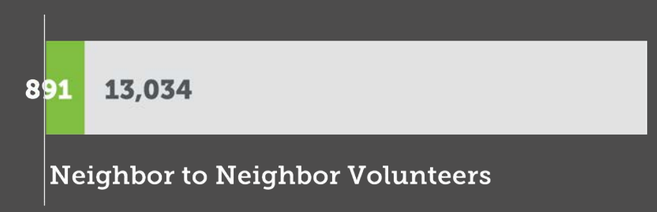
Source: 2014-2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency's service operations. Providing a comparison of key performance metrics demonstrates how data can shift according to the type of service that is provided and the frequency at which it is used. SLV TPR cost/trip, cost/revenue hour, and cost/revenue mile are shown below.

ANNUAL KEY PERFORMANCE DATA

ANNUAL RIDERSHIP



ANNUAL OPERATING COSTS

Commuter Bus Service Demand Response Services

Source: 2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

Human Services Transportation Providers

Several human services agencies operate transportation services in the SLV TPR; however, for many of these providers, transportation is only one of the services they provide. The table below identifies human services agencies in the Region that provide transportation services and the populations they serve. The list below is limited to those that responded to the 2019 Statewide Transit Plan Provider Survey and may not be comprehensive.

Provider	Service Area	Days of Service	Passenger Eligibility	Types of Service	Approximate Passenger Trips/Year
Starpoint	Salida, Poncha Springs, and Buena Vista	Fixed-route M-Th (8:30-9:30 AM, 3:00-4:00 PM) On demand M-Su	Individuals with disabilities		1,800-2,000
Blue Peaks Developmental Services, Inc.	Alamosa, Conejos, Costilla, Mineral, Rio Grande, Saguache Counties	M-Su	Individuals with developmental disabilities		Not available
Conejos County Department of Social Services	Conejos County	Based on available resources and client needs	Individuals with disabilities, older adults (65+), low-income populations, veterans, Medicaid recipients		Not available
Northerners Seniors, Inc.	Conejos County	Based on available resources and client needs	Older adults (60+)		Not available
Alamosa County	La Jara, CO	Based on available resources and client needs	Low-income, veterans, Medicaid recipients		Not available
Costilla County Department of Social Services	San Luis, Blanca, Ft. Garland, Garcia	M-Th as needed	Individuals with disabilities, older adults (65+), low-income populations, veterans, Medicaid recipients		Not available
Red Willow	Multi-County: Alamosa, Conejos, Costilla, Mineral, Rio Grande, Saguache	Based on available resources and client needs	Medicaid recipients		Not available

Source: 2019 CDOT Statewide Transit Plan Provider Survey

Legend

Fixed Route Bus | Demand Response | Vouchers or Reimbursement | Bus Passes or Tickets | Contract with other Providers

Other Human Services Providers

Other human services providers may not offer transportation services but may offer transportation related services, fund transportation programs, or coordinate with transportation providers in the Region. Human services providers in the Region that responded to the 2019 Statewide Transit Provider Survey include Rio Grande County Veterans Service Office, Rio Grande Department of Social Services, South-Central Colorado Seniors, Inc, and SLV Health.

Private Transportation Providers

The SLV TPR has limited private, for-profit transportation providers. The existing known providers include Little Stinkers Taxi, Rocky Mountain Taxi Service, and Wilderness Journeys (shuttle to Wolf Creek Ski Area).

State of Good Repair Data

CDOT's DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2018. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, 43 percent of CDOT tracked transit vehicles in the SLV TPR are beyond their state of good repair.

Agency	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
Neighbor to Neighbor Volunteers	9	0	0%	$0
Blue Peaks Developmental Services	42	36	86%	$1,632,300
TOTAL - San Luis Valley TPR	**51**	**36**	**43%**	**$1,632,300**

