

## MEETING MINUTES

**SAN LUIS VALLEY TRANSPORTATION PLANNING COMMISSION**  
**Alamosa County Services Center, 8900 Independence Way, Alamosa, Colo.**  
**Thursday, May 22, 2025**  
**9:30 a.m. – 11:37 a.m.**

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**Attendees:**

**Planning Contacts**

Hew Hallock, SLV Development Resources Group

**CDOT**

Tony Cady, CDOT Region 5 Environment and Planning Manager  
Tim Funk, CDOT Region 5 Planner / Environmental Specialist  
Spencer York, CDOT Transportation Specialist  
Michael Snow, CDOT Transportation Planning Specialist  
Aaron Willis, CDOT Statewide & Regional Planning Section Manager  
Annie Altwarg, CDOT Region 5 Bicycle and Pedestrian Program  
Kenneth Quintana, CDOT Maintenance Superintendent  
Julie Constan, CDOT Region 5 Transportation Director  
Jamie Grimm, CDOT Federal & Local Govt. Liaison  
Emily Barden, CDODT Transit Performance Planner/STIP Coordinator  
Marissa Gaughan, CDOT Multimodal Planning Branch Manager  
Michael Snow, CDOT Transportation Planning Specialist

**Local Elected Officials**

Gene Glover, Rio Grande County Commissioner  
Liza Marron, Saguache County Commissioner  
Zeke Ward, Mineral County Commissioner  
Scott Deacon, Rio Grande County Commissioner

**Agency/Government Representatives & Others**

Deacon Aspinwall, City of Alamosa  
Erin Minks, Sen. Michael Bennet  
Patrick Ortiz, Sen. John Hickenlooper  
Robert Vance, Monte Vista Public Works  
Barry Van Sant, SLV Transit Council/TPR Representative  
Brian Berger, Buena Vista Town Administrator  
David Lady, Public Works Dir., City of Salida  
Lance Hostetter, Town Manager, Poncha Springs  
Kate Garwood, Mtn. Valley Transit  
Richard Hubler, Alamosa County Planning & Zoning  
Chris Rodriguez, Costilla County Asst. Adm.  
Miles Cottom, Chaffee County Planning Dir.  
Craig Barraclough, SLVDRG  
Don Martinez, Conejos County Road & Bridge  
Bill Almquist, Salida Community Devel. Dir.  
Bernadette Martinez, Del Norte Town Adm./Clerk  
Gigi Dennis, Monte Vista Town Mgr.  
Carlos Tamayo, Colorado Energy Office, Local Government Climate Action, Program Manager - Buildings  
Russ Sands, Colorado Energy Office, Director of Local Government Climate Action

**I. Introductions and Welcome**

The meeting was called to order by Chairman Vern Heersink. Introductions were made. There were no changes to the agenda.

**II. Approval of Minutes of February 27, 2025**

MOTION: Deacon Aspinwall moved to approve minutes of February 27, 2025, as submitted.

SECOND: Gene Glover

ACTION: Motion passed

**III. Public Comment** – No public comment.

**IV. Local IMPACT Grant Accelerator Grant Program** – Russ Sands and Carlos Tamayo from the Colorado Energy Office presented an overview of the Local IMPACT Accelerator Grant Program “to support local governments with policy adoption to bolster local resilience, reduce emissions, and advance other state priorities such improved air quality.” (Program Overview attached to these minutes.)

**V. CDOT Construction Update** – Tim Funk presented on Maintenance Projects and Recently Completed Projects for May. (Presentations are attached as part of these minutes.)

**VI. 2050 San Luis Valley Regional Transportation Plan Review & Adoption** – Spencer York, CDOT Transportation Specialist, presented the draft of the 2050 San Luis Valley Regional Transportation Plan, and Emily Barden presented the draft of the San Luis Valley Coordinated Public Transit & Human Services Transportation Plan. Public comment on the plans are encouraged. The plans will be approved by the SLV TPR at a later meeting. (Copies of the draft plans are attached to these minutes.)

**VII. Adoption of SLV TPR 2050 Regional Transportation Plan Priority Projects** – A list of 15 highway projects and 5 transit Projects, in priority order, was presented by Spencer York as part of the final step in the development of the Regional Transportation Plan. The list of priority projects was developed by TPR members over the last few months.

**MOTION:** Liza Marron moved to adopt the list as presented in the materials San Luis Valley TPR, Meeting #4.

**SECOND:** Brian Berger

**ACTION:** Passed unanimously

(The list of priority projects and the Meeting #4 materials are attached to these minutes.)

**VIII. MMOF Update** – Michael Snow, CDOT Transportation Specialist, provide an update on changes to available MMOF funding. Due to shortfalls in the state budget, the amount available for MMOF funding has been reduced significantly as the general Assembly used available funds across state agencies to fill the State’s budget gap. This has reduced the amount available for the SLV TPR MMOF program through 2029 to approximately \$730,000. Tim Funk said current funded projects are unlikely to be affected. The next step for making awards for SLV TPR MMOF projects is for the TPR’s evaluation committee to meet and make recommendations for awards, which will be approved by the full TPR in August.

**IX. Other Business** – Brian Berger asked the SLV TPR to acknowledge and extend appreciation to Erin Minks from U.S. Sen. Michael Bennet’s office for her work with the SLV TPR and participation in transportation discussions. Erin is leaving Sen. Bennet’s office this month. The TPR enthusiastically acknowledged Erin and her work with a round of applause.

Kate Garwood with Mountain Valley Transit noted that the new transit plan needs to include the new routes and service that were initiated in 2024.

**X. Adjourn.** The meeting was adjourned at 11:37.

**THE FOLLOWING ATTACHMENTS MADE PART OF THESE MINUTES:**

Local IMPACT Accelerator Grant Program

SLV TPR Recently Completed Projects – May 2025

SLV TPR FY 25 Maintenance Projects (Planned) – May 2025

Draft 2050 San Luis Valley Regional Transportation Plan

Draft San Luis Valley Coordinated Public Transit & Human Services Transportation Plan

San Luis Valley TPR, Meeting #4 Material, including SLV TPR 2050 Regional Transportation Plan Priority Projects

# Local IMPACT Accelerator

## Calling All Cities and Counties Across Colorado!

The Colorado Energy Office (CEO) is launching the Local Implementation, Mitigation, and Policy Action (Local IMPACT) Accelerator. The Accelerator will provide \$50 million to support local government policy adoption in four key sectors: Buildings, Land Use, Transportation, and Waste. Eligible applicants include local governments (cities, counties, and cohorts led by cities/counties) and Colorado's two federally recognized Tribes.

## Make an IMPACT in Your Community

The goal of the Accelerator is to support local governments with policy adoption to bolster local resilience, reduce emissions, and advance other state priorities such as improved air quality. Applicants will be expected to demonstrate local buy-in for policy adoption during the application process, such as a letter from City Council, County Commissioners, or a similar elected body.

## Two Grant Rounds in 2025 for Work in 2026

There will be two application rounds in 2025. Each begins with a required Letter of Intent (LOI). The LOI provides applicants with an opportunity to receive feedback on a lower effort version of a grant proposal before submitting the full application. Applicants cannot skip the LOI process and must submit in one of the following LOI rounds:

### FIRST ROUND

Opens June 16, 2025. Due August 1, 2025.

### SECOND ROUND

Opens October 1, 2025. Due November 17, 2025.

CEO will review all LOIs and inform applicants whether or not they are encouraged to submit a full application. Applicants who receive an "encouraged" decision from CEO can submit a full application between October 1, 2025 and November 5, 2025 for Round One and between January 16, 2026 and February 18, 2026 for Round Two.

To learn more about the Accelerator, email [russ.sands1@state.co.us](mailto:russ.sands1@state.co.us).



## What types of policy and project funding can you apply for?

The Accelerator was designed to support local governments in adopting new policies that maximize long-term impact. Applicants can apply for policy funding alone or apply for both policy funding and project funding together. Applicants cannot apply for project funding alone. Policy and project funding do not need to be in the same sector. Because contracts will not be finalized until 2026, a sizable amount of the policy work should occur in 2026.

In all cases, policies must go beyond state requirements. Policies that promote early adoption of a forthcoming state mandate or which aim to opt-in to a state directive that is not required may be considered. Additional detail about eligible policies and projects will be available in the Local IMPACT Accelerator Grant Guidance (posted online June 2025). Examples of eligible policy and project funding costs are shown below.

Sector	Accelerator Policy Adoption Areas
Buildings	Policies that promote building energy codes that exceed the forthcoming Model Low Energy and Carbon Code (due statewide by July 2026), energy performance standards, and energy efficiency incentives.
Land Use	Policies that promote compact housing, parking management, EV charging, renewable energy, and discourage greenfield development.
Transportation	Policies that encourage high quality active transportation infrastructure, transit prioritization, transportation demand management, and fee-based vehicle registration incentives.
Waste	Policies that increase waste diversion, promote reuse, and help convert refuse trucks to zero-emission vehicles.
Funding Areas	Eligible Costs for Accelerator Policy and Project Funding
Policy Funding	Efforts that relate to supporting, developing, or adopting one or more sector policies such as: <ul style="list-style-type: none"> <li>• Stakeholder outreach, education, and facilitation</li> <li>• Consultant support for technical analysis or policy development</li> <li>• Studies that inform policy adoption</li> <li>• Small pilot projects*</li> </ul>
Project Funding	Projects that implement or advance one or more sector policies including: <ul style="list-style-type: none"> <li>• Related equipment purchases, rebate programs, or reduced fee programs</li> <li>• Consultant support for project implementation</li> <li>• Studies that proceed or advance project implementation</li> <li>• Larger pilot projects*</li> <li>• Other incentives or similar efforts to increase policy impact</li> </ul>

\*Generally, projects that include construction, hiring staff, and long timelines will be less competitive.



**SLVTPR- FY 25 Maintenance Projects (Planned)**

\*Projects are subject to completion pending budgetary availability

**US 50 MP 194-195**

County: Gunnison

Treatment: Asphalt; Cost: \$250,000

Planned: Spring 2025



**SH 291 MP 2.3 – 8.5**

County: Chaffee

Treatment: Chip Seal; Cost: \$250,000

Planned: Spring 2025

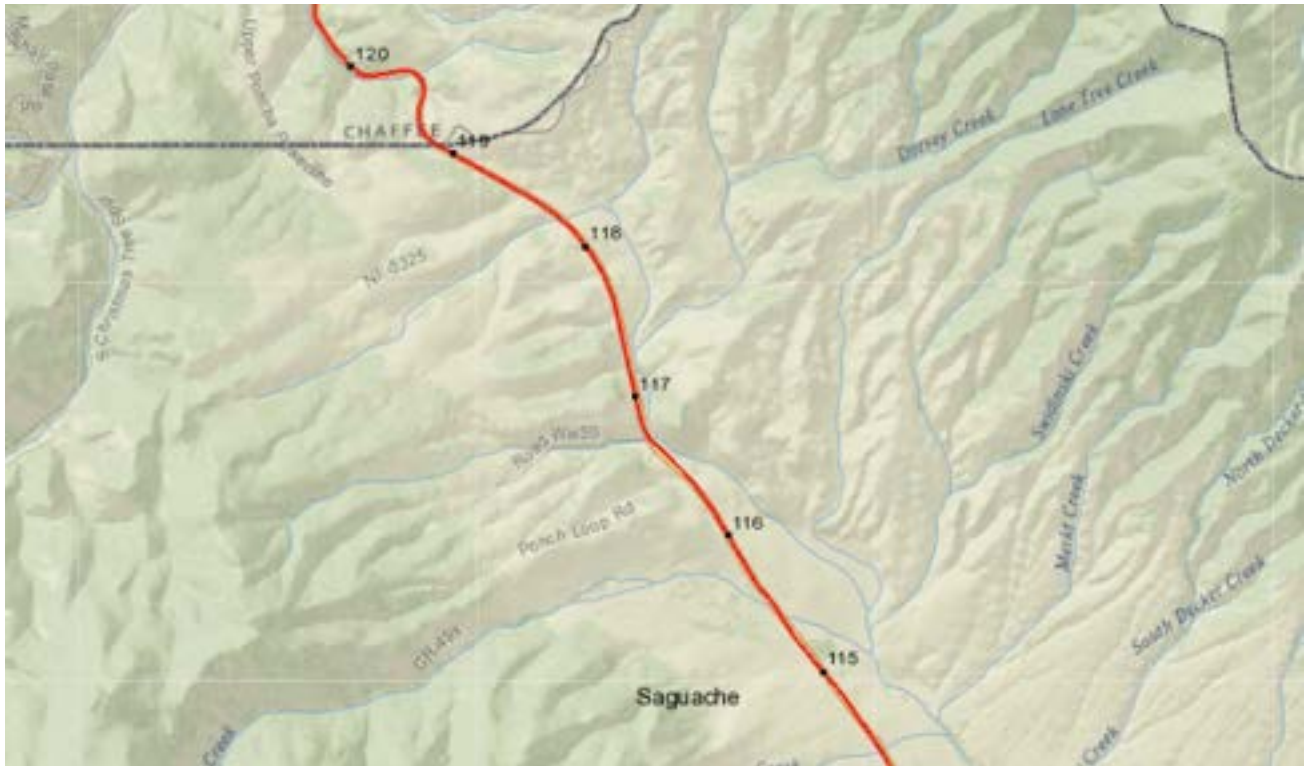


**US 285 MP 115 – 119.5**

County: Saguache

Treatment: Chip Seal; Cost: \$250,000

Planned: Spring 2025

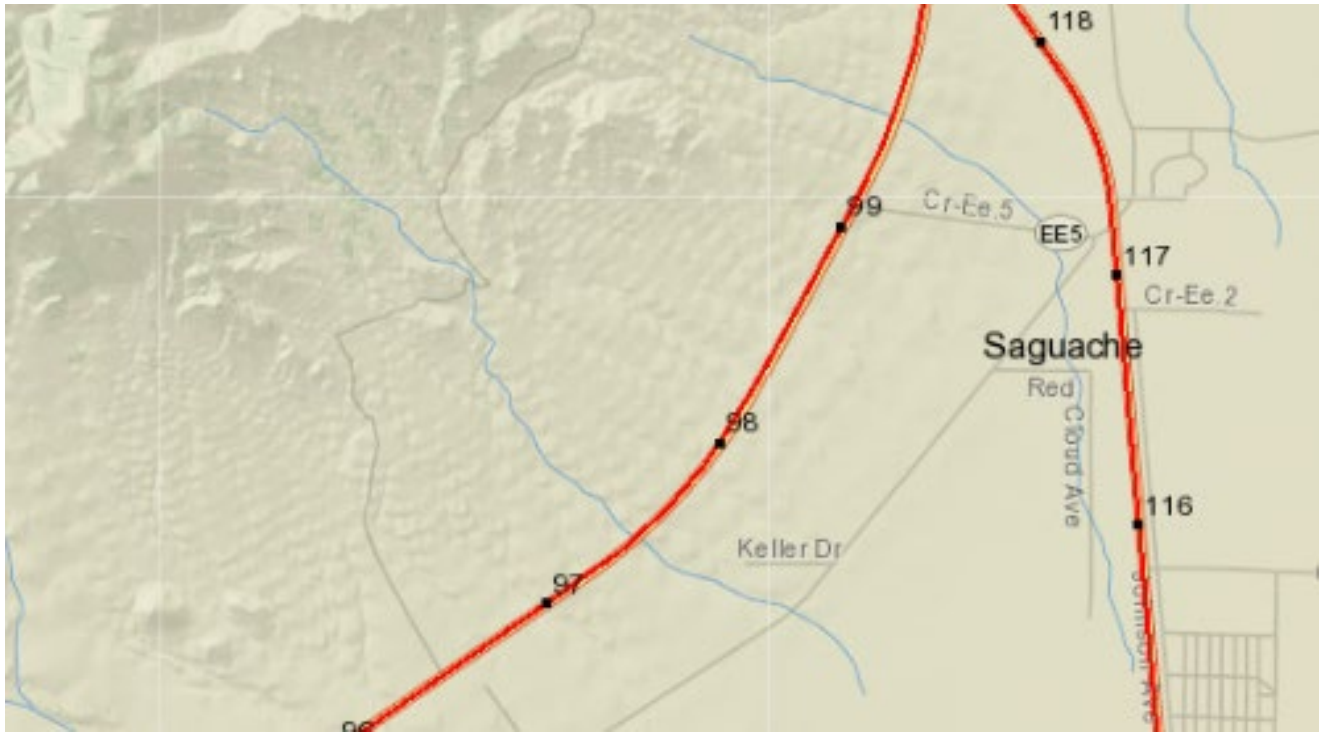


**US 285 MP 97.5 – 99.75**

County: Saguache

Treatment: Chip Seal; Cost: \$150,000

Planned: Spring 2025





## **SLVTPR- RECENTLY COMPLETED PROJECTS**

### **SH 17 MP 0.3, 3.0 ER Culvert- 25918**

Budget: \$5million

Funding Type: Emergency, Culvert

Awarded: Robins Construction, LLLP

This project was located on SH 17, near the NM Stateline in Conejos County. This was an emergency project to address two sinkholes that were caused by collapsing culverts, one at MP 0.3, and another at MP 3.0. All of the collapsed culverts from MP .3 to MP 3.0 were replaced with concrete pipes, and the roadway has been repaired. This project began in August 2024 and was completed in Spring 2025, following a winter shutdown.



## **CURRENT PROJECTS**

### **R5 FY22 Chain Stations- 24425**

Budget: \$5.2 mill

Funding Type: Freight

Awarded: Hank Williams, Inc.

This chain station project took place at multiple locations, including US 160 Wolf Creek Pass, La Veta Pass, SH 17 Cumbres Pass, and two locations on SH 145 in San Miguel County. Three new chain stations were constructed and the others were improved. In addition to chain stations, 2 VMS signs were replaced in Saguache. Construction began in April 2024. Minimal work is still being done at the SH 17 location. All others are complete.

- US 160, La Veta Pass MP 276.7
- SH 17, Cumbres Pass MP 0.1
- US 160, Wolf Creek Upper East MP 173.7 (Paving Only)





**US 160 Treasure Falls to Wolf Creek Summit ST- 24971**

Budget: \$10 million

Funding Type: Surface Treatment

Awarded: Kilgore Companies, LLC

This project will take place on US 160 from approximate MP 158 – 169 in Mineral County. This section of roadway will receive a surface treatment. The bridge deck East of Treasure Falls will also be repaired. Additional work includes culvert repair, guardrail improvements, rumble strips and striping. This project began on April 29, 2025, with an anticipated completion date in Fall 2025.



### **SH 112- Del Norte to US 285- 20624**

Budget: \$12mill

Funding Type: Surface Treatment

Awarded: Oldcastle SW Group, Inc.

This project will take place on SH 112, from Del Norte to Center, approximate MP 0- 13, in Rio Grande County. This 13-mile stretch of SH 112 will receive a surface treatment. This project began on May 13, 2025 with an anticipated completion date in September 2025.



### **R5 Regionwide Striping 2025- 26804**

Budget: \$2 million

Funding Type: MTCE

Awarded: Streamline Markings

This striping project will take place on various highways throughout Region 5. The project will help preserve the reflectivity of highway markings by adding fresh paint over existing striping and pavement markings on both asphalt and concrete pavement types. Work is tentative to begin in April or May 2025, with completion in summer 2025.

## **SLVTPR- UPCOMING PROJECTS**

### **R5 Timber Beam Bridge Repair- 25564**

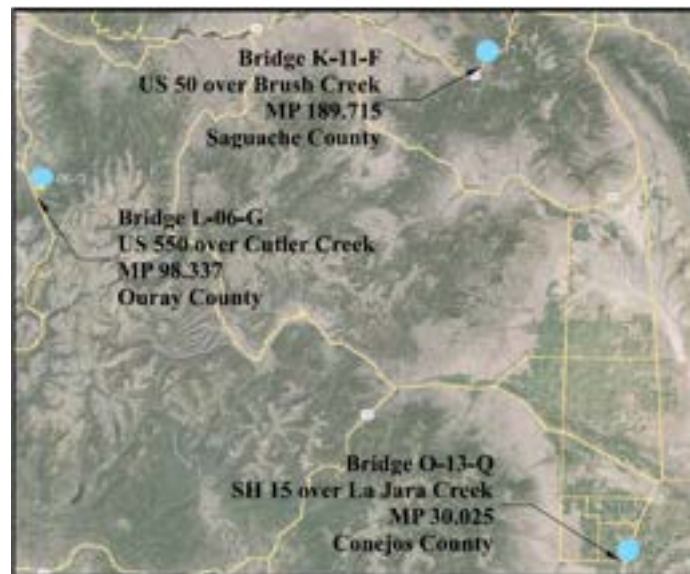
Budget: \$1 million

Funding Source: Freight

Awarded: Structures, Inc.

This project will take place at three locations throughout the Region. In an effort to preserve timber bridge beams, steel sister beams will be installed next to existing wood beams. Two of the three bridges are located within the SLVTPR. This project has been awarded with construction scheduled for Fall 2025. Exact locations are below:

- US 50, MP 189.71- Saguache County
- SH 15, MP 30.02- Conejos County
- US 550, MP 98.33- Ouray County



### **R5 Culvert CIPP Repairs- 26580**

Budget: \$3 million

Funding Type: Structures

Awarded: American West Construction, LLC

This project will take place at multiple culvert locations through the Region. These culverts will be repaired using Cured-in-Place Pipe Lining (CIPP) technology. This type of work is used to rehabilitate damaged pipelines without having to dig or trench. This project has been awarded and is scheduled to begin work this summer. There are two locations within the SLVTPR:

- SH 17, MP 4.25
- US 24, MP 211.79

### **SH 17 Antonito West RRST- 24926**

Budget: \$8 million

Funding Type: Priority, Surface Treatment

Ad Date: Fall 2025

This project will take place on SH 17, from approximate MP 15-18 and MP 25 to MP 35, in Conejos County. This is a priority rural roads surface treatment project. These sections of SH 17 will receive an overlay with some additional guardrail work at MP 3.2. This project is tentatively scheduled for Advertisement in fall 2025.



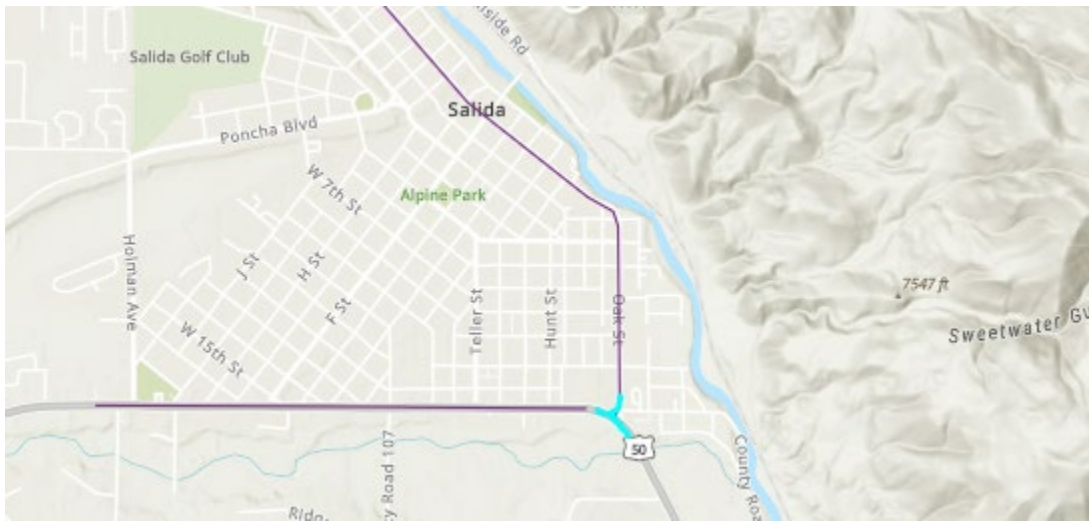
**SH 291 and US 50 Roundabout- 24699**

Budget: \$400k

Funding Type: Traffic & Safety

Ad Date: CY 2026

This Traffic and Safety project will take place at the intersection of SH 291 and US 50 in Salida, Chaffee County. Work will include the construction of a roundabout at this three-way intersection along with other intersection safety improvements. The Ad date is tentatively scheduled for 2026.



DRAFT



# San Luis Valley 2050 Regional Transportation Plan



## Counties:

Alamosa, Chaffee, Conejos,  
Costilla, Mineral, Rio Grande  
and Saguache

The map to the left shows the location of the San Luis Valley Transportation Planning Region within Colorado.



# Regional Plan Introduction



The map to the left shows the counties, state and interstate highways in the San Luis Valley Transportation Planning Region.

This Regional Transportation Plan (RTP) is the long-range transportation planning document that guides the continuing development of a multimodal transportation system for the San Luis Valley Transportation Planning Region (TPR). This plan has been developed in compliance with state and federal requirements, as outlined in the State and Federal Requirements section. Accompanying the RTP is the region's Coordinated Public Transit and Human Services Transportation Plan as an appendix, in accordance with all Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) planning requirements. The plan communicates the San Luis Valley TPR's evolving transportation needs and priorities to CDOT and Colorado's Transportation Commission. This plan reflects the TPR members' input, data and background information, and public sentiment. While the plan looks out 25 years to 2050, it also helps to inform the development of the 10-Year

Plan, which allows decision-makers to consider transportation investments in the San Luis Valley TPR today, tomorrow, and in the future.

The San Luis Valley TPR is a large region that borders New Mexico on the southern edge. The valley is surrounded by high mountain ranges including the Sangre de Cristos and San Juan Mountains, and includes the counties of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache. The TPR is primarily served by CO 17, US 50, US 160 and US 285 corridors. The region is home to the Arkansas and Rio Grande rivers, which run through the central valley and its small agricultural and tourist-based towns. The region's recreational attractions include the Great Sand Dunes National Park, and the impressive San Juan and Sangre de Cristo mountain ranges, which continue to attract visitors and new residents to the valley.

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# Letter from Region Chair

## Placeholder Text

Dear Neighbor,

As Chair of the San Luis Valley TPR—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 accomplishes these goals and more. It recognizes current needs and priorities, while formulating solutions to keep pace with regional growth and changing conditions.

The San Luis Valley TPR began transportation plan development in fall 2024. This document summarizes identified needs and resulting priorities via TPR member input, data analysis, and public feedback received via online, printed surveys and town halls. This RTP has been developed in tandem with CDOT’s Statewide Transportation Plan. Ensuring connectivity between the San Luis Valley TPR and the broader state transportation system is essential for regional mobility. Key elements of this plan will be integrated into the Statewide Transportation Plan to align regional and statewide efforts to create a cohesive and coordinated approach to transportation planning. Additionally, this plan aligns with ongoing planning efforts such as the Statewide and Regional Transit Plans and

the Active Transportation Plan, supporting a multimodal approach to network development and project identification. This coordination enhances regional connectivity, improves transportation efficiency, and ensures a seamless network that better serves communities across the San Luis Valley TPR.

This plan is intended to be a living, useful document that is referred to when transportation decisions are being made and as the TPR implements projects and strategic actions documented herein. This plan will be revisited periodically 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 in the future. I invite you to review this plan and become more engaged in the San Luis Valley’s transportation future.

Vern Heersink  
Alamosa County Commissioner

## San Luis Valley TPR Members

Composed of elected and appointed officials, the TPR’s Regional Planning Commission is responsible for establishing regional priorities and needs, developing the multimodal RTP, and ongoing planning coordination with CDOT.

Members of this TPR include:

- Alamosa
- Alamosa County
- Antonito
- Blanca
- Bonanza
- Buena Vista
- Center
- Chaffee County
- Conejos County
- Costilla County
- Creede
- Crestone
- Del Norte
- Hooper
- La Jara
- Manassa
- Mineral County
- Moffat
- Monte Vista
- Nathrop
- Poncha Springs
- Rio Grande County
- Romeo
- Saguache
- Saguache County
- Salida
- San Luis
- San Luis Valley Council of Governments
- South Fork



# State & Federal Requirements

Legislation at both the state (§43-1-1103, C.R.S.) and federal (CFR 450.206) levels, as well as state transportation planning rules (2 CCR 601-22), requires the development of a comprehensive, long-range Statewide Transportation Plan that encompasses at least a 20-year period and incorporates the priorities and needs of the TPRs across the state. The state and federal requirements have been followed in the creation of this plan.

Every four to five years, CDOT updates the Colorado Statewide Transportation Plan (referred to as Your Transportation Plan), which serves as a long-range planning tool and identifies regional and statewide trends and issues. RTPs are developed to inform the Statewide Transportation Plan and to prioritize transportation projects in the region.

The Statewide Transit Plan, while not a federally-required document, is required by the State of Colorado. The supporting Regional Coordinated Human Services and Transportation Plans must be completed to be eligible for federal funding through the FTA. Key themes are integrated into the San Luis Valley's plan, and the full RTP is included in Appendix X.

## Plan Development Process

This 2050 RTP was developed over approximately one year and included three primary phases: identification of transportation needs, verification of priority projects, and creation of the plan. The TPR and public input, along with a data-driven analysis, were critical to plan development.



**1.**  
Identification of  
Transportation Needs



**2.**  
Verification of  
Priority Projects



**3.**  
Creation  
of a Plan

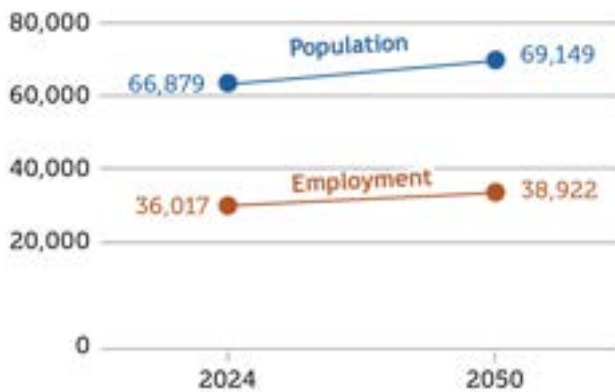
# Regional Transportation Story

The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this information highlights the uniqueness of the TPR and helps identify the greatest needs in the region.

## Population & Employment

The population in the San Luis Valley TPR is projected to increase by 3% by 2050, with employment expected to rise by 8%. Notably, the older adult population is set to grow, increasing by 19%.

**Growth of the General Population & Employment from 2024 to 2050**



Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.





## Historically Underserved Populations

Transportation – whether walking, rolling, 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 San Luis Valley 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 have limited access to transportation services and facilities and the population totals in the San Luis Valley TPR are outlined in the table below.

Total Population	Youth Population	Older Adult Population	People of Color	People with Limited English Proficiency	Veteran Population	Low-Income Population	Zero-Vehicle Households	People with Disabilities
66,151 (100%)	13,006 (20%)	14,539 (22%)	28,372 (40%)	2,983 (5%)	3,581 (5%)	5,009 (17%)	1,432 (5%)	10,800 (16%)

Source: U.S. Census Bureau, American Community Survey (2019-2023) Note: Data is sourced from the American Community Survey and will have discrepancies with data sourced from DOLA.

It is essential to consider historically underserved communities when improving transportation systems to promote equity and create a more accessible and connected region for all community members.



## Creating an Equitable Transportation System

Colorado’s statewide transportation and transit planning efforts consider the needs of all people and communities through an equity framework, ensuring equity is meaningfully integrated into the planning process – 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.



# Where People Travel to Work (by County)

## Alamosa County

Live & Work (Alamosa County): 55.0%

Rio Grande County: 7.6%

El Paso County: 4.2%

Conejos County: 3.5%

## Chaffee County

Live & Work (Chaffee County): 57.8%

Denver County: 7.2%

El Paso County: 5.0%

Arapahoe County: 4.3%

## Conejos County

Live & Work (Conejos County): 39.8%

Alamosa County: 23.9%

Denver County: 4.0%

El Paso County: 3.3%

## Costilla County

Live & Work (Costilla County): 38.2%

Alamosa County: 16.7%

El Paso County: 5.7%

Denver County: 4.3%

## Mineral County

Live & Work (Mineral County): 47.6%

Denver County: 5.7%

Archuleta County: 4.8%

El Paso County: 4.8%

## Rio Grande County

Live & Work (Rio Grande County): 42.8%

Alamosa County: 18.6%

Saguache County: 4.4%

Denver County: 3.6%

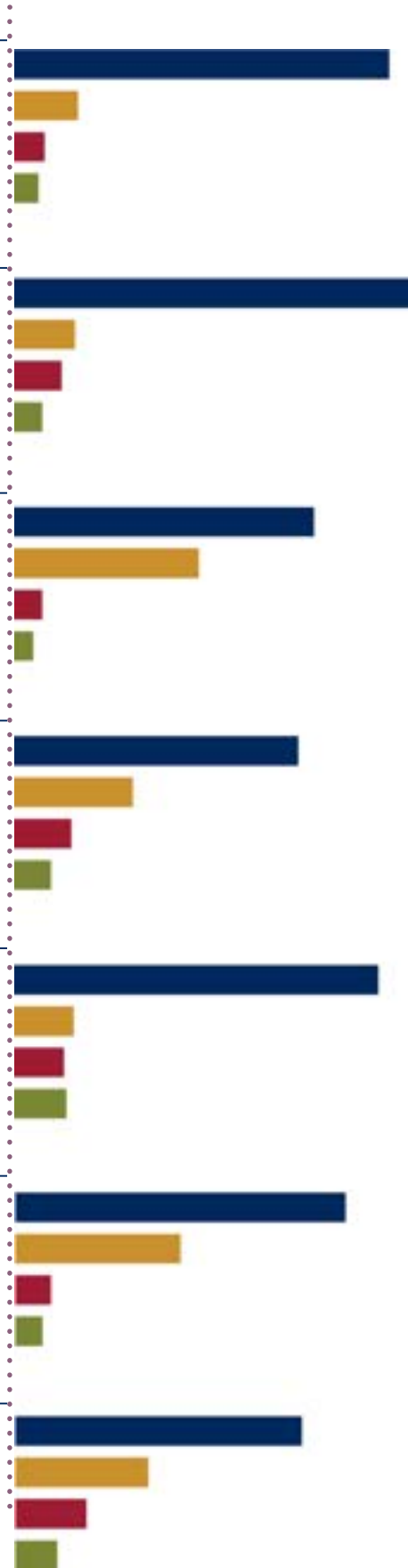
## Saguache County

Live & Work (Saguache County): 36.2%

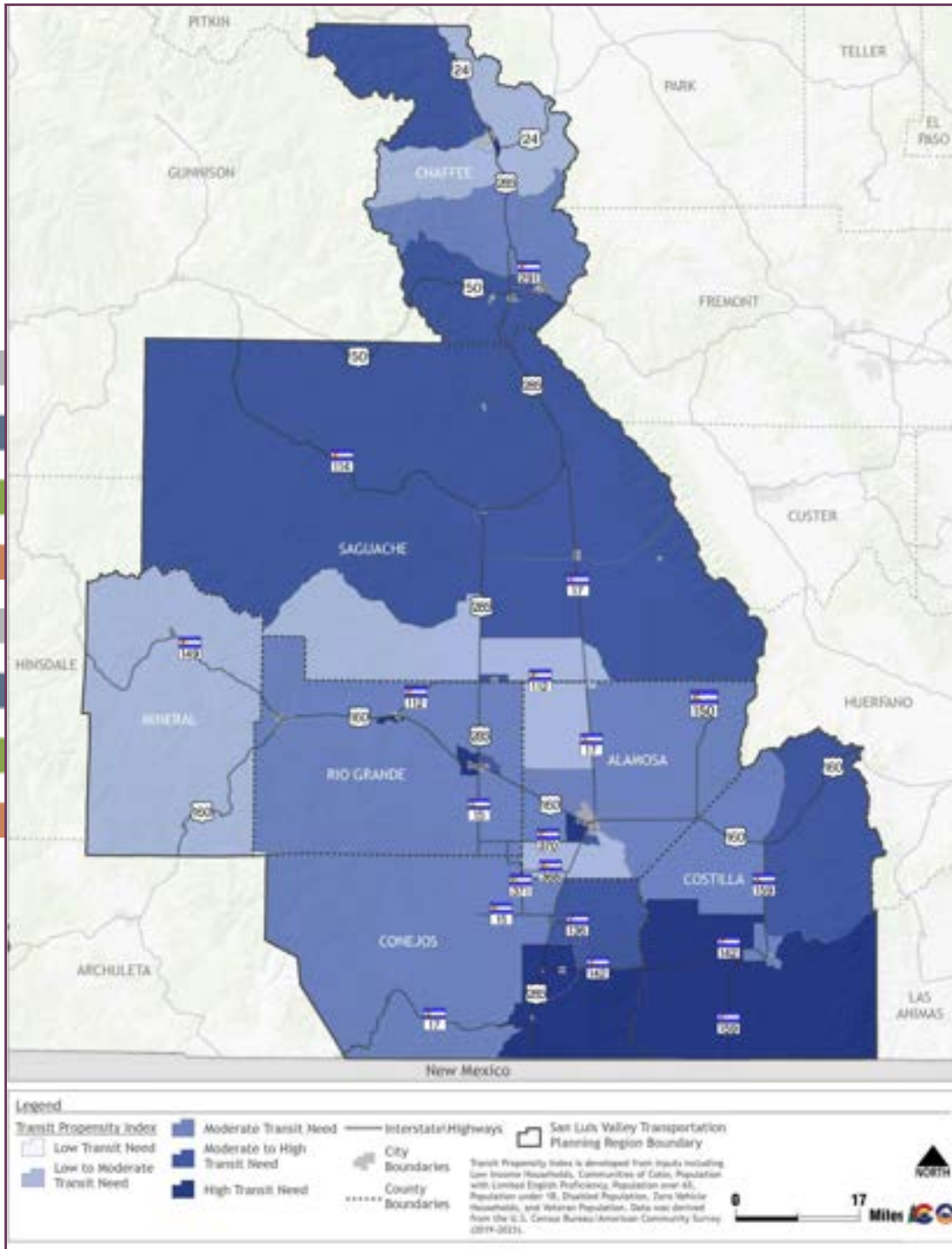
Rio Grande County: 15.6%

Alamosa County: 8.7%

Chaffee County: 4.7%



# Identified Transit Need

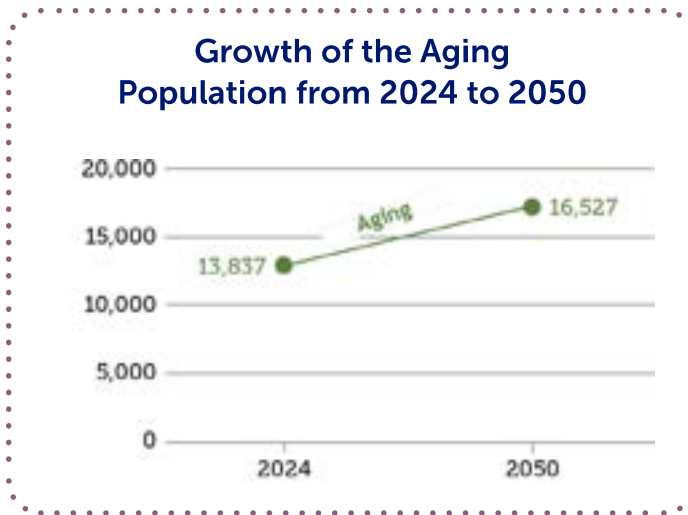


Source: U.S. Census Bureau / American Community Survey (2019-2023).

The map above depicts transit needs in the San Luis Valley TPR and helps identify priority areas for transit improvements.

## Aging Population

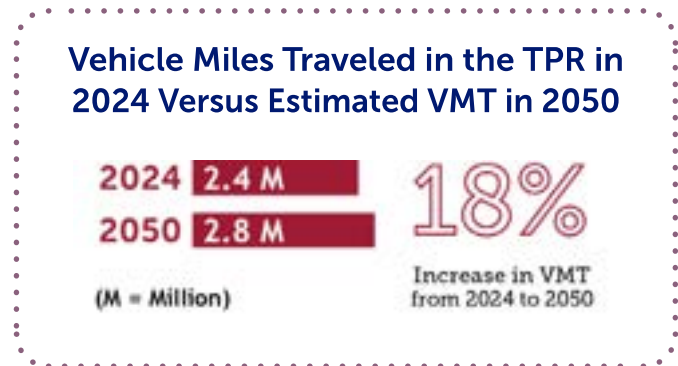
Aging adults, those over 65 years old, are anticipated to have different travel needs. The aging population will likely need public transportation services as alternatives to driving as well as roadway improvements such as better signage, striping and lighting. The aging population in the San Luis Valley TPR is expected to increase by 19% by 2050. This growth pattern will require special considerations when planning for a more accessible and connected transportation system in the region.



Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.

## Vehicle Travel & Congestion

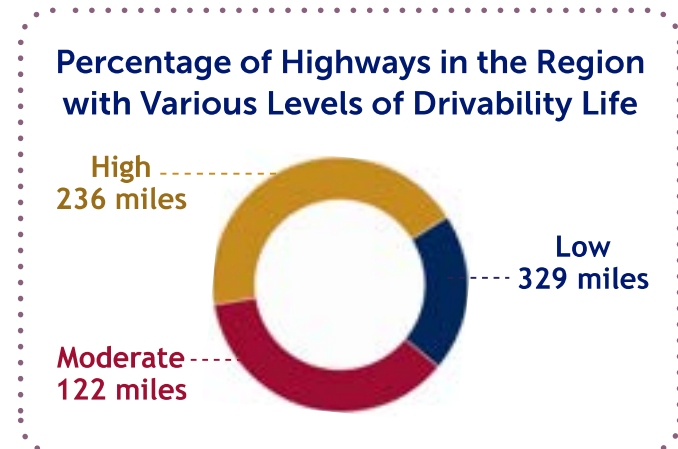
While the total Vehicle Miles Traveled (VMT) are anticipated to increase by 18% in the region from 2024 to 2050, the travel experience is anticipated to remain at an acceptable level of service with minimal congestion compared to other highways around the state. The San Luis Valley TPR experiences higher levels of congestion seasonally due to tourism and when closures of I-70 force detours into the region.



CDOT DTD, Travel Modeling Unit, 2024

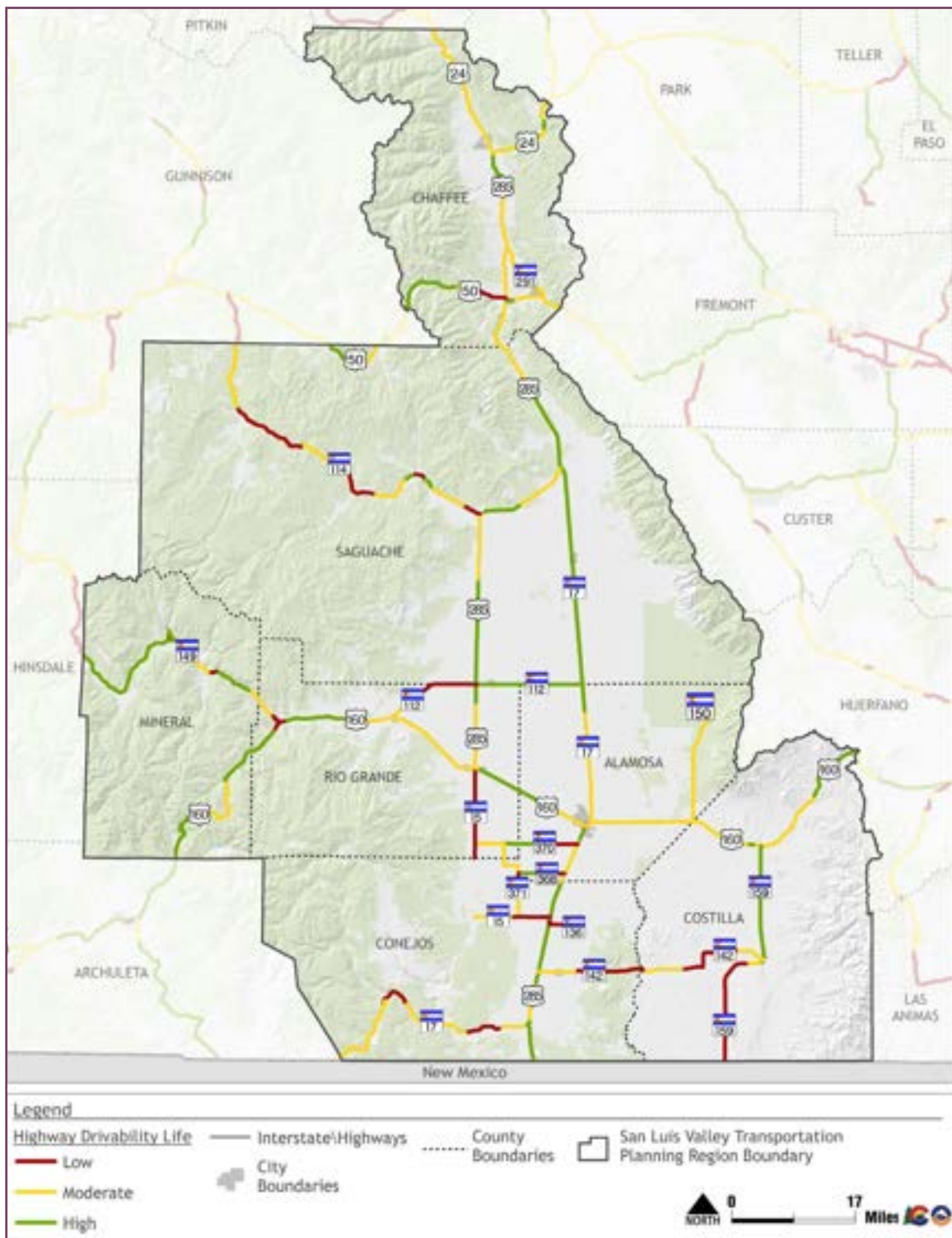
## Road Conditions

- Drivability life is the remaining life of the surface of the road and indicates how long a highway will have acceptable road surface and driving conditions
- Roadways classified with high drivability life account for 34% of the total, while those with moderate drivability life make up 18%, and roadways in low drivability condition represent 48%
- The San Luis Valley TPR road conditions are categorized in the graphic on the right based on 2023 data



Source: CDOT Asset Management Database, 2023. Note: Due to rounding, figures may not total exactly to 100%

## Highway Drivability Life



The map above depicts highway drivability life in the San Luis Valley TPR. It is used to identify the remaining service life of roadways that need maintenance or improvements.

## CDOT's Advancing Transportation Safety

Colorado's Advancing Transportation Safety (ATS) initiative is a statewide collaboration of public and private partners dedicated to improving transportation safety. Developed under the 2020-2023 Strategic Transportation Safety Plan, ATS builds on the Moving Toward Zero Deaths effort, and advocates for a unified, coordinated approach to key safety issues. The initiative aims to foster a strong safety culture and reduce fatalities and serious injuries on Colorado roadways through long-term investment and commitment.

### Vulnerable Road Users (VRU)

VRU are defined as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), using personal mobility devices (e.g. walkers or wheelchairs), and those on foot in work zones. The 2021 Bipartisan Infrastructure Law (BIL) requires each state to identify areas where people who ride bikes and walk are at higher risk of being involved in a crash that results in a death or serious injury, and work towards making those locations and populations safer. CDOT is committed to this effort, actively working with local partners to implement data-driven safety improvements and ensure safer travel for users of all modes.

### Top Three Crash Types

1	2	3
Roadway Departure	Intersection	Aggressive Driving
104 Crashes	92 Crashes	28 Crashes

Source: CDOT Active Transportation Plan, 2025

### VRU Crashes Recorded in the San Luis Valley TPR (2023)

3  
Vulnerable  
Road Users

Source: CDOT Active Transportation Plan, 2025

During the development of the 2025 Strategic Highway Safety Plan, the following concerns were identified by local stakeholders:

- **Community Challenges**-grant navigation and staff support
- **Driver Behavior and Education**-distracted and impaired driving, speeding, crash data gaps, need for accessible, early, and comprehensive education, Colorado roads and rules, engineering as a profession, collective programming
- **Enforcement and Policy Gap**-explore automated enforcement, judicial accountability, workforce shortage, stronger penalties and policies (e.g. seat belts and helmets)
- **Infrastructure and Design Gaps**-multimodal infrastructure need, rural roadway design (e.g. lighting, shoulders and signage), wildlife fencing
- **Innovation**-data-driven solutions, technology integration, grant partnerships, collaboration with different entities, policies and planning (Right of Way coordination, lane diets, Americans with Disabilities Act (ADA) engagement), intersection safety
- **Safety Culture**-differences between generations, utilize grassroots efforts, social factors affect driving behaviors and safety awareness, work with youth



## Colorado Freight Corridors

Colorado Freight Corridors are highway routes in Colorado that are critical for interregional and interstate commercial vehicles to transport goods. These corridors have been identified as the most critical routes to facilitating the movement of goods into, out of and within Colorado. There are three Colorado Freight Corridors that pass through the region: CO 17/CO 24, US 50/US 160 and US 285.

## Transit

The San Luis Valley TPR has limited transit service available. Currently, Bustang Outrider provides interregional connectivity with two routes passing through the San Luis Valley TPR. One route operates from Gunnison to Denver (US 50) from Alamosa to Pueblo, which operates on CO 17, US 50 and US 285. Mountain Valley Transit, formerly the Chaffee Shuttle, is the only local and regional transit service provider in this region. It offers fixed route, on-demand, and door-to-door bus service in the San Luis Valley, as well as, in the Arkansas Valley.

Human service transportation providers in the region include Alamosa County, Blue Peaks Developmental Services, Inc., Chaffee Shuttle (Neighbor to Neighbor), Conejos County Department of Social Services, Costilla County Department of Social Services, Northerners Seniors, Inc. and Red Willow.

## Airports

There is one commercial airport located in Alamosa called the San Luis Valley Regional Airport. General aviation airports in the area include Blanca, Buena Vista, Center, Creede, Del Norte, Monte Vista, Salida and Saguache.



Aerial photo taken of the Moffat County airport in 2017. The dark gray plane runway visible in the photo as it contrasts with the beige, green, brown and grey flat landscape.

## Bicycling & Walking

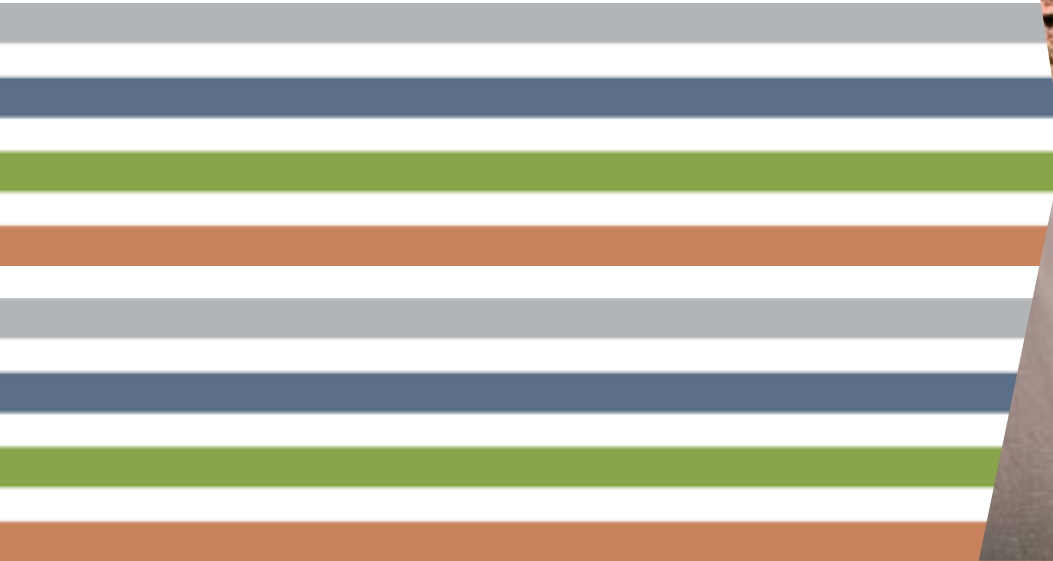
High Demand Bicycle Facility/Active Transportation Facility mileage statistics are based on a 2017 CDOT inventory that documented striped bike lanes, bikeable shoulders, shared-use paths, and sidewalks along Colorado's state highways. High-bicycling activity corridors were identified using 2023 Strava data, which tracks annual trip activity by roadway segment. Segments ranking in the top quartile of activity within each TPR are classified as high bicycling activity.

### Facility Mileage

- 6 miles of bike lanes
- 1.6 miles of shared-use path
- 15 miles of sidewalks
- 339 miles of bikeable shoulders
- 685 miles of highways

### High Bicycle Activity Corridors

- US 50 between Poncha Springs and Salida
- US 160 north of Pagosa Springs
- US 285 south of and through Poncha Springs
- US 291 though Salida





## Scenic Byways

Colorado's 26 Scenic and Historic Byways are officially designated routes each having irreplaceable and distinctly characteristic intrinsic qualities, which include scenic, historic, recreational, cultural, archaeological and natural. The byway corridor includes the right-of-way and adjacent areas such as viewsheds, main streets, point of interests, overlooks, sites and attractions within the region. Each byway has its own Corridor Management Plan outlining the byway's goals, strategies and responsibilities, as well as protecting their intrinsic qualities, specifically for community livability and visitor experience. The Scenic and Historic Byways in the region include: Collegiate Peaks, Los Caminos Antiguos and Silver Thread.

## Economic Vitality

Primary economic generators in the San Luis Valley TPR include agriculture, outdoor recreation and tourism. Transportation allows agricultural goods to leave the TPR and supports visitor access to the region for tourism and recreation.



Photo of the Collegiate Peaks along the Collegiate Peaks Byway that passes through Buena Vista, Poncha Springs and Salida, CO.





# San Luis Valley TPR's Transportation Focus Areas

Transportation impacts the lives of community members, employees, and visitors of Colorado in various ways across the state. The TPR members identified the following topics that highlight what is most relevant and unique to the San Luis Valley TPR when it comes to transportation.

## Tourism & Outdoor Recreation

Tourism is one of the region's primary economic drivers, with its diverse ecosystems offering a wide range of outdoor recreational activities. Visitors can enjoy hiking, hunting, camping, and skiing in the San Juan and Sangre de Cristo mountains, with popular destinations like Wolf Creek and Monarch ski areas accessible via US 160 and US 50. The region also boasts a rich historical landscape along the Rio Grande and Arkansas Rivers, attracting tourists who fish, raft, cycle, and explore the valley to learn about its cultural heritage. Additionally, the region is home to the Great Sand Dunes National Park, a major national tourist attraction. A key challenge in maintaining the appeal of these natural wonders is managing congestion, ensuring that all visitors can fully enjoy the area. As Colorado and the region continues to grow, it will be important to explore strategies that balance tourism with sustainable transportation options, such as shuttles, expanded bicycle and pedestrian facilities, and other modes of transport, to help preserve and enhance the experience for everyone in the San Luis Valley.



## State & Federally Managed Public Lands

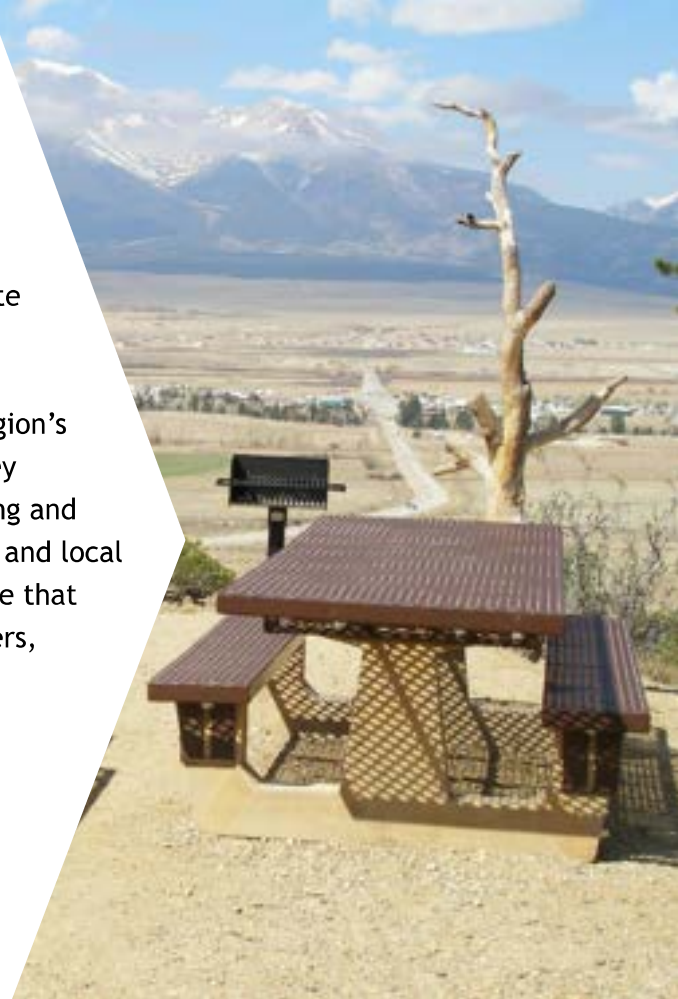
As mentioned, the region is home to the Great Sand Dunes National Park and Preserve, which has one of America's most diverse landscapes. A few miles to the west from the Great Sand Dunes sits the Monte Vista National Refuge, an important wetland ecosystem for the region. Surrounding the valley, the San Juan and Sangre de Cristo high mountain ranges hold significant forested land that are managed and protected by the Bureau of Land Management (BLM) and US National Forests. Browns Canyon National Monument is a popular destination located within the area under the Federally Managed Public Lands. The highways CO 150, CO 17, US 160 and US 50 provide

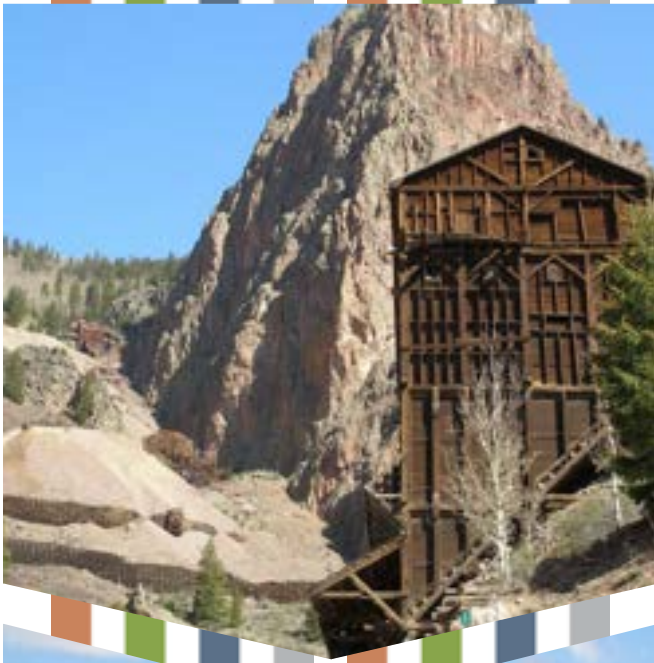
enhanced access to nature has a beneficial impact both to the long-term quality of life enjoyed by community members and the economic vitality of the businesses that support the strong and growing tourism and resource extraction sectors. The Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP) were created by Congress to dedicate funding towards improving and maintaining access to national parks, forests, wildlife refuges, national historic sites, and many other recreation and resource extraction site types. Given the region's reliance on both tourism and natural resources, the San Luis Valley TPR seeks a more coordinated and integrated approach to planning and programming projects of mutual interest between federal, state, and local agencies. Collaboration between these entities is crucial to ensure that improvements to access and infrastructure, benefit all stakeholders, while preserving the region's natural landscapes and supporting sustainable economic development.

## Local & Intra-Regional Transit

As the population of the San Luis Valley TPR continues to grow and age, the demand for alternative modes of transportation increases. This is particularly important for individuals who do not have access to a car and as a strategy for managing congestion. The region is home to a significant population of older adults (65+), along with others who have a greater need for accessible transportation options. Local and regional transit services are essential for meeting daily needs, such as grocery shopping, medical care, employment, and accessing social services, while also fostering social connections and community engagement.

Bustang Outrider provides interregional service that connects Alamosa and Salida with major activity centers, including Pueblo and Denver, facilitating access to larger metropolitan areas. Mountain Valley Transit, formerly known as the Chaffee Shuttle, serves as a local transit provider, linking the San Luis Valley's larger cities, like Alamosa, with more rural towns, such as Antonito. Offering reliable transit services is a key strategy for maintaining the well-being and quality of life for those who choose to live, work, and recreate in the valley, ensuring everyone has access to essential services and opportunities.





## Freight & Rail

The San Luis Valley TPR economy is rooted in agriculture, and as such there are a significant number of routes used for moving goods throughout the region on a daily basis. From local farm-to-table to more industrialized farming, agriculture plays an essential role in the region. The main corridors also serve regional freight and connect local production to the rest of the state and nation. The valley has five designated freight corridors: CO 17/US 24, US 50-US 160 and US 285. The importance of these corridors relies not only on supporting local connectivity for accessing and delivering fresh products and goods to markets, but it also supports critical north to south and east to west links of the network system, improving its resiliency. Freight rail lines serving the San Luis Valley TPR include San Luis Central and San Luis Rio Grande Railroad. The Tennessee Pass Rail Line presents a potential opportunity for expanded rail activity.



## Road Conditions

Well-maintained roads are essential to the quality of life for residents, employees, and visitors to the San Luis Valley TPR. When roads are well maintained in the region, drivers are safer, the wear and tear on cars, trucks, and heavy vehicles is minimized, goods and services can be provided in the region, recreational areas can be accessed, and transit services can reliably be provided. It is more cost effective to maintain a roadway than letting it fall into disrepair and reconstruct it. As the foundation of our transportation system, the condition of our roads determines the level of mobility for a range of modes, whether biking along the highway for recreation, safely transporting agricultural goods to a destination, or using a wheelchair to cross the highway in a downtown community.



## Environmental Mitigation

The rules governing the statewide planning process emphasize Colorado's continually greater integration of multimodal, cost-effective, and environmentally sound transportation. These planning regulations require the plans to be coordinated with other state and federal agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation; This included a discussion of impacts to minority and low income communities, identify and discuss activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan and identify and discuss potential environmental mitigation measures. The state and federal requirements have been followed in the creation of this plan.

## Agriculture

Agriculture stands as a cornerstone of the San Luis Valley's economy and way of life. The region is one of the nation's notable potato-producing areas, contributing significantly to Colorado's food supply and agricultural output. Local farms do more than grow food, they sustain jobs, uphold cultural traditions, and fuel supporting businesses in the region. This strong agricultural base not only ensures the valley's own prosperity but also feeds into Colorado's broader economy making agriculture one of the primary drivers of regional vitality.

The San Luis Valley's remote location makes well-maintained roads and freight infrastructure especially critical for moving crops out to processors and consumers. Major highway corridors serve as lifelines for local producers, connecting farms to urban centers and distribution hubs. These routes allow fresh products to travel quickly from farm to table while linking the valley to Colorado's wider economy.

## Bicycling & Pedestrian Facilities

Bicycle and pedestrian facilities in rural communities, though differing in design from urban counterparts, are becoming increasingly vital for every community. They provide diverse transportation options, enhance access to essential destinations, and offer recreational opportunities. Leveraging the San Luis Valley's abundant natural spaces by integrating bicycle and pedestrian facilities can significantly boost connectivity. Additionally, smaller towns often experience lighter vehicular traffic and have the unique opportunity to develop tailored multimodal infrastructure to align with community needs and values. Such developments ensure residents can safely and comfortably enjoy the valley's natural landscapes, fostering both health and social connectivity.

Implementing these facilities offers multiple benefits, including improved safety for all travelers, equitable transportation options, reduced congestion, and environmental sustainability. Dedicated infrastructure, such as protected bike lanes and pedestrian crosswalks, ensures the physical safety of rural residents engaging in active transportation. Additionally, these networks connect people to essential destinations and promote healthier lifestyles.



# San Luis Valley TPR Vision & Goals

## Vision

The San Luis Valley envisions a sustainable, safe, and efficient transportation system that supports the region's agricultural, outdoor recreation, and tourism-based economies through capacity and safety improvements, and expanded local and regional public transportation options. The transportation system will accommodate and enhance the region's quality of life, while preserving the cultural and the natural environment that make the TPR a great place to live, work, and visit.

## Goals

- Provide for sustainable economic growth with supportive and efficient transportation infrastructure and programs
- Improve transportation linkages and modal options 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 and safe manner possible
- Improve 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 anticipating funding
- Improve and increase bicycle and pedestrian facilities
- Increase passenger and freight rail opportunities
- Improve safety for bicyclists and pedestrians in business centers
- Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population
- Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses, and visitors
- Support the needs of the region's diverse population by providing transportation options to basic and critical services such as medical, employment, educational, and recreational services
- Seek funding opportunities to maintain existing services and expand the transit network
- Expand mobility options to ensure access within the region and to other Colorado regions and New Mexico
- Create and maintain current and future infrastructure that support advancements in broadband and other technology
- Identify, evaluate, and prioritize transportation development and funding opportunities that have historically been underfunded in the region, with a focus on improving travel and ensuring implementation

# What We've Heard

Over the past year, CDOT officials engaged with community members and local and regional stakeholders through several ongoing planning efforts including: Statewide Transportation Plan, accompanying RTPs, the Statewide Active Transportation Plan, Strategic Highway Plan, Transit Connections Study and the Colorado Freight Plan. As a part of these efforts, engagement played a key role in gathering valuable feedback on the state of transportation across Colorado.

## Placeholder:

Key findings or themes from other plans.

## Telephone Town Halls

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## Surveys

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## TPR Stakeholders

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# Policy Guiding Statewide Transportation Plan Goals & Performance Measures

CDOT Policy Directive PD 14 was designed to help guide the development of CDOT’s long-range statewide plan, as required by federal statute. The goals listed in the policy include: Advancing Transportation Safety, Fix Our Roads and Sustainably Increase Transportation Choice.

PD 14 provides a guiding framework, allowing regions to adapt their project prioritization and planning processes to best reflect their unique needs.

PD 14 will be reevaluated annually to ensure its guidance remains aligned with legislative changes. This regular review will also help integrate updated information into the annual budget, the Statewide Transportation Improvement Plan, the 10-Year Plan and related amendments.



## Complete Projects

**What is a “complete project?”** A complete project considers and prioritizes both people and places, ensuring transportation solutions fit the surrounding context to deliver context sensitive mobility solutions. Complete projects integrate as many project components as feasible to make the project more competitive for evaluation related to as many elements as possible – such as roadway improvements, safety measures, transit and active transportation – to create well-rounded, multimodal projects.

This approach supports PD 14 and enhances competitiveness for and inclusion in the 10-Year Plan and other available discretionary funding, along with maximizing modal integration and improving cost effectiveness. Additionally, complete projects support improved access and connectivity between travel modes for projects across the state (e.g. walking access to a transit station). The goal of a complete project is to integrate roadway, safety, transit, active transportation and other modal components into projects to make them complete.

### Complete Projects Concepts



People



Safety



Cost Effectiveness



Mobility



Choice



Demand



Context





## San Luis Valley Transportation Projects

The region's transportation project list is characterized by a mix of transit, bicycle and pedestrian, and intersection/interchange improvement projects. The list also includes safety-related projects that address shoulder deficiencies, intersection-related needs, and wildlife mitigation.

The project list was developed by first aligning previously identified projects with the known corridor needs and then adding new projects to address unmet needs. The full project list includes the projects best suited to meet the transportation needs of the region between now and 2050.

### Development of Project List



### Regional Priorities

To ensure projects align with regional and statewide priorities, the Gunnison Valley TPR utilized both PD 14, Statewide Planning Goals and Performance Measures, and region-specific prioritization criteria to guide project selection for this plan. These criteria help evaluate and prioritize investments based on key transportation needs, ensuring a connected, safe and resilient transportation system. The Gunnison Valley TPR prioritization criteria included:

- Advancing Transportation Safety (PD 14)
- Fix Our Roads (PD 14)
- Sustainably Increase Transportation Choices (PD 14)



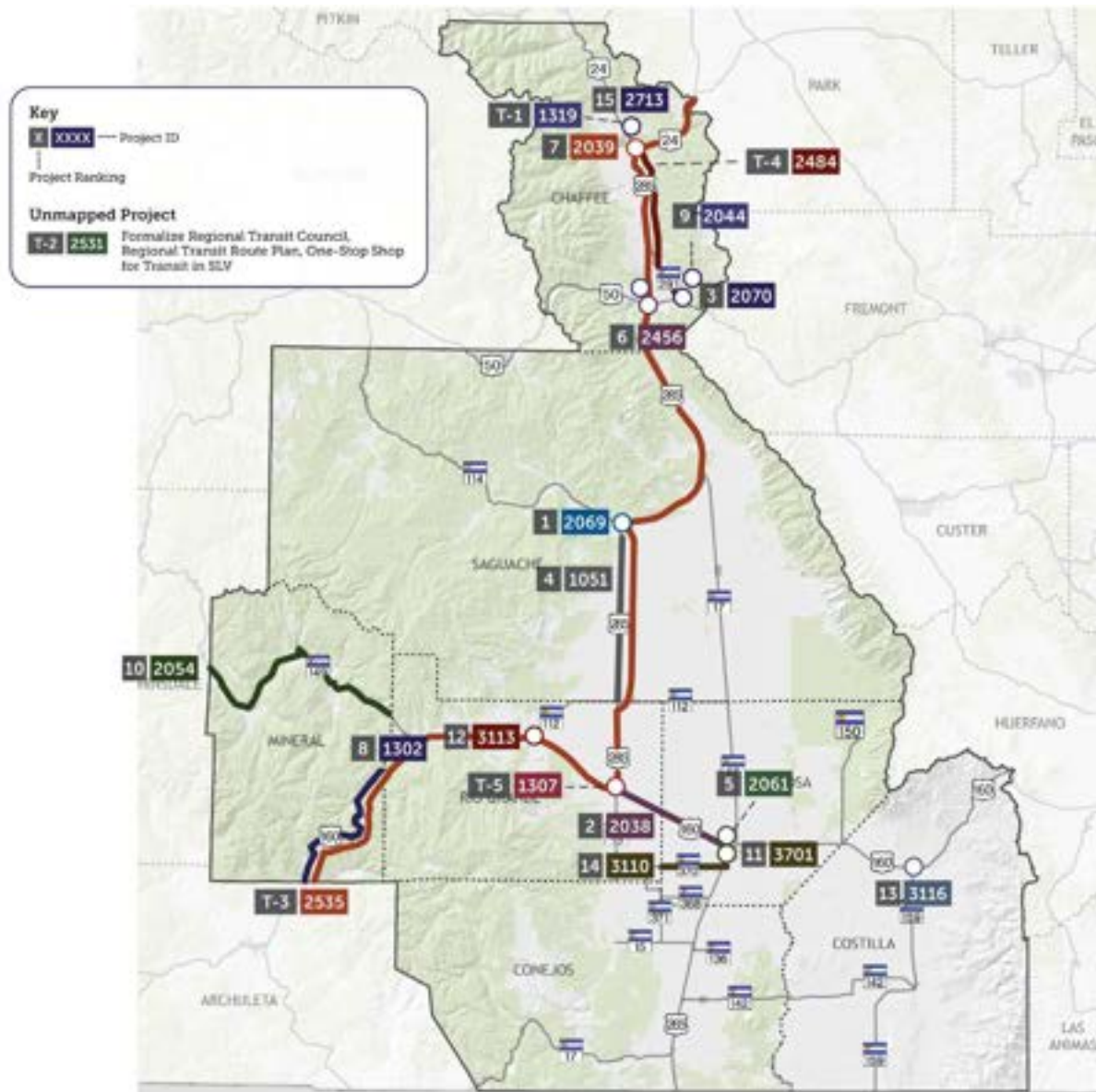
## San Luis Valley TPR's Top Project Priorities

The San Luis Valley TPR's priority projects are shown on the map on the next page. These projects were identified as priorities because they address the region's most pressing needs and align with the guiding principles. Implementation of these projects will help the region achieve its goals. Because the San Luis Valley TPR is split between two CDOT regions (Region 3 and Region 5), the highway priorities shown on the map and listed on page 24 are grouped by CDOT region and do not represent a ranked order.

The top five priority transit projects are listed for the San Luis Valley TPR as a whole. The priority highway projects focus on safety improvements that add shoulders, mitigate wildlife crashes by adding fencing and wildlife overpasses, and intersection improvements. The priority transit projects include new transit service and regional transit and storage facilities. The project list reflects the region's top priority projects, most of which are currently unfunded. The timing for project completion will depend on transportation funding availability. The full project list can be found in Appendix X.



# San Luis Valley TPR's Top Project Priorities Map



- |                       |   |                        |   |
|-----------------------|---|------------------------|---|
| <b>1</b> <b>2069</b>  | US 285 Multimodal Improvements in Saguache  | <b>11</b> <b>3701</b>  | US 160 Lane Diet Downtown Alamosa   |
| <b>2</b> <b>2038</b>  | US 160 intersection and multimodal improvements from Rio Grande Bridge to CO 17                                 | <b>12</b> <b>3113</b>  | US 160 Multimodal Improvements in Eastern Del Norte   |
| <b>3</b> <b>2070</b>  | CO 291 and US 90 Intersection and Pedestrian Improvements   | <b>13</b> <b>3116</b>  | US 160 Multimodal Improvements and Ped Crossing in Fort Garland                                   |
| <b>4</b> <b>1051</b>  | US 285 Shoulder Widening from Center to Saguache  | <b>14</b> <b>3110</b>  | CO 370 Resurfacing and Safety Improvements  |
| <b>5</b> <b>2061</b>  | US 160 and Pike Avenue Intersection Improvements  | <b>15</b> <b>2713</b>  | US 24 Multimodal Improvements in Buena Vista  |
| <b>6</b> <b>2456</b>  | US 50 Multimodal Improvements in Poncha Springs   | <b>T-1</b> <b>1319</b> | Poncha Springs Crossroads Welcome Center  |
| <b>7</b> <b>2039</b>  | US 24 Intersection Improvements at Steel  | <b>T-2</b> <b>2531</b> | Formalize Regional Transit Council, Regional Transit Route Plan, One-Stop Shop for Transit in SLV |
| <b>8</b> <b>1302</b>  | US 160 Wolf Creek Pass East "Narrows" passing lanes, shoulder widening, carver corrections, rockfall protection | <b>T-3</b> <b>2535</b> | New Essential Bus Service from Durango to Denver  |
| <b>9</b> <b>2044</b>  | US 90 Pedestrian Crossing Improvements in Salida  | <b>T-4</b> <b>2484</b> | Operational Costs for Service between Buena Vista and Salida Commuter                             |
| <b>10</b> <b>2054</b> | CO 149 Passing Lanes and/or Pullouts  | <b>T-5</b> <b>1307</b> | Park and Ride and Bus Shelter in Monte Vista  |




# Relation to the Colorado Statewide Transportation Plan

This RTP is a standalone document that identifies transportation needs and priorities for the region. The Statewide Transportation Plan (Your Transportation Plan) integrates and consolidates the 15 RTPs from around the state, and the RTPs are appendices in Your Transportation Plan.

The RTPs identify contextual solutions that support the statewide vision and initiatives. This approach is key to delivering a comprehensive and cohesive plan customized to the unique needs of each region.

This method of planning helps ensure that Your Transportation Plan addresses multiple levels of the transportation network. The RTPs identify contextual solutions that support the statewide vision and initiatives.



**This approach is key to delivering a comprehensive and cohesive plan customized to the unique needs of each region.**



# Transportation Funding

There are three documents, with varying detail, that outline the projects that will pertain to the San Luis Valley TPR:

- Comprehensive list of project needs in the region (Appendix X)
- TPR's priority projects (pages 22 and 23)
- 10-Year Plan Update (Strategic Funding – if TPR projects are selected during the update process)

CDOT relies primarily on state (\$0.22 per gallon) and federal (\$0.184 per gallon) fuel taxes for long-term funding, which have not increased since 1991 and 1993, respectively. CDOT also funds transportation improvements with federal and state transportation funds, including state funds established through FASTER legislation in 2009. Stagnant revenue sources, declining purchasing power of the current fuel tax rate, and increasing vehicle fuel efficiency has gradually diminished CDOT's ability to fund the maintenance and improvement of the state's transportation system.

Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a [10-Year Strategic Project Pipeline](#). The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended. The San Luis Valley TPR projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort. For the longer term, 25-year planning horizon, the San Luis Valley TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2035.



# San Luis Valley TPR's Implementation Strategies

The following section contains information about actions that the TPR recommends to implement its plan. Implementation actions are meant to be near-term, practical measures related to the San Luis Valley TPR's vision, goals and priority projects.

- Advocate for full funding of the San Luis Valley TPR's top priority projects
- Advocate for safety improvements with elected officials
- Improve communication and advocate for better management of seasonal tourism
- Improve communication between CDOT, cities, counties, and regional transit partners concerning planned transportation improvements
- Expand transit service to maintain the quality of life for residents, particularly those older residents who desire to age in place and continue to live in the region





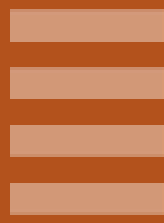
**YOUR**  
**TRANSPORTATION**  
**PLAN** CONNECTION. CHOICE.  
COLORADO FOR ALL.



**COLORADO**  
Department of Transportation

## To Learn More

go to the [10-Year Vision Plan](#)  
on the CDOT website.

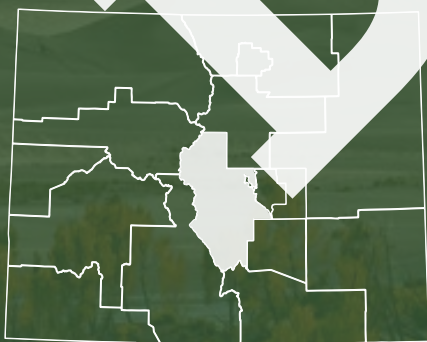


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# San Luis Valley Coordinated Public Transit & Human Services Transportation Plan

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May 2025



**Counties:**  
Alamosa, Chaffee,  
Conejos, Costilla,  
Mineral, Rio  
Grande, and  
Saguache Counties.

Above: the location of counties in the San Luis Valley Transportation Planning Region.



Photo Credit: Great Sand Dunes National Park

## San Luis Valley Coordinated Public Transit and 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, Buena Vista, Salida, Poncha Springs, Sanford, Manassa, Monte Vista, and Del Norte. 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.

### 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.

Every four to five years, the Colorado Department of Transportation (CDOT), in coordination with regional planning partners, refreshes the regional transit plans in all rural regions of the state. This 2025 plan refresh builds on the previous plan, completed in 2020, and focuses primarily on updating key components such as textual and data revisions to ensure continued alignment with evolving needs. While a larger overhaul of the Coordinated Public Transit and Human Services Plans will occur during the next full update in another four to five years, this refresh will ensure the plan remains relevant and effective in addressing the mobility needs of Coloradans.

CDOT's Division of Transit and Rail (DTR), in coordination with the SLV TPR members and transit agencies, gathered input from the general public to develop this plan in compliance with CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this refreshed plan to prioritize transit investments and work towards the long-term implementation of the region's unique transit vision and goals, maintaining a framework for developing an integrated statewide transit system.

## 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 San Luis Valley TPRs 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 must be considered as a part of any equity-focused assessment of transit access and connectivity.

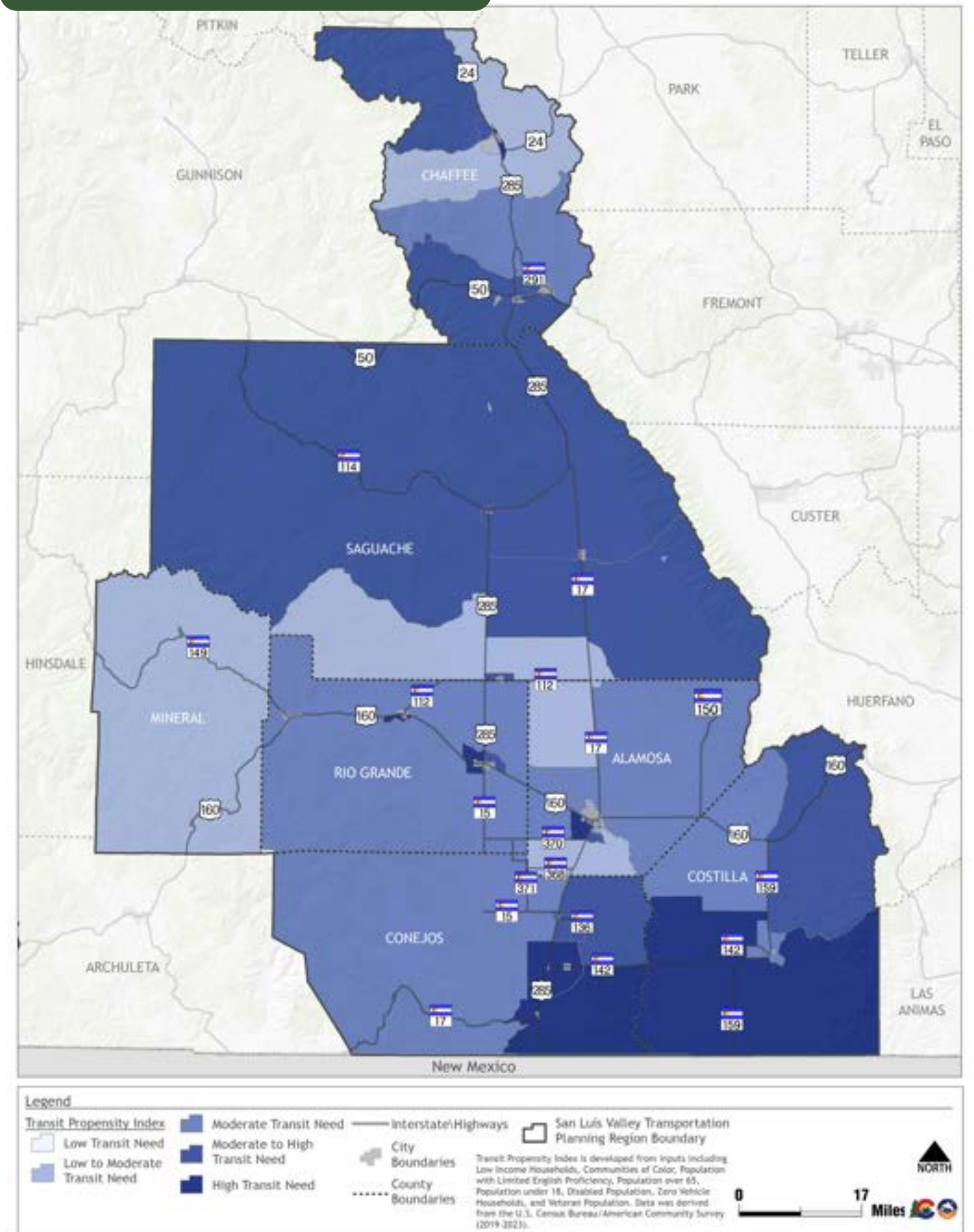
## Equality vs. Equity of Colorado's Transportation Network

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.



Photo Credit: National Parks Conservation Association

## Identified Transit Needs







## 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.
- Commuter Bus: Local fixed-route bus transportation primarily connecting outlying areas with a central city. Characterized by a motorcoach, multiple trip tickets and stops in outlying areas, limited stops in the central city, and at least five miles of closed-door service.
- 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.
- Bus Rapid Transit (BRT): Fixed-route bus systems that operate at least 50 percent of the service on fixed guideway. These systems also have defined passenger stations, traffic signal priority or preemption, short headway bidirectional services for a substantial part of weekdays and weekend days; low-floor vehicles or level-platform boarding, and separate branding of the service.
- Aerial Tramway: Unpowered passenger vehicles suspended from a system of aerial cables and propelled by separate cables attached to the vehicle suspension system. Engines or motors at a central location, not onboard the vehicle, power the cable system.

## Transit Service Categories

- Interstate Public: Open to the general public and connections one or more regions/TPRs to regions outside the state of Colorado.\*
- 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.

\* Interstate and interregional include intercity bus service as defined by the Federal Transit Administration (FTA) in reference to the FTA's classification for Section 5311(f) Intercity Bus Funding eligibility



# Interregional, Regional & Local Transit Providers

The SLV TPR has a range of interregional, regional, and local public transit providers that provide commuter bus, fixed-route bus and on-demand services.

Note: Ridership, budget, revenue miles, and revenue hours include all service types.

Provider	Service Area	Types of Service	Span of Service	Fares	2023 Annual Ridership	2023 Ops & Admin Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
Mountain Valley Transit	Antonito, Alamosa, Creede, Saguache, Moffat, Crestone, Salida, Buena Vista  Multi-County: Conejos, Alamosa, Mineral, Saguache, and Chaffee Counties	Fixed Route, Demand Response, Commuter Bus	Mon-Fri (route dependent), 5:45am to 5:45pm	Free (donation-based)	16,225	\$747,170	8,307	196,694

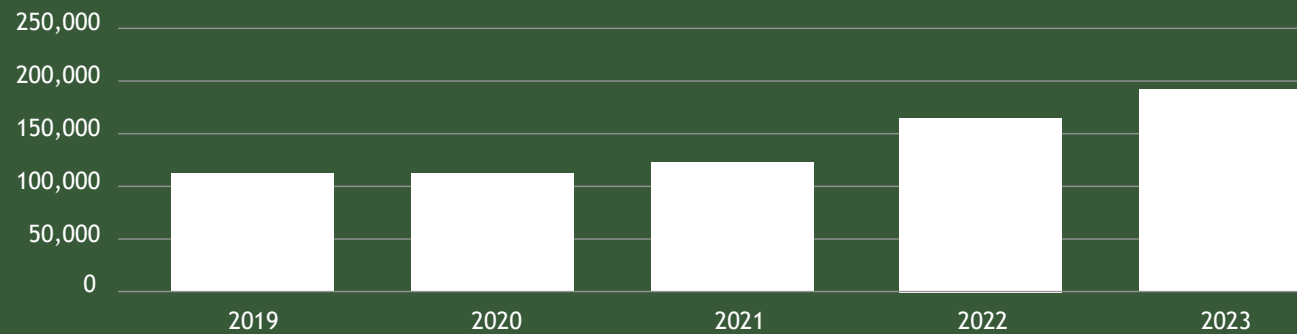
Photo Credit: Creede Colorado



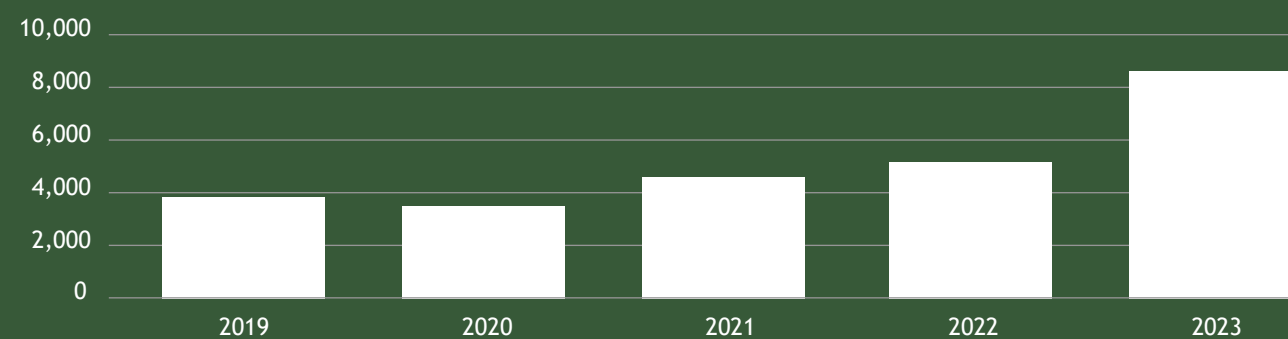
## 5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the SLV show that ridership dipped significantly between 2019 and 2020 due to COVID-19. However, as residents, workers and visitors began to resume normal life in late 2021 and 2022, numbers began to climb again in the SLV. It should be noted that growth between 2020 and 2023 was likely in part to Mountain Valley Transit expansion of services, including new routes.

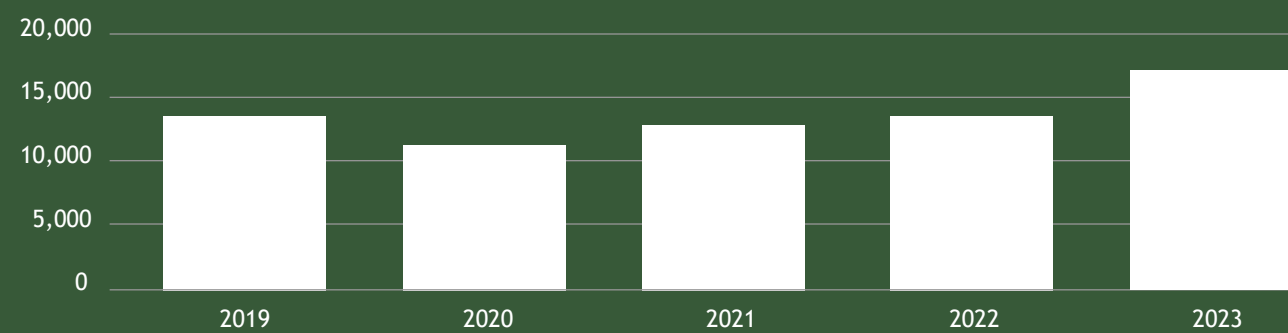
### Total TPR Vehicle Revenue Miles



### Total TPR Vehicle Revenue Hours



### Total TPR Unlinked Passenger Trips



## Transit Provider Service Performance Metrics

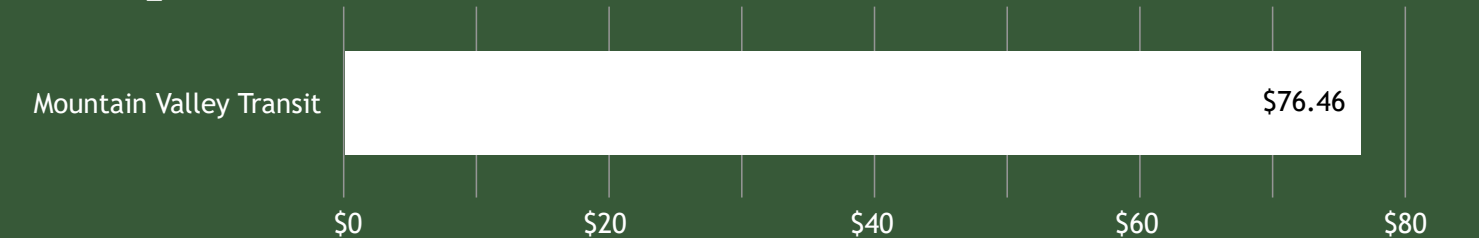
Key performance data indicate the efficiency of an agency's service operations. SLV cost per trip, cost per revenue hour, and cost per revenue mile are highlighted to identify performance across agencies.

Mountain Valley Transit reports a cost per mile of \$3.23 and a cost per hour of \$76.46. Cost per ride varies by service type, with fixed route service at \$54.04 and demand response service at \$44.88. Annual operating costs totaled \$112,027 for fixed route service and \$635,143 for demand response. Annual ridership numbers show 2,073 individuals used the fixed route service, while 14,152 riders utilized the demand response service.

### Cost per Mile



### Cost per Hour



### Cost per Ride\*

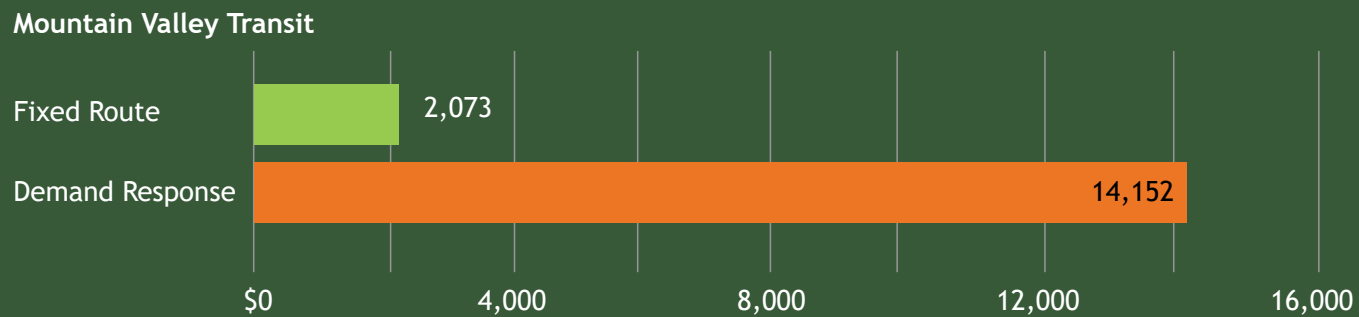


\*Data for 2023 is disaggregated by demand response and fixed-route service for cost per mile, annual ridership, and annual operating costs; however, this level of detail is not available for other key performance measures or for data from prior years.

## Annual Operating Costs



## Annual Ridership



Source: 2019-2023 National Transit Database, Tailored Provider Surveys

## Human Services Providers

Several human services agencies in the SLV TPR offer transportation services, although transportation is just one of the many services they provide. The table below outlines the human services agencies in the Region that offer transportation, along with the populations they serve. This list includes providers from the 2020 SLV Coordinated Public Transit & Human Services Plan that were still operational in 2023, as well as additional providers identified through online research. As this list was compiled using available online information, it may not include all providers in the SLV TPR, especially those without websites.

Provider	Service Area (Within SLV)	Additional TPRs	Types of Service	Days of Service	Passenger Eligibility
Alamosa Veterans Transportation County	Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties		Demand Response	Upon Request	Veterans
American Red Cross - Western Colorado	Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties	SW, GV, IM, NW, GVMPO	Demand Response	Upon Request	Older adults and critically ill
Aponi Transport Inc	Alamosa County	CFR, Eastern, SC, SE	Demand Response	Daily	N/A
Blue Peaks Developmental Services, Inc.	Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties		Demand Response	Daily	Individuals with developmental disabilities
Conejos County Department of Social Services	Conejos County		Contract with other Providers; Demand Response; Coordination with Other Providers	Upon Request	Individuals with disabilities, older adults (65+), low-income populations, veterans, Medicaid recipients
Costilla County Department of Social Services	San Luis, Blanca, Ft. Garland, Garcia Costilla County		Contract with other Providers; Vouchers or Reimbursement	Upon Request	Individuals with disabilities, older adults (65+), low-income populations, veterans, Medicaid recipients
Disabled American Veterans	Alamosa (city)	GVMPO, GV, SW, PPACG, SE, Eastern, NFRMPO, DRCOG	Fixed Provider; Demand Response	Mon-Fri	Veterans

## Human Services Providers (continued)

Provider	Service Area (Within SLV)	Additional TPRs	Types of Service	Days of Service	Passenger Eligibility
Golden Gate Manor Inc	Alamosa, Chaffee Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties	CFR, GV, IM, NW, SC, SE, SW, Eastern	Demand Response (Medical)	Mon-Fri	Medicaid-eligible elderly and disabled individuals
Mercy Merical Angels	Saguache County	SW	Demand Response (Medical); Vouchers or Reimbursement (Bus Passes/ Tickets)	Upon Request	
Red Willows (SLV Transportation)	Alamosa, Chaffee Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties		Demand Response	Upon Request	Medicaid recipients
Retired Senior and Volunteer Program	Alamosa County	SW, SC	Specialized Services, Demand Response, Reimbursement	Mon-Fri	Older adults (65+), lowincome populations, veterans, Medicaid recipients
San Luis Valley Area Agency on Aging	Alamosa, Chaffee Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties		Vouchers	Upon Request	Seniors
San Luis Valley Community Mental Health Center	Alamosa, Chaffee Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties		Demand Response	Upon Request	those who are Medicaid recipients or individuals in need of mental health support. Specific requirements may vary depending on the service being requested.
Starpoint	Salida, Buena Vista	CFR	Fixed Route, Demand Response, Bus Passes/Tickets	Fixed-route Mon-Thurs (8:30am to 9:30am, 3pm to 4pm) Demand Response Mon-Sun	People with disabilities
Sunshine Rides	Alamosa, Chaffee Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties	CFR, Eastern, GV, Grand Valley MPO, PPACG, NW, SE, SW, SC	Demand Response	Upon Request	Open to all passengers requiring transportation services
Valley Wide Health	Alamosa, Chaffee Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties	SE	Demand Response, Vouchers or Reimbursement, Bus Passes/ Tickets	Mon-Fri	Older adults (65+), individuals with disabilities, low-income populations, veterans, Medicaid recipients

## Other Human Services Providers

Some human services providers do not offer direct transportation services but may fund transportation programs, offer transportation-related services, or coordinate with transportation providers in the region. The list below includes providers from the 2020 SLV Coordinated Public Transit & Human Services Plan that were still active in 2023, along with additional providers identified through online research. As this list was compiled through available online resources, it may not include all providers in the San Luis Valley TPR, especially those without websites.

Provider	Service Area (Within SLV)	Additional TPRs	Types of Service	Days of Service	Passenger Eligibility
Axel Medical Transportation	Costilla County	CFR, IM, SC, SE, SW, PPACG	Demand Response (Medical)	Upon Request	Medicaid beneficiaries
Cheyenne Village Inc	Conejos County	PPACG	Fixed Route, Demand Response, Coordination with Other Providers	Fixed-Route: Mon- Thurs Demand Response: Tues	Individuals with intellectual and developmental disabilities
Maguy Medical Transport LLC	Alamosa County	CFR, GV, IM, SC, SE, PPACG, PACOG	Demand Response (Medical)	Upon Request	Health First Colorado (Colorado's Medicaid Program) members and individuals needing non-emergency medical transportation
MedRide	Alamosa, Chaffee Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties	All of Colorado	Demand Response (Medical), Specialized Services	Mon-Fri, 6am to 6pm Sat-Sun, 6am to 5pm	Individuals requiring non-emergency medical transportation

Source: 2020 SLV Coordinated Public Transit & Human Services Plan, Desktop Review

## Private Transportation Providers

Six private for-profit companies in the SLV TPR provide transportation services, including City Cab, High Mountain Taxi, Little Stinkers Taxi, Rocky Mountain Taxi Service, Rocky Rides, and Uber.

## State of Good Repair

CDOT’s Division of Transit and Rail (DTR) Comprehensive Transit Asset Management Plan, last updated in the fall of 2023, meets federal requirements. The plan evaluates the condition of assets funded with state or federal funds to help prioritize investments that ensure Colorado’s transit systems remain in a state of good repair. Currently, 30 percent of CDOT tracked transit vehicles in the SLV are beyond their state of good repair. The anticipated cost of this backlog is just over \$400,000.

Provider	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
Mountain Valley Transit	10	3	30.00%	\$410,502
<b>Total</b>	<b>10</b>	<b>3</b>	<b>30.00%</b>	<b>\$410,502</b>

Source: 2023 Transit Asset Management Plan

## Regional Coordination Activities

Currently, there is no active transit regional or local coordinating councils in the SLV. Previously, the San Luis Valley Development Resource Group (SLVDRG) served as the coordinating agency to facilitate transit services and communications between the SLV TPR, CDOT, local governments, and private entities in the Region. In addition, the San Luis Valley Regional Transit Council (SLVRTC), part of the SLVDRG, focused on addressing issues and concerns regarding transit services in the San Luis Valley. There is also no active mobility manager; the chair of Mountain Valley Transit has stepped into the role in the interim.

While the SLVDRG is still active today, its role in transit coordination has been reduced; instead, the group now focuses on quarterly transportation meetings, public engagement on major planning efforts and attending local, regional, and state meetings related to transportation. SLVDRG also works to keep TPR members informed about funding opportunities and project status.

In spite of this, several coordination activities still take place in the region. The SLV TPR currently works with agencies to identify transit-related funding opportunities. In addition, Mountain Valley Transit has developed the “Navigators” program, where several representatives from key human services and medical agencies (including Saguache County, Alamosa County, and the Chaffee County Housing Department) work to coordinate efforts to support medical needs. Additionally, a one-click one-call program and a transportation resource guide are both in the works.

## Navigator Program

The Navigators Program is a collaborative initiative led by Mountain Valley Transit and regional transportation partners to help connect individuals—particularly those experiencing homelessness or poverty—with essential services such as healthcare, housing, and mental health support. While the program itself does not provide transportation, it works closely with local agencies and nonprofits to maintain up-to-date information on transportation options and other community resources. The program acts as a vital link in guiding clients to the care they need across a rural region with limited access to public services.

A key partner in this effort is Chaffee County Public Health and Chaffee County Hospitality Inc. (CCH), which operate emergency shelters in the county and provides year-round motel housing for vulnerable populations, including families and individuals with pets. CCH volunteers play a critical role in providing transportation support, such as bus tickets, coordinating with Mountain Valley Transit, and personally driving clients to appointments, grocery stores, or service offices in nearby towns. They also assist with access to essential documents and healthcare services, helping clients take steps toward stable housing. Other organizations, such as the Congregational United Church of Christ and the Ark-Valley Humane Society, support related programs including hygiene services, pet-friendly housing, