

O. TRANSPORTATION

1. Transportation Issues

Situated hundreds of miles from major goods-producing and distribution centers, the San Luis Valley is in a dependent position regarding transportation. With the exception of potatoes and other exports, most goods and supplies consumed have to be shipped in. Although mountain passes in all directions are not the barrier they once were, they add to transportation time, require extra uphill fuel, and are sometimes blocked or dangerous in the winter months.

The US 160 highway corridor carries a considerable amount of east/west truck, commuting, and personal travel year round, and the same is true to a lesser extent for north/south US 285. Added numbers of tourists in the peak months often push the design capacities of these highways to their limits, and four-laning of US 160 across the state from Kansas to the Four Corners has been a long-standing goal.

As the crossroads of two major highways and destination, or major pass-through, for commuters, truckers, shoppers, travelers, and college students, Alamosa and surrounding area encounters the greatest level of traffic.

Improvements on US 160 from South Fork to Wolf Creek Pass have improved vehicle traffic, making it easier and safer. A tunnel was constructed at the Big Meadows access with road widening and shoulder further up the pass. Work on the Lake Creek segment has widened the narrowest part of the roadway and added recreational improvements.

Other recent improvements to the highway system in the Valley have been made. Among them are:

- Widening US 160 mid-way between Alamosa and Monte Vista and adding passing lanes for a distance of around four miles.
- Surface treatment and enhancement of the intersection of US 160 and US 285 in Monte Vista that included new pavement, curb and gutters, and sidewalks.
- Re-paving US 285 north from Monte Vista about eight miles.
- Re-surfacing Colo. 17 for 15 miles north from the New Mexico state line at La Manga Pass.
- Re-surfacing US 160 south of Alamosa to La Jara.

A new transportation plan for the region, which includes Chaffee County, is being prepared and expected to be completed by summer 2014. It is one of 15 regional transportation plans that will be folded into a statewide transportation plan. The plan will extend to 2040, with particular focus for the first ten years, up to 2025.

As the state's highways become more crowded and age, Colorado faces the challenge of how to pay for maintenance and improvement of the highway system. State fuel taxes are the primary source for funding Colorado's roads and highways. The state gas tax has been \$.22 per gallon since 1991, and despite the fact that more Coloradoans than ever are driving, increased fuel efficiency has led to a decline in transportation funding. The average driver pays about \$22.50 per month in state and federal gas taxes to support the state's highway systems. According to the Colorado Department of Transportation, the department's budget declined about 30 percent from 2007 to 2012 – from \$1.6 billion to \$1.1 billion. The department forecasts growing transportation needs and static financial resources. This constrained fiscal environment forces the department to focus on maintaining and operating the state's existing transportation system and less on expanding it.

Given these circumstances, improvements in the regional transportation infrastructure are expected to move at a slow pace. This may also place more emphasis on a multimodal approach for transportation planning which involves a greater role for the railroad and transit services. For highway improvements, priority corridor projects for the San Luis Valley that have so far surfaced in the planning process for the 2040 plan include:

- US 160 west of Monte Vista to east of Alamosa.
- US 285 from the New Mexico state line to 2 miles south of Alamosa, and from that area to the US 160 intersection.
- US 285 from the US 160 intersection in Monte Vista to the US 24 intersection south of Buena Vista.
- CO 17 from Alamosa to junction with US 285.
- CO 112 from the US 285 intersection to CO 17 at Hooper.

2. Airports and Air Service (Table O-1)

Air service to the region is important to future economic development. Information for seven airports listed in the table show a number of places in the Valley accessible to general aviation. Commercial air service is available at San Luis Valley Regional Airport – Bergman Field in Alamosa, which has an 8,519-foot runway, Instrument Landing System (ILS), terminal, and car rental services. The Alamosa facilities are capable of handling larger aircraft, including occasional use by 747s. Efforts are underway for runway extension and improvements in order to accommodate larger aircraft on a regular basis.

Service to Denver International Airport is provided by Great Lakes Aviation with connections at DIA to United Airlines and other carriers (see Table A-1 for flight schedules). Limited freight service is available. Since deregulation, air service is less robust than 20 years ago, but compared with the problems faced by many areas our size with no air service, the Valley is fortunate. For a short time, Great Lakes provided a connection to the Albuquerque airport, but the effort was discontinued for lack of passengers.

Airports and aviation also carry significant economic impacts in addition to service as shown in Table O-1. These estimates also include the multiplier spending impacts and show the total impact of SLV Regional at \$41.9 million, or 89 percent of the \$47.1 million for all aviation activity in the Valley. The airports in Alamosa, Monte Vista, and Creede are able to handle most business jets and receive an added economic boost from this business.

A new terminal has been proposed at San Luis Valley Regional Airport to replace the 60-year-old existing terminal. The projected cost is \$3.4 million with approximately \$763,000 coming from the Federal Aviation Administration; \$1.5 million from the Colorado Department of Transportation, Aeronautics Division; \$204,000 from Alamosa County. Application has been made to the Colorado Department of Local Affairs for the remaining approximate \$1 million. Alamosa County has selected a local construction company for the project.

A request for proposals from passenger air carriers has been issued by the U.S. Department of Transportation to provide air service to San Luis Valley Regional Airport under the federal Essential Air Service (EAS) program. Great Lakes Aviation currently provides service and receives an annual subsidy of just over \$2 million from EAS. The current two-year EAS contract expires July 31, 2014.

According to a recent story in the Valley Courier, proposals are to be based on 12 round trips per week using a 30-passenger, or larger, aircraft. Smaller aircraft will be considered with greater frequency of trips per week. Great Lakes serves San Luis Valley Regional Airport with 18 weekly round trips to Denver with 19-passenger aircraft.

There were over 14,000 passengers arriving or departing San Luis Valley Regional Airport October 2012 through September 2013; an average daily enplanement of 22 passengers.

3. Highways and Roads (Table O-2)

Of the 5,682 total miles of roads and city streets in the Valley shown in the table, only 235.1 (4.1 percent) are part of the US 160 and US 285 traffic corridors. Unpaved county roads at 3,939.9 miles (69.3 percent) comprise the largest share, with most concentrated in Costilla (1,632.1 miles) and Saguache (764.4 miles). Paved roads, including state, national, and county total 1,504 miles (26.4 percent).

City streets total 237.9 miles, and a slight majority, 127 miles (53.3 percent), are paved. The communities of Blanca, Sanford, Manassa, Del Norte, Antonito, South Fork, and Monte Vista have the greatest shares of unpaved streets.

4. Traffic Movement and Volume (Table O-3, O-4, O-5)

Traffic volume in the updated Table O-3 shows the 160/285 intersection in Alamosa as the busiest, with 23,000 Annual Average Daily Traffic in 2011, 21,000 on 160 west, and 12,000 AADT on 285 south. According to the CDOT Online Transportation Information System, the Rio Grande bridge registered 14,000 AADT, and the 160/17 intersection on US 160 east dropped to 9,500.

Other heavy AADT counts were taken at 160 east of Monte Vista at Sherman Ave. (8,700); 160/285 in Monte Vista west of the intersection (8,100); and the 160/112 intersection in Del Norte (7,500).

Table O-4 reports that surface conditions on the 584 miles of state and national highways in the region have 362 miles, or 62 percent, in poor condition. Counties with conditions poorer than the region include Rio Grande (80 percent); Alamosa (78 percent); Costilla (73 percent); and Conejos (63 percent).

It is important to explain that these conditions are based on CDOT data from 2005 and do not consider improvements made since. Also, the department is in the process of changing to a new pavement management system to determine the surface condition of the system's roads. The new rating system, called Drivability Life, is "based upon the level of driving conditions on pavements across the network. Drivability condition is a function of smoothness, pavement distress, and safety based on IRI, cracking and rut depth data collected annually." This new analysis is used to determine what are acceptable driving conditions for motorists and what are unacceptable conditions. Unacceptable means drivers must reduce speeds to compensate for unsafe factors, navigate around damaged pavement, or endure intolerably rough rides.

The scale for Drivability Life is high DL means road conditions with greater than 10 years of drivability life; moderate DL is three to 10 years of drivability life; and low DL is less than or equal to two years of drivability life.

Drivability Life should better weigh fiscal constraints of CDOT and provide enhancements to roads that might not otherwise receive improvements under the former pavement management system. Drivability Life is expected to be fully implemented in summer 2014

Table O-5 provides information on how people in the Valley get to work. The vast majority commute by car, truck, or van. In Alamosa, Conejos, Costilla and Rio Grande counties, well over 80 percent drive to work. Nearly 80 percent – 78.1 percent – in Saguache County drive to work, whereas only 70 percent in Mineral County drive.

Nearly half of workers (46.8 percent) from Conejos County work outside the county. In Alamosa County, 87.2 percent of workers from the county work in their home county. For Costilla, Rio Grande, and Saguache counties, over 30 percent of the workers work outside their home county. It is fair to say the vast majority of those who work outside their county of residence, work in Alamosa County, which is the region's economic hub.

Increases in the number of registered vehicles and vehicles by type for the Valley proper are included in Table O-6. Vehicle registrations for the year 2010 totaled 67,929, reflecting a 12.3 percent increase over 2000 but less than Colorado's 19.5 percent. The greatest numbers of vehicles registered in the Valley are in Rio Grande, Alamosa, and Conejos, and the highest percent changes from 2000 occurred in Mineral (22.6 percent), Costilla (18.8 percent) and Saguache (16.5 percent).

Vehicle types with the largest numbers include passenger cars, light trucks, trailers, and farm truck/tractors. A portion of the 422 motorhomes registered may represent a portion of the "snowbird" population that migrates to warmer locations in winter.

5. Truck Shipments and Services (Table O-7, O-8, O-9)

According to a color-coded map in the 2035 Plan, truck traffic is heaviest on US 160 from La Veta Pass to South Fork, and from US 285 in Saguache to Poncha Springs. These readings are in the 120-330 AADT range. Potatoes represent the largest shipments, with 35,000-40,000 truckloads of potatoes leaving the Valley every year. This would be the equivalent of 95-110 truckloads per day. Colorado Department of Transportation staff estimate an average semi-truck weighing 80,000/lbs. creates wear and tear on the roadways equivalent to 5,000 autos weighing about 2,000/lbs. each.

There being no updates available at this time, we have decided to retain the data in Table O-7 on commodity flows. Ag products represent the largest outgoing volume, but a relatively modest portion of the total value.

Table O-8 shows that about 53.5 percent of the tonnage, both outgoing and incoming, is shipped by for-hire (independent) truckers. Private trucking companies carried about 39.8 percent. More of the independents carry "full truckloads" of a single commodity, such as hay, potatoes, or cattle, and many provide service on a contract basis. Established private companies such as Bill Clark and RAC Transport are in the "less than truckload" business of hauling mixed loads on fixed routes within Colorado. For long hauls, arrangements are made for transfer to interstate truckers in Denver or other locations.

Truck trips out of the Valley totaled 63,804 in 1993, compared with only 37,191 coming in. Independent truckers looking for business in the Valley can usually count on backhauls of potatoes, but may have to come in empty or bring in a partial load to cover gas. About 25 businesses in the Valley are currently providing some form of trucking service at present. Standardized motor freight rates are established by a tariff bureau based on type of commodity and zip code location.

6. Rail Services (Table O-9)

Rail lines into the Valley operate under the San Luis and Rio Grande Railroad affiliated with Iowa Pacific Holdings and Permian Basin Railways. In addition to its essential role in freight service for perlite, grain, fertilizer, and other commodities, the SLRG operates tourist/passenger routes from Alamosa to La Veta, and Alamosa to Antonito. The passenger routes generated ridership in the 16,000 range and have become a popular attraction to the region.

The SLRG is interested in establishing a commuter rail service within the Valley, and to Walsenburg, should passenger service be initiated along the Front Range.

Table O-9 contains a listing of rail lines, trackage, products, and current status. The Cumbres & Toltec continues to operate its tourist rail line to Chama, and the San Luis Central continues to operate on the “Pea Vine” from the ag cluster in Center to its connections with the SLRG in Monte Vista. Once owned by Union Pacific, the Valley’s network is connected to main trunk lines in Walsenburg.

The Creede branch of UP was decommissioned in the 1970’s when the silver mine closed, and has since been sold off to the Denver & Rio Grande Historical Fund. Southern San Luis hauled lava rock to the UP junction in Blanca, but was idled some years ago when Colorado Aggregate moved its plant and offices to other Valley locations.

Of the products being shipped by rail today, perlite mined in New Mexico and processed in Antonito is the most dependent and represents 27 percent of the carloads shipped out in 2012. Carloads shipped by other large customers include grain and barley (44 percent); potatoes (19.5 percent); and lava rock (9.7 percent). Fertilizer, totaling 150 carloads, is the only major product shipped into the Valley by rail. One rail carload is equivalent to three semi-truckloads of 48,000 pounds each, or a total of 144,000 pounds.

The Cumbres and Toltec operates on narrow gauge as the Valley’s second most notable tourist attraction. It provides an economic impact of approximately \$2-\$4 million and about 60 seasonal jobs – where they are needed most – in Conejos County in Colorado and Rio Arriba in New Mexico. Since it began in 1970, the Cumbres and Toltec has overcome several obstacles that threatened its operation. In 2002, however, it came very close to dissolving after spring shutdowns for track repairs and a temporary suspension in July for fire danger. A trestle fire in 2010 prohibited service on the line between Antonito and Chama, but the train ran shorter excursions on both ends of the route.

Purchase of the South Fork-Creede rail corridor with initial intent to develop a second tourist or excursion train has support in South Fork, but ranchers along the route and Creede merchants and residents have mixed opinions. The corridor passes close to the highway and this is another factor when considering the development alternatives.

7. Transportation Planning (Table O-10, O-11, O-12)

Realizing that transportation has a direct bearing on economic and community development outcomes, the SLVDRG provides an assistance in the planning process to ensure that transportation issues affecting development are being addressed, and the improvements being made are responsive to identified priorities.

Funding for transportation is provided through the Colorado Department of Transportation (CDOT), which established Transportation Planning Regions (TPR) to recommend spending priorities on a portion of the funds. The San Luis Valley TPR includes Chaffee County in addition to the six counties in the Valley, and is one of two TPR’s covered by CDOT’s Engineering District 5 in Durango.

Assistance includes contracting and oversight in the preparation of long-range plans; coordination of TPR and special meetings to review issues and priorities; and many associated tasks. TPR voting members include chief elected officials of all local governments in the seven counties. A contact list is maintained to ensure participation of the public and other persons interested in transportation issues and planning.

Table O-10 lists the projects selected by the TPR for the \$28.2 million allocated to it by CDOT for Regional Planning Priorities. At the top of the list, 40 percent of the funds are reserved for intersection projects with

priorities determined by the CDOT Region 5 Engineering District based on an Intersection Study waiting completion in 2008. Passing lanes between Alamosa and Monte Vista follows as the top priority for 20 percent of the funding. Construction on the passing lanes began the summer of 2013 with about four miles completed. Community based transit is slated for \$251,000 (1 percent) of the RPP 28-year total which is restricted to vehicle replacement only.

Table O-11 includes the fiscally constrained plan for airports totaling \$26 million, with San Luis Valley Regional and Monte Vista Municipal each at 44 percent and Del Norte Municipal at a little under five percent.

8. Transit Planning (Table O-12)

Interest in providing transit services throughout the region has been prominent at least since the planning process for the 2035 San Luis Valley Regional Transportation Plan began in 2006. That interest led to a series of transit and human service provider meetings guided by the Transit Unit to identify potential participants and interest in a cooperative approach. From an economic development perspective, public transit can be seen as playing an important role for workforce development by providing affordable service for job commuters, college students, and trainees; improved connections to tourist destinations; and greater mobility in general for shopping, medical visits, recreation, and other spending activity.

While there seems to be a strong consensus supportive of transit services, two previous attempts in the region, in the mid-1990s and again in 2008-2009, failed. Much of the cause for failure was due to the dollar-for-dollar match requirements for Federal Transit Act grants and the need for consistent subsidization.

Providing infrastructure, including all modes of transportation, is one of the five priorities identified in the region's Colorado Blueprint initiative – a plan for statewide economic development – and remains a major component of economic development efforts. While recognizing our qualifications for transit based on past experience, our intent is to see a governance structure established for transit which can generate local government, provider, CDOT, and public ridership support in order to effectively finance the operations.

The Colorado Department of Transportation is developing the department's first Statewide Transit Plan, which will be used to implement policies and strategies for funding transit services throughout the state. These transit services will facilitate mobility for the citizens and visitors of Colorado, offer greater transportation choice to all segments of the state's population, improve access to and connectivity among transportation modes, relieve congestion, promote environmental stewardship, and improve coordination of service with other providers in an efficient, effective and safe manner.

Regional transit working groups, based the existing Transportation Planning Regions, are a part of the planning process. Each regional group helps identify statewide and regional needs, and advise the planning team on the development of local transit plans. The statewide plan is expected to be complete in June 2014.

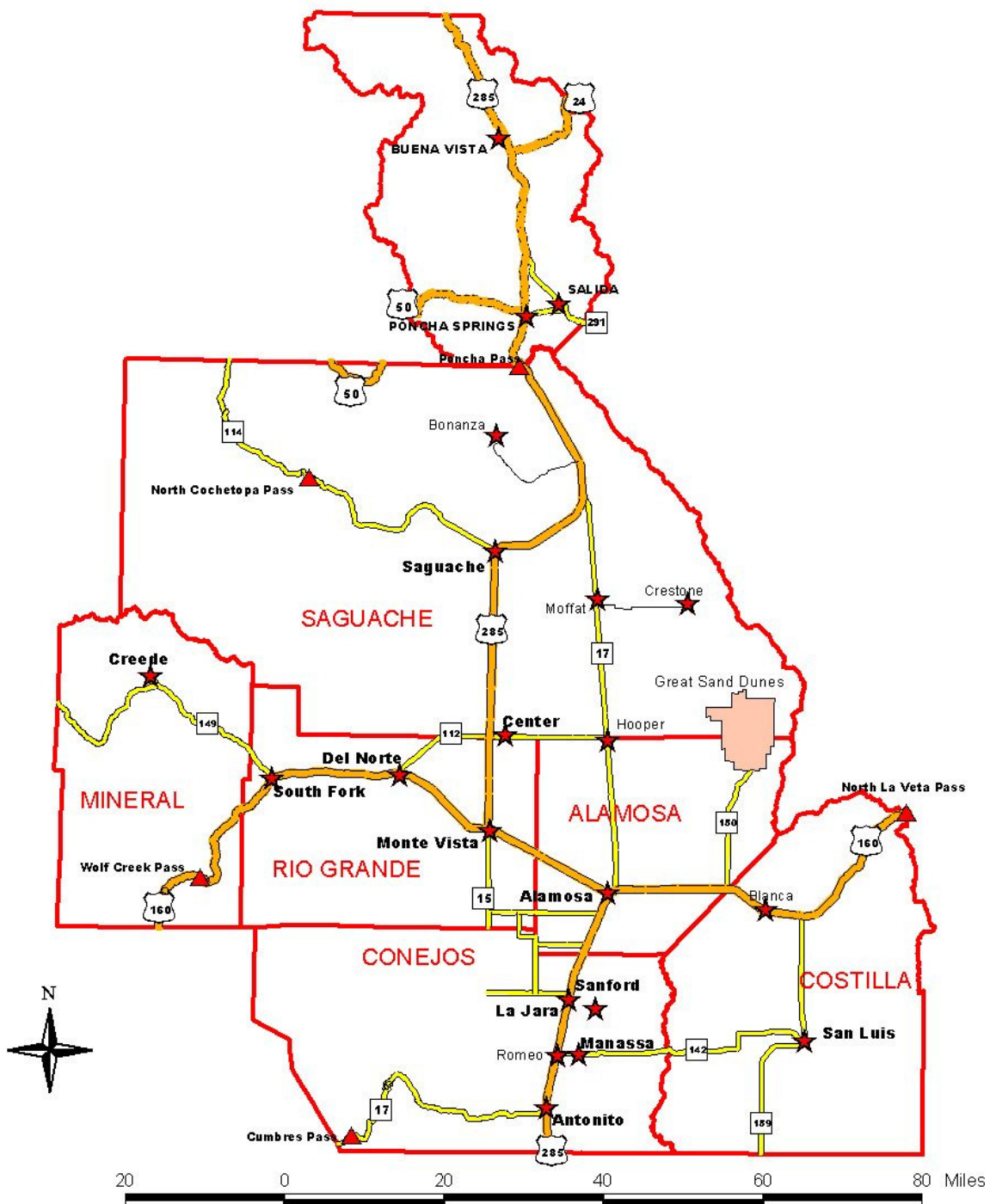
Transit and human service providers and related agencies and organizations on the transit and human service list at this time are included in Table O-12.

Map O-1 Airports and Railroads



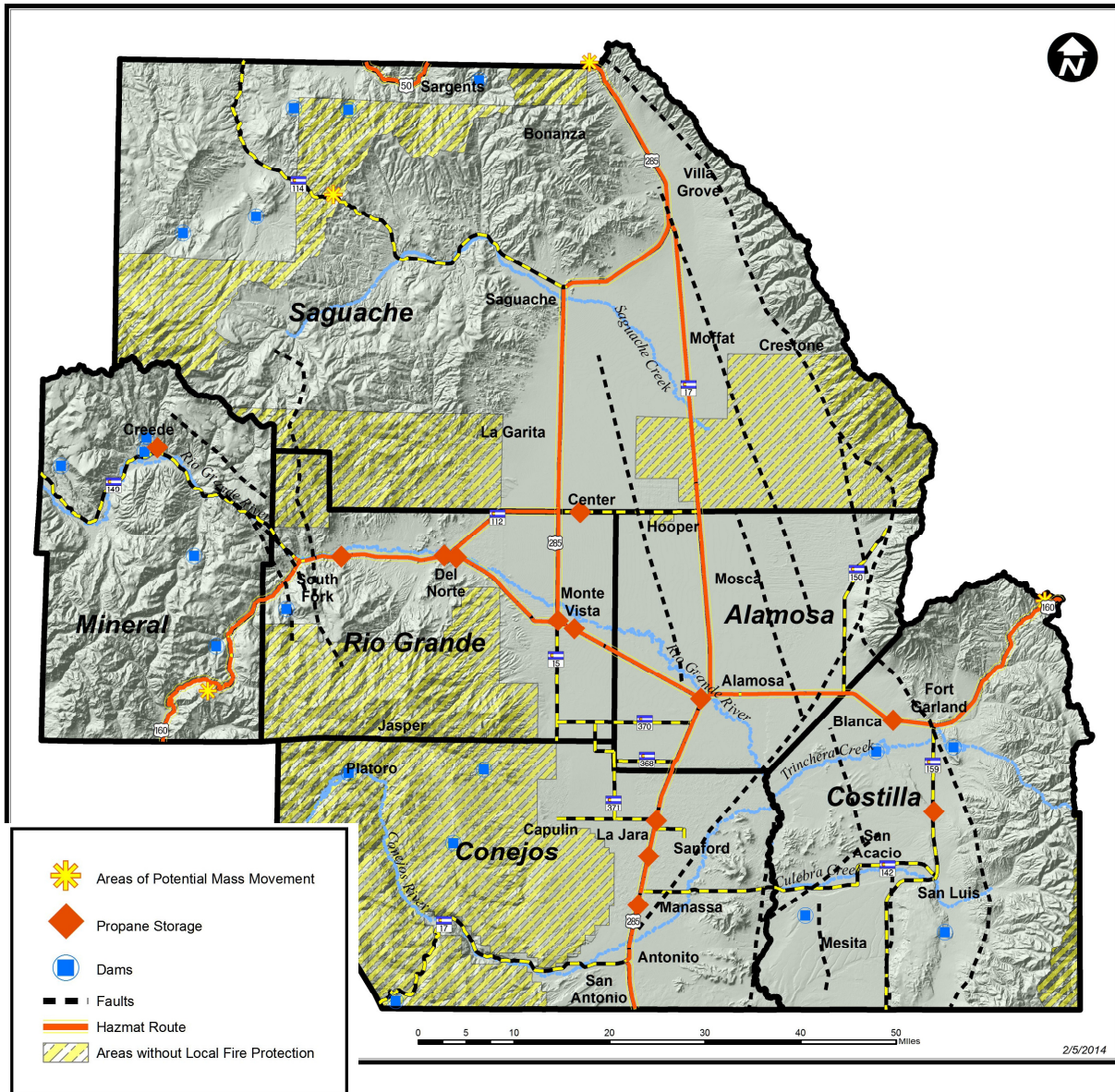
Source: San Luis Valley GIS/GPS Authority

Map O-2 San Luis Valley Transportation Planning Region



Source: San Luis Valley GIS/GPS Authority

Map O-3 Hazardous Materials Route



Source: San Luis Valley GIS/GPS Authority

Table O-1

San Luis Valley Airport Facilities and Economic Impacts

San Luis Valley Airport Facilities									
Name	City	Type	2010 Operations	Based Aircraft	# Runways	Surface Type	Length/Width (Ft)	Lights	Nav Aids
Blanca	Blanca	GA	1,750	3	1	Dirt	6,160/52	N/A	N/A
Del Norte Municipal	Del Norte	GA	1,200	19	2	Asphalt Dirt	3,775/49 6,015/60	N/A	N/A
Leach	Center	GA	1,700	10	1	Asphalt	7,000/50	LIRL	N/A
Mineral County Memorial	Creede	GA	2,000	3	1	Asphalt	6,880/60	N/A	N/A
Monte Vista Municipal	Monte Vista	GA	6,570	22	3	Asphalt Dirt Dirt	5,900/60 2,350/30 1,460/45	MIRL	PAPI
San Luis Valley Regional	Alamosa	Com	27,850*	53	2	Asphalt Dirt	8,519/100 3,200/100	HIRL	REIL PAPI
Saguache Municipal	Saguache	GA	100	0	1	Gravel	7,957/55	N/A	N/A

GA = General Aviation

Com = Commercial

Operations = Take offs and landings

HIRL = High Intensity Runway Lights

LIRL = Low Intensity Runway Lights

MIRL = Medium Intensity Runway Lights

PAPI = Precision Approach Path Indicator

REIL = Runway End Identification Lights

*27,850 represents general aviation operations. Total operations, general aviation and commercial, is 30,770.

Source: Colorado Department of Transportation, Division of Aeronautics, *Colorado 2011 Aviation System Plan Update*.

http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011SP_TechReport/view

Economic Impacts of Aviation			
Airport	Economic Activity*	Total Earnings**	Total Jobs***
Blanca	\$ 51,800	\$ 25,400	3
Del Norte Municipal	311,500	28,000	4
Leach	152,900	57,200	5
Mineral County Memorial	2,909,800	10,906,000	40
Monte Vista Municipal	1,716,100	1,311,500	77
San Luis Valley Regional	41,954,000	13,983,500	517
Saguache Municipal	89,100	36,800	3
Total	\$ 47,185,200	\$ 26,348,400	646

* Economic Activity includes impacts from on-airport businesses and tenants including those related to airlines, ground transportation providers, terminal concessionaires, government agencies, the military, FBOs, maintenance and repair providers, flight instructors, air charter operators, and agricultural sprayers. Economic impacts reflected in this category also include those associated with capital improvement projects undertaken by either the airport or one of its tenants.

** Total Earnings reflect when those employed as a result of the airport use their paycheck to purchase groceries, new clothes, or household items, their spending helps to support other jobs and the payroll associated with those jobs.

***Total Jobs are jobs associated with on-airport businesses, tenants, and other activities located on commercial or general aviation airports. In addition, spending by visitors arriving by air helps to support other jobs. When airport improvements are made, additional jobs are supported by the airports over the duration of these projects.

Source: Colorado Department of Transportation, Division of Aeronautics, *2008 Colorado Airports Economic Impact Study*.

<http://www.coloradodot.info/programs/aeronautics/Economic%20Impact%20Study>

Table O-2
Highway, Road, and Street Miles, 2011

County/City/Town	Centerline Miles						Total
	State Highway		County Roads		City Streets		
	Total	NHS portion	paved	unpaved	paved	unpaved	
Alamosa	87.5	34.7	174.1	468.2	46.1	7.2	817.7
Alamosa					44.6	4.2	48.8
Hooper					1.4	3.0	4.5
Conejos	101.3	25.8	76.9	539.5	11.0	48.7	803.1
Antonito					2.7	7.2	9.9
La Jara					3.1	2.1	5.2
Manassa					1.7	12.5	14.2
Romeo					0.5	4.1	4.6
Sanford					2.9	22.8	25.7
Costilla	83.5	30.8	55.0	1,632.1	8.3	23.4	1,833.1
Blanca					3.7	20.6	24.3
San Luis					4.6	2.8	7.4
Mineral	62.3	25.0	4.1	187.4	2.6	1.9	283.2
Creede					2.6	1.9	4.5
Rio Grande	90.6	53.8	222.2	348.3	40.4	16.7	772.0
Del Norte					5.9	8.2	14.1
Monte Vista					24.8	3.9	28.7
South Fork					9.7	4.6	14.3
Saguache	163.3	65.1	148.3	764.4	21.3	15.0	1,177.3
Bonanza					0.0	2.7	2.7
Center					11.6	1.9	13.5
Crestone					1.2	3.7	4.9
Moffat					1.7	5.2	6.9
Saguache					6.9	1.5	8.4
San Luis Valley	588.5	235.1	680.6	3,939.9	127.0	110.9	5,682.0

Source: Colorado Department of Transportation, 2011 State Highway Statistics.

<http://dtapps.coloradodot.info/otis/statistics>

Centerline miles = Distance from point A to point B on a road.

National Highway System (NHS) = US 285 and US 160.

Table O-3

Traffic Volume by County and Place, 2005 & 2011

County	City/Town	Highway/road	Count Station	AADT		
				2005	2011	
Alamosa	Alamosa	160/285 intersection			24,600	N/A
		160 west at La Veta	104860	19,100	21,000	
		285 south at 6th	105100	14,900	12,000	
		160 Rio Grande bridge	104866	16,600	14,000	
		160/17 intersection				
		160 east	104867	15,700	9,500	
		17 north	100695	4,500	5,300	
		285/370 intersection				
		285 north	105097	6,900	6,400	
		370 west	105426	740	760	
		Hooper				
		17/112 intersection				
		17 south	100704	2,800	1,900	
		17 north	100705	1,500	1,400	
		112 west	104232	780	540	
Sand Dunes						
160/150 intersection						
160 west	104871	4,100	4,100			
150 north	104738	670	640			
Conejos	La Jara/Sanford	285/15 intersection				
		285 north	105094	5,400	5,200	
		15 west	100686	1,600	1,700	
		285/136 intersection				
		285 north	N/A	5,400	N/A	
		285 south	105092	5,800	5,900	
		136 east	104576	2,500	1,100	
		Romeo/Manassa				
		285/142 intersection				
		285 north	105091	4,400	4,300	
		285 south	105090	4,600	3,400	
		142 east	104662	2,900	2,200	
Antonito						
285 north of Antonito at CR G	105088	5,400	3,600			
285 south at SH 17	105082	N/A	2,500			
285 south at stateline	105079	N/A	1,200			
17 west at CR 250	100691	N/A	830			
17 west at US 285	100694	N/A	1,700			
Costilla	Blanca/Ft. Garland	160 E at Smith Lane	106703	5,100	5,100	
		160/159 intersection Ft. Garland				
		160 east to La Veta Pass	104878	3,500	4,300	
		160 west	104877	N/A	4,900	
		159 south	104768	2,800	2,500	
		San Luis				
		159/142 intersection				
		159 north	104762	2,300	3,200	
159 south	104761	820	3,100			
142 west	104699	430	350			
159 at New Mexico state line	104754	610	610			

Table continued on next page

Table continued

County	City/Town	Highway/road	Count Station	AADT		
				2005	2011	
Mineral	Creede	149 south at La Garita	104717	N/A	1,600	
		149 south at CR 806	104723	1,700	990	
		149 west at Airport Rd.	104721	1,200	1,000	
		149 west at Pool Table Rd.	104716	N/A	1,500	
Rio Grande	Monte Vista	160 east at 4E	000218	9,000	7,300	
		160 east at Sherman	104853	10,400	8,700	
		160 west at Sherman	104852	N/A	12,000	
		160/285/15 intersection				
		160 west	104843	9,500	8,100	
		285 north	105102	10,600	4,800	
		15 south	100676	3,300	3,600	
	Del Norte	160/112 intersection				
		160 west	104843	8,400	7,500	
		160 east	104844	6,500	6,500	
		112 north	104218	3,300	2,600	
	South Fork	160/149 intersection				
		160 west to Wolf Creek Pass	104835	3,500	3,300	
		160 east	104836	5,300	5,800	
		149 north	104713	3,000	2,800	
Saguache	Center	285/112 intersection				
		112 east at CR 53	106700	N/A	800	
		285 north	000239	2,200	2,200	
		112 west at SH 17	104232	N/A	540	
	Saguache	285/114 intersection				
		285 north	105110	2,000	2,000	
		285 south	105112	2,100	2,200	
		114 west	104244	740	650	
	Villa Grove	285/17 intersection				
		285 north	105117	2,300	2,500	
		17 south	100709	1,000	1,400	
		285 south	105116	1,800	1,700	

Sources: Colorado Department of Transportation, Colorado 2005 Traffic Volume Map.

Colorado Department of Transportation, Online Transportation Information System, Traffic Data Explorer

<http://dtdapps.coloradodot.info/Otis/TrafficData#ui/0/1/0>

AADT = Annual Average Daily Traffic.

Table O-4

Surface Condition on State and National Highways

<u>County</u>	<u>Miles</u>	Miles per Condition			Percentage per Condition		
		<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
Alamosa	88	11	8	69	12%	10%	78%
Conejos	102	38	0	64	37%	0%	63%
Costilla	84	19	4	61	22%	5%	73%
Mineral	62	32	5	25	51%	9%	4%
Rio Grande	92	17	1	74	19%	1%	80%
Saguache	160	68	23	69	43%	14%	43%
Region	588	185	41	362	31%	7%	62%

Source: URS Consultants, *2035 Regional Transportation Plan*, December 2007.

Table O-5
Commuting Characteristics

Subject	Alamosa County	Conejos County	Costilla County	Mineral County	Rio Grande County	Saguache County	Colorado
Workers 16 years and over	6,349	3,200	1,291	361	4,781	2,874	2,481,269
MEANS OF TRANSPORTATION							
Car, truck, or van	85.6%	84.4%	86.5%	70.4%	87.4%	78.1%	84.8%
Drove alone	76.2%	68.3%	71.3%	66.8%	73.3%	59.4%	74.6%
Carpooled	9.4%	16.1%	15.3%	3.6%	14.1%	18.7%	10.2%
Public transportation (excluding taxicab)	0.9%	0.4%	1.1%	1.7%	0.0%	0.6%	3.3%
Walked	7.8%	3.8%	3.6%	13.3%	4.6%	6.6%	3.1%
Bicycle	1.2%	0.1%	0.0%	0.6%	0.9%	0.1%	1.3%
Taxicab, motorcycle, or other means	1.2%	1.7%	1.3%	0.0%	0.4%	3.3%	1.2%
Worked at home	3.2%	9.6%	7.5%	14.1%	6.8%	11.3%	6.5%
PLACE OF WORK							
Worked in county of residence	87.2%	50.2%	66.8%	81.2%	69.2%	67.1%	65.7%
Worked outside county of residence	12.5%	46.8%	30.0%	16.1%	30.6%	32.1%	33.0%
Mean travel time to work (minutes)	14.7	24.2	21.0	14.0	18.7	20.0	24.4

Source: U.S. Census Bureau, 2008-2012 American Community Survey, B0801 *Commuting Characteristics by Sex*.
<http://factfinder2.census.gov/>

Table O-6

Registered Vehicles - Trends and Types

Total Vehicles, Calendar Years 2000, 2005 and 2010

	2000	2005	2010	Percent Change 2000 - 2010
Alamosa	16,085	17,876	18,834	17.1%
Conejos	10,757	11,737	12,479	16.0%
Costilla	4,940	5,499	5,871	18.8%
Mineral	1,611	1,941	1,975	22.6%
Rio Grande	16,309	17,964	18,534	13.6%
Saguache	8,790	9,872	10,236	16.5%
San Luis Valley	60,492	64,889	67,929	12.3%
Colorado	4,224,830	4,732,314	5,047,563	19.5%

Registered Vehicles - By Type, Calendar Year 2010

	Alamosa	Conejos	Costilla	Mineral	Rio Grande	Saguache	San Luis Valley
Bus	47	59	4	4	59	29	202
Dealer	115	22	12	0	41	0	190
Farm truck/tractor	1,082	1,500	562	23	1,508	1,146	5,821
GVW truck/tractor	192	23	26	12	143	77	473
Light truck	4,145	2,539	1,433	447	3,921	2,406	14,891
Motorcycle	524	323	166	58	489	267	1,827
Motorhome	126	52	50	16	100	78	422
Passenger	8,464	5,160	2,521	832	7,382	3,854	28,213
Public utility	0	0	0	1	22	0	23
Recreational truck	191	49	21	16	481	41	799
Special mobile machinery	328	27	15	11	175	39	595
Special use truck	26	4	0	0	33	10	73
Trailer	3,594	2,721	1,061	555	4,180	2,289	14,400
Totals	18,834	12,479	5,871	1,975	18,534	10,236	67,929

Source: Colorado Department of Revenue, Annual Reports, 2001, 2006, 2001; Registered Vehicles by Type and County <http://www.colorado.gov/cs/Satellite/Revenue-Main/XRM/1213867975035>

Table O-7

Freight Shipments - Outgoing and Incoming, 1993 and 2020 Projected

San Luis Valley Transportation Planning Region

Shipments	Agricultural commodities	Mining	Manufacturing	Waste-related	Unknown	All
1993						
Outgoing						
Weight (1,000 tons)	398.85	1,571.30	161.54	20.65	0.49	2,152.83
Value (million \$)	\$ 83.46	\$ 20.14	\$ 216.60	\$ 18.16	N/A	\$ 338.36
Incoming						
Weight (1,000 tons)	99.90	626.17	470.37	13.02	0.67	1,210.13
Value (million \$)	\$ 18.47	\$ 5.92	\$ 559.97	\$ 15.03	\$ 0.11	\$ 599.50
2020 Projected						
Outgoing						
Weight (1,000 tons)	362.30	2,339.96	166.66	28.14	0.60	2,897.66
Incoming						
Weight (1,000 tons)	122.76	769.44	577.99	16.00	1.03	1,487.22

Source: San Luis Valley 2020 Regional Transportation Plan, Daniel, Mann, Johnson & Mendenhall, Inc, 11/1/99. Data sourced from HNTB, Freight Movement and Needs in the San Luis Valley Transportation Planning Region, February 1999. The SLV Transportation Planning Region also includes Chaffee County.

Table O-8

Truck Shipments by Truck Type, 1993 and 2020 Projected

San Luis Valley Transportation Planning Region

	Private	For-Hire	Private & For-Hire	Truck & Air	Truck & Rail	Total
<u>1993</u>						
<u>Outgoing</u>						
Weight (1,000 tons)	555.21	746.60	0.65	7.75	85.90	1,396.11
Truck trips	25,374	34,120	30	354	3,926	63,804
<u>Incoming</u>						
Weight (1,000 tons)	312.10	419.68	0.36	4.36	48.28	784.78
Truck trips	14,790	19,889	17	206	2,288	37,191
<u>2020 Projected</u>						
<u>Outgoing</u>						
Weight (1,000 tons)	747.31	1,004.91	0.87	10.43	115.62	1,879.14
Truck trips	33,065	44,462	38	462	5,115	83,142
<u>Incoming</u>						
Weight (1,000 tons)	383.50	515.70	0.45	5.35	59.33	964.33
Truck trips	18,174	24,439	21	254	2,812	45,700

Source: *Freight Movement and Needs in the San Luis Valley Transportation Planning Region*, HNTB, February 1999. Data not available for UPS, FedEx, USPS and courier vehicles. The San Luis Valley Transportation Region includes Chaffee County.

Table O-9

Railroads and Rail Shipments 2012

	<u>Miles</u>	<u>Shipments</u>
<u>San Luis and Rio Grande Railroad</u>		
Walsenburg - Alamosa	76.7	Grain, minerals, specialty, rock products, and produce. Also operate a tourist/ passenger rail line on a seasonal basis.
Alamosa - South Fork	46.5	
Alamosa - Antonito	28.6	
<u>San Luis Central Railroad Company (SLC)</u>		
Monte Vista - Center	13	Agricultural products.
<u>Southern San Luis Valley Railroad Co. (SSLV)</u>		
Blanca - McClintock	1	Not in service.
<u>Cumbres & Toltec Scenic Railroad</u>		
Antonito - Chama, NM	60	Narrow gauge tourist railway operated on a seasonal basis.
<u>Denver & Rio Grande Historical Fund</u>		
South Fork - Creede	22.5	Not in service.

Products Shipped by Rail, SLRGR - Large Customers

<u>Commodity</u>	<u>Estimated Number of Carloads</u>	
	<u>Shipped out</u>	<u>Shipped in</u>
Perlite	1,100	
Lava rock	400	
Grain	1,000	
Barley	800	
Potatoes	800	
Fertilizer		150
Total	4,100	150

Source: Estimated number of carloads provided by San Luis & Rio Grande Railroad, November 2012.

Table O-10

San Luis Valley Highway Projects 2012

Priority Projects from 2035 Regional Transportation Plan					
TPR* Priority	Corridor	Project Description	% RPP** Total	Estimated Project Cost	Status
Regionwide	Region	Intersections prioritized in Intersection Study, Shoulder Improvements to resurfaced highways, regionwide design/engineering and environmental compliance requests. <u>Intersection projects</u> <u>County</u> US 50 at Holman Chaffee County US 285 at SH 15 Conejos County SH 149 at La Garita Ave Mineral County SH 17 at CR T Saguache County US 160 at SH 17 Alamosa County US 160 at CR 19 Mineral County US 50 at US 285 Chaffee County	45%	\$11,303,000	Completed 2009 Reconstructed 2011 Restriped by mntc 2011 Restriping by mntc 2013 Restriped 2012. Being re-evaluated. FY 2015 FY 2014
1	US 160	Addition of passing lanes between Alamosa and Monte Vista.	20%	\$5,860,000	In construction
2	US 285	Resurfacing with safety improvements to widen shoulders and add auxiliary lanes from 2 miles south to Jct US 160 in Alamosa.	12%	\$4,000,000	In design, FY 14
3	US 24	Resurfacing with safety improvements to widen shoulders and improve curves between Johnson Village and Antero Junction. Johnson Village North Trout Creek Passing Lanes	16%	\$6,770,000 \$9,800,000	Complete 2008 In design, FY 14
4	US 285	Resurfacing and reconstruction of road with 0 remaining service life between CO/NM state line to 2 miles south of Alamosa. US 285 La Jara to Alamosa US 285 Antonito North (MP 5.3-12.59) US 285 Repaving north and south of SH 112 US 285 Rebuild roadway in Antonito with concrete. US 285 Repaving & bridge deck repair north of Antonito.	6%	\$1,507,000 \$5,400,000 \$4,500,000 \$8,300,000 \$5,000,000 \$4,500,000	Complete 2010 FY 2015 Completer 2012 FY 14 FY 14
5	Region	Community based Transit.	1%	\$251,000	Completed 2012
New Priority	SH 159	Reconstruct several miles of 0 remaining service life road in Costilla County.		\$3,070,000	
Total Regional Priority Planning Funds				\$74,910,831	

Source: Colorado Department of Transportation, San Luis Valley Transportation Planning Region, 2035 Regional Transportation Plan, January http://www.coloradodot.info/programs/statewide-planning/documents/2035-regional-plans/san_luis_valley/san_luis_valley_2035_plan_final.pdf
http://www.coloradodot.info/programs/statewide-planning/documents/2035-regional-plans/san_luis_valley/san_luis_valley_2035_plan_final.pdf

** Regional Priority Program - The planning region, which includes the San Luis Valley and Chaffee County, will be allocated about \$25M in available funds for the period 2008-2035. The priorities are those assigned by the San Luis Valley Transportation Planning Region's Regional Planning Commission.

San Luis Valley Highway Projects August 2012				
County	Corridor	Project Description	Project Cost	Status
Rio Grande	US 285	Repaving north and south of SH 112	\$8,300,000	Completed 2012
Rio Grande	US 285	Repaving and enhancement of US 285 and US 160 intersection in Monte Vista	\$4,400,000	FY 13
Rio Grande	US 160	San Luis Valley Fencing Project - fence replacement east and west of Del Norte	\$150,000	FY 13
Conejos	US 285	Rebuild roadway in Antonito with concrete.	\$5,000,000	FY 14
Rio Grande	US 285	Repaving approx. 9 miles north from Monte Vista	\$6,500,000	FY 13
Conejos	US 285	Repaving and bridge deck repair north of Antonito.	\$4,500,000	FY 14

Source: Colorado Department of Transportation, Region 5 Alamosa Residency, August 2012.

Table O-11

San Luis Valley 2035 Aviation Plan

Airport	Location	Plan Amount (2008 dollars)	
		Constrained	Vision
San Luis Valley Regional	Alamosa	\$ 11,500,000	\$ 1,311,953
Blanca Airport	Blanca	\$ 250,000	\$ 1,871,705
Leach	Center	\$ 500,000	\$ 3,116,700
Mineral County Memorial	Creede	\$ 500,000	\$ 4,263,980
Del Norte Municipal	Del Norte	\$ 1,250,000	\$ 14,871,402
Monte Vista Municipal	Monte Vista	\$ 11,500,000	\$ 23,154,441
Saguache Municipal	Saguache	\$ 500,000	\$ 1,991,330
San Luis Valley Total		\$ 26,000,000	\$ 50,581,511

Sources: Colorado Department of Transportation, San Luis Valley Transportation Planning Region; *2035 Regional Transportation Plan*, January 2008.

http://www.coloradodot.info/programs/statewide-planning/documents/2035-regional-plans/san_luis_valley/san_luis_valley_2035_plan_final.pdf

Colorado Department of Transportation, Division of Aeronautics; *Colorado 2035 Statewide Transportation Plan, Aviation Technical Report*, March 2008

<http://www.coloradodot.info/programs/statewide-planning/documents/2035-plan-technical-reports/Aviation%20Technical%20Report.pdf>

Note: In preparing the statewide 2035 Colorado Transportation Plan update, the Division of Aeronautics worked with airports to determine long-range needs. This resulted in both a Vision Plan for all necessary improvements and a Constrained Plan to match needs with available funding. The table above contains those estimates for the San Luis Valley Transportation Planning Region.

Table O-12
Transit and Human Service Providers and
Related Agencies, 2013

<u>Category/Organization</u>	<u>Location</u>
<u>General Public - Local and Region</u>	
Little Stinkers Taxi Service	Alamosa
<u>General Public - Intercity Bus</u>	
Black Hills Stage Lines	Alamosa
<u>General Public - Railroad</u>	
San Luis & Rio Grande Railroad	Alamosa
<u>Client-Based Transit Providers</u>	
Alamosa Senior Citizens	Alamosa
Antonito Senior Center	Antonito
Blue Peaks Developmental Services	Alamosa
Conejos County Long - Term Care Unit	La Jara
Costilla County Senior Citizens Club	San Luis
Northerners Senior Citizens	La Jara
Red Willow/SLV Transportation	Alamosa
SLV Comprehensive Mental Health Center	Alamosa
Tri-county Seniors	Monte Vista
Valley Wide Health Services	Alamosa
Veterans Transportation	Alamosa
<u>Health Services, Social Services, and Related</u>	
Alamosa County Social Services	Alamosa
Alamosa County Nursing Services	Alamosa
Area Agency on Aging	Alamosa
La Puente Home Shelter	Alamosa
Mineral County Health Center	Creede
Rio Grande Hospital	Del Norte
Rocky Mountain Prevention Research	Alamosa
SLV Health	Alamosa
<u>Nursing Homes and Assisted Living</u>	
The Bridge	Alamosa
Colorado State Veterans Center	Monte Vista
Evergreen Nursing Home	Alamosa
Juniper Village	Monte Vista
The Legacy	Monte Vista
Rio Grande Inn	La Jara
San Luis Care Center	Alamosa
<u>Workforce Development</u>	
Rocky Mountain SER	Alamosa
South Central Workforce Center	Alamosa
<u>Educational Institutions</u>	
Adams State University	Alamosa
SLV BOCES	Alamosa
Trinidad State Junior College - Valley Campus	Alamosa

Source: San Luis Valley Development Resources Group, January 2014.