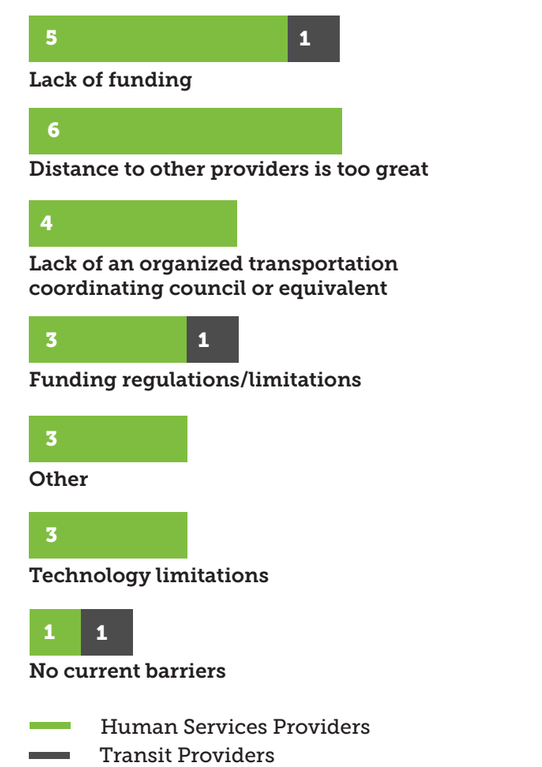
Source: CDOT Statewide Transit Asset Inventory, July 2019

Regional Coordination Activities

Coordination of transportation services is paramount when looking for ways to create more efficient systems and provide trips to as many people as possible. The 2019 Statewide Transit Plan Provider Survey gathered information from providers in the SLV TPR about coordination to understand current activities and identify barriers. Referring clients was the top coordination activity performed by human services providers, while transit providers indicated that most of their coordination is done through participation in the local/regional coordinating council. Barriers to coordination activities also demonstrate different needs. Human services providers said distance to other providers and lack of funding were the most challenging aspects to more coordination, transit providers identified lack of funding as their greatest barrier.

Current Coordination Activities

Barriers to Coordination Activities



Source: 2019 Statewide Transit Plan Provider Survey

Local/Regional Coordinating Council

The San Luis Valley Development Resource Group (SLVDRG) was formed in 1994 as a merger of the San Luis Valley Regional Development and Planning Commission, San Luis Valley Economic Development Council, and San Luis Valley Council of Governments. It serves as the coordinating agency for the SLV TPR and facilitates regular communication between CDOT, local governments, and private entities in the Region.

The San Luis Valley Regional Transit Council (SLVRTC), part of the SLVDRG, was formed in 2015 to address issues and concerns regarding transit services in the San Luis Valley. The SLVRTC makes recommendations on improving coordination among participants and identifying future transit goals and projects. Half of the human services providers that responded to the 2019 Statewide Transit Plan Provider Survey reported participating in their local or regional coordinating council.

Other collaborative efforts such as the Western San Luis Valley Transit Committee, a collaboration of seven local governments in the SLV TPR, have also helped support transit in the Region. As the SLVRTC has become increasingly formalized and expanded supportive services, the Western San Luis Valley Transit Committee determined their needs were being met by the SLVRTC and the committee conducted their final meeting in April 2020.

Mobility Management

SLVRTC provides mobility management for the SLV TPR. As of November 2019, the SLVRTC does not have a permanent mobility manager position filled, but they do have an AmeriCorps VISTA position working on mobility themed projects with support from the CDOT led rural regional mobility committee. The hope is to develop this effort into a full time FTA Section 5310 funded mobility management program.

In 2018, the SLVRTC helped develop an Action Plan to coordinate and plan for future partnerships and needs for the regional coordinating council. In this plan, they highlighted action items that included creating a Transportation Resource Guide for the public. They are also interested in developing more joint information tools such as a One-Call/One-Click service, website, and app. In addition to increased information sharing, the SLVRTC is working on recruiting new regional coordinating council members.

Coordinating Services

Blue Peaks Developmental Services currently coordinates with Non-Emergency Medical Transportation providers to provide trips.

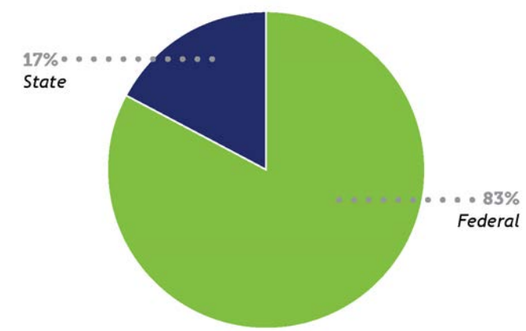
Neighbor to Neighbor Volunteers reports saving time and money by coordinating with other local entities:

- The Chaffee Shuttle purchases gas for their vehicles through Chaffee County to save on fuel costs
- The Chaffee Shuttle service is coordinated with the Golden Age Shuttle service in Cañon City

Financial Snapshot

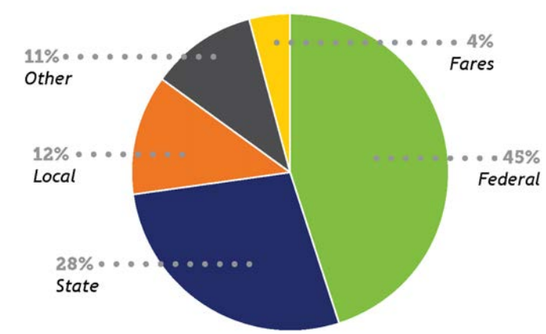
Transit funding is complex and Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from the FTA. Based on 2014-2018 budget data, most of the SLV TPR's capital revenues and nearly half of its operating revenues were from federal sources. Operating revenues were supplemented by state and local funds, fares, and from donations and partnerships.

Capital Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

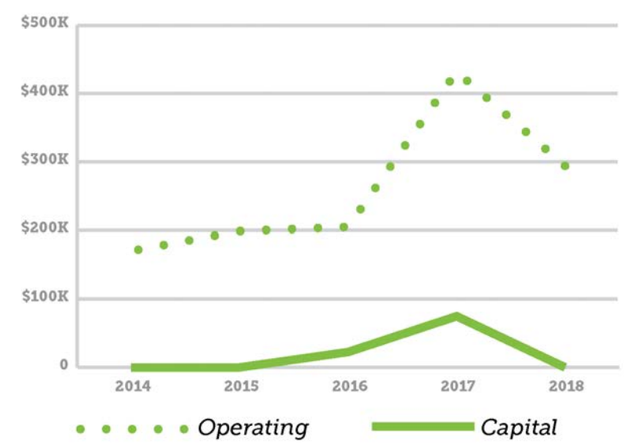
Operating Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

Historic Revenue Data

The chart below shows five-year SLV TPR operating and capital funding trends. Operating funds increased by more than 100 percent from 2016 to 2017, and then decreased by 25 percent the next year. Over the five-year period, capital funding was recieved in only 2016 and 2017.



Source: National Transit Database 2014-2018 and 2019 Statewide Transit Plan Provider Survey

Additional 10-Year Capital & Operating Needs

Additional capital and operating projects were identified by SLV TPR participants, transportation providers, CDOT staff, and other key transit stakeholders throughout the Region. Project needs identified do not include any anticipated fleet replacement funds needed to maintain all assets in a state of good repair. See pages 22 and 23 for the full list of additional project needs.

Capital Project Needs: $20.4M
Operational Project Needs: $43.2M
Total Identified Need: $63.6M

Regional Transit Revenue Trends

Annual Operating/Capital Projections

Annual operating and capital funding projections for the SLV TPR provide a framework for planning for transit in the future. However, while planning projections are informative, they are in no way predictions of the future. Many factors influence revenue projections, including: (1) availability and allocation of federal, state, and local funds; (2) economic volatility; and (3) the rate of inflation. To provide a foundation for future planning, annual operating and capital projections for the SLV TPR were developed based on 2018 National Transit Database data and survey responses from the 2019 Statewide Transit Plan Provider Survey.

Scenario 1: Maintain the Status Quo

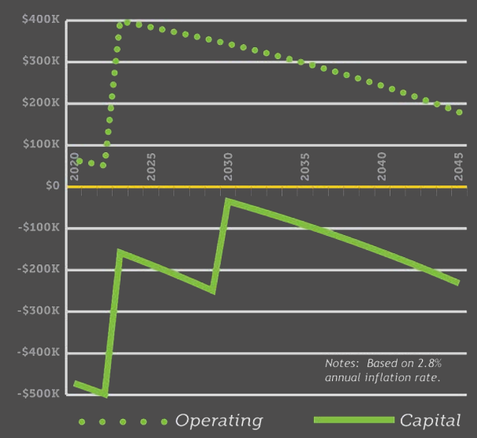
Projected Surpluses/Deficits 2020-2045

Source: CDOT

Scenario 1 assumes that no additional operating or capital funds are available for transit through 2045. Due to inflation, operating funds continue to diminish over the 25-year planning horizon. Capital revenue declines through 2029 with a spike in revenues in 2030. This is due to the annual investment required to retire the current backlog of vehicles operating beyond their useful lives by 2029 and ensuring that all other vehicles are replaced on time to maintain a state of good repair. While capital projections are still in a deficit, the impact is less severe after 2030.

Scenario 2: Maintain the Status Quo + New State Funding

Projected Surpluses/Deficits 2020-2045



Source: CDOT

Scenario 2 builds on Scenario 1 by assuming an additional $50 million in state funds are allocated to transit each year through 2045. The projection is based on the SB-267 funding allocation formula. The Region's allocation of state transit funding from 2023-2045 is split 50/50 between capital and operating. New state funding positively impacts operating revenues through 2045. However, additional capital funding sources will be required.

Funding Programs & Opportunities

Federal funding is the primary revenue source for transit and human services providers in the State of Colorado for both operating and capital projects. CDOT serves as the designated recipient for Enhanced Mobility of Seniors and Individuals with Disabilities (5310) and Grants for Rural Areas (5311). 5311 funding is allocated based on a Colorado-defined rural funding allocation methodology. CDOT allocates Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers in the State.

SAN LUIS VALLEY TPR SENATE BILL-267 PROJECTS

CDOT's Transportation Commission approved SB-267 transit projects in December 2019, with $3.02 million allocated to the SLV TPR over four years. Projects include:

- Renovation and expansion of existing Poncha Springs Welcome Center
- Outrider stop and shelter improvements at three locations between Alamosa and Buena Vista
- Partner/capital call for projects (TBD)

Historically, limited funding for operating and capital transit needs has been available. In 2017, the state legislature approved Senate Bill 267 (SB-267), which allocates $500 million in general funds for each of four years to address transportation needs. SB-267 mandates that at least 10 percent, or $50 million, is allocated to transit capital projects annually. Twenty-five percent of the SB-267 transit funds are allocated to CDOT projects, including Bustang; approximately 50 percent of funds are to be allocated to CDOT and partner agency projects; and 25 percent of funds are allocated to local agency transit improvement projects. SB-267 is only a four-year program; for the funding to continue, the state legislature would have to approve such legislation.

Given the limited state funding for transit, many transit agencies in the state rely heavily on local funds to support their service, especially operating dollars. Alternative funding sources to support transit services locally and regionally include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorship/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees

Federal Transit Administration Funding Programs

- Accelerating Innovative Mobility - 5310
- Access and Mobility Partnerships - 5310
- Bus and Bus Facilities Discretionary Program -5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses & Bus Facilities – 5339(a)
- Grants for Rural Areas – 5311
- Human Resources & Training - 5314
- Integrated Mobility Innovation - 5310
- Low or No Emission Vehicle Program – 5339(c)
- Mobility for All Pilot Program Grants - 5310
- Mobility on Demand (MOD) Sandbox Demonstration Program - 5312
- Pilot Program for Transit-Oriented Development Planning 20005(b)
- Planning Grants - 5304
- Public Transportation Innovation - 5312
- Rural Transportation Assistance Program – 5311(b)(3)
- State of Good Repair Grants - 5337
- Technical Assistance & Standards Development - 5314(a)

Cottonwoods at Medano Creek
Photo Credit: National Park Service

Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the TPR's transit vision and goals and to support the implementation of identified transit projects in the Region.

- Advocate for stable funding to maintain the operation of existing transit services
- Advocate for full funding of TPR identified transit capital, operating, and planning projects (see project list on pages 22 and 23)
- Maintain all assets in a state of good repair
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Improve transit amenities in the Region through increased signage and shelters
- Coordinate with CDOT and regional partners to fund and construct transit centers and Park-n-Rides in the Region
- Formalize the Regional Coordinating Council and ensure it has adequate resources and funding
- Advocate for increased coordination efforts between Neighbor to Neighbor/Chaffee Shuttle, coordinating council, local governments, other transit providers, and CDOT
- Partner and collaborate with CDOT and local agencies to increase coordination on marketing, outreach, and human services
- Study the possibility of establishing a One-Call/One-Click Call Center for the Region
- Establish fixed-route and demand response transit services along major highways to serve populations on corridors
- Expand interregional transit service to increase mobility for residents,employees, and visitors in the Region
- Coordinate and plan for future use of the Tennessee Pass Rail Line

Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, SLV TPR members prioritized their operating and capital projects for the Region. If projects were added after the TPR prioritization process, those projects are identified as "unranked." It is important to note that while projects are ranked, priorities may change based on available funding, grant opportunities, agency needs, etc.

City of Salida
Photo Credit: Colorado.com

Bustang Outrider Stop at Adams State University
Photo Credit: Jeff Prillwitz

Rank	ID	Project Name	Project Description	Capital Cost ($M)	10-Year Operating Cost ($M)	Project Benefits
1	1309	Alamosa Transit Center	Establish centrally located transit center for expanded local, regional, and intercity services in the Valley; including admin office space, bus storage, restrooms, ticketing and 50-space parking facility	$2.00	$0.80	
2	2531	One-Stop Shop for Transportation for San Luis Valley (One-Call/One-Click - call center/website/app)	Planning and implementation of a one-stop shop for transportation (e.g., call center, website, app) and call center. Includes $250,000 for planning study and $75K/year for staffing	$0.25	$0.75	
3	2532	Northeast San Luis Valley Transit Service	Fixed route/demand response hybrid service to Villa Grove, KV, Moffat (Crestone), Hooper, Mosca, Alamosa - Assumes weekday service and two new vehicles at $80k each	$0.16	$2.00	
4	2533	Service Along Southern Portion of US 285	Combination of fixed route and demand response service along the southern portion of 285; assumes weekday service and two new vehicles at $80k each.	$0.16	$2.00	
5	2534	San Luis Valley Transit Needs Study	Conduct planning effort for entire valley.	$0.05	---	
6	1053	New Regional Fixed-Route Service between Alamosa and Costilla, NM	Establish fixed services from Alamosa to Costilla, NM to interchange with Blue Bus services; two round trips weekly	$0.075	$0.11	
7	2535	New Essential Bus Service from Four Corners to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider); assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on $4.20 per mile (700 miles per roundtrip)	$0.85	$10.7	
8	2536	Formalize Regional Coordinating Council	Conduct planning study to determine needs and develop action plan. Hire staff to serve as mobility manager and RCC lead at $75k/year	---	$0.80	
9	2035	Southern SLV Demand Response	Daily local demand response service and assist with development of service plan for southern portion of the SLV	$0.32	$0.50	
10	2537	Creede Eagle Intersect	Fixed route/demand response hybrid service to Creede, South Fork, Del Norte, Monte Vista, Alamosa (connects with Eagle to Salida on Tuesdays and Alamosa on Wednesday; assumes service 5 days/week and 2 new vehicles $80k/each	$0.16	$2.00	
11	2051	SH 114 Demand Response	New limited local demand response service 2 days per week connecting to service In Gunnison County. Operating cost of $75,000 per year, requires 1 new cutaway vehicle at $80,000	$0.80	$0.75	
12	1305	Del Norte Park-n-Ride and Bus Pullout	Establish Park-n-Ride and bus pull-out in Del Norte	$0.50	$0.25	
13	1308	New Alamosa General Public Demand Response Service	Develop a demand response service available to the general public focused on Alamosa with connections to adjacent counties; 7 days/week; 1 bus	$0.075	$2.10	
14	1055	New Regional Fixed-Route Service between Alamosa and Saguache	Establish fixed services Saguache to Alamosa via Monte Vista & US 285; two round trips daily, 5 days/week; one bus	$0.075	$0.54	
15	1034	Essential Bus Service between Salida and Leadville (Proposed Outrider Service)	Outrider bus service between Salida and Leadville; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on $4.20 per mile	$0.85	$0.90	
16	1319	Poncha Springs Transit Hub	Transit hub at highways 50 and 285 junction	$0.50	$0.25	
17	1054	Essential Bus Service between Alamosa and Salida (Proposed Outrider Service)	Outrider bus service between Alamosa and Salida; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on $4.20 per mile	$0.85	$1.24	

Legend

Public Health | Quality of Life | Asset Management | Mobility | Tourism | Bike/Ped

Rank	ID	Project Name	Project Description	Capital Cost ($M)	10-Year Operating Cost ($M)	Project Benefits
Unranked	1008	Essential Bus Service between Salida to Pueblo (Proposed Outrider Service)	Outrider bus service between Salida and Pueblo, assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on $4.20 per mile	$0.85	$1.49	
Unranked	1041	Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on $4.20 per mile	$0.85	$4.17	
Unranked	1297	Buena Vista Park-n-Ride and Intermodal Facility	Buena Vista Park-n-Ride and intermodal facility	$0.50	$0.25	
Unranked	1299	Salida Bus Storage Facility	Bus storage facility	$1.50	$0.50	
Unranked	1300	Salida Park-n-Ride and Bus Pullouts	Establish Park-n-Ride and bus pull-out in Salida	$0.50	$0.10	
Unranked	1306	Park-n-Ride at Loaf-n-Jug in Alamosa	Establish Park-n-Ride at Loaf-n-Jug site; 50 spaces	$0.50	$0.25	
Unranked	1307	Monte Vista Park-n-Ride and Bus Pullout	Establish Park-n-Ride and bus pull-out in Monte Vista	$0.50	$0.25	
Unranked	1313	Blanca Park-n-Ride	Establish Park-n-Ride in Blanca	$0.50	$0.25	
Unranked	1314	Fort Garland Park-n-Ride	Establish Park-n-Ride in Fort Garland	$0.50	$0.25	
Unranked	1316	Conejos Park-n-Ride	Establish Park-n-Ride and bus pull-out in Conejos	$0.50	$0.25	
Unranked	2047	SH 112 Demand Response	Daily local demand response service and assist with development of service plan for Central SLV. Connect with other sections of TPR and Bustang Outrider. Operating cost of $200,000 per year plus 2 new cutaway vehicles at $80,000 each	$1.60	$2.00	
Unranked	2484	Chaffee Shuttle Operational Costs for Service between Salida and Buena Vista		---	$0.01	
Unranked	2492	Outrider Stop/Shelter Improvements	Stops and shelter improvements at 3 locations Alamosa, Moffat, and Buena Vista	$0.25	---	
Unranked	2538	Center Park-n-Ride	Park-n-Ride and bus pullouts (Eagle Shuttle) in Center	$0.50	$0.25	
Unranked	2539	Saguache Park-n-Ride	Park-n-Ride and bus pullouts (Eagle Shuttle) in Saguache	$0.50	$0.25	
Unranked	2540	Saguache Transit Center	Transit center for expanding Eagle Shuttle services in Saguache	$1.50	$5.00	
Unranked	2541	Increase in Eagle Line's Service Hours and/or Days	Increase service of Eagle line by 2 days a week for a total of 4 days of operation each week	---	$0.40	
Unranked	2542	Coordination with CDOT on Expansion of Outrider Services	Coordination with CDOT on implementation of Outrider services (no cost associated with this project)	---	---	
Unranked	2705	Regional Transit Route Plan	Coordinate planning and implementation of regional transit routes, stops, etc., connecting within Chaffee County with all parties	---	$0.50	
Unranked	2706	Local Route circulators in Buena Vista, Poncha Springs, Salida	Develop and implement local circulating routes for each community	$0.00	$0.00	
Unranked	2707	Essential Bus Service between Salida/Buena Vista and Colorado Springs	Essential bus service between Salida/Buena Vista and Colorado Springs. Assumes one roundtrip per day, 365 days/year, purchase of 2 vehicles. Cost based on $4.20/mi	$0.85	$0.45	
Unranked	2708	Essential Bus Service between Montrose/Gunnison and Salida	Essential bus service between Montrose/Gunnison and Salida. Assumes one roundtrip per day, 365 days/year, purchase of 2 vehicles. Cost based on $4.20/mi	$0.85	$0.90	
Unranked	2709	Chaffee Shuttle additional buses and replacement buses	Addition of buses to fleet; replacement of vehicles for Chaffee Shuttle	$0.00	$0.00	

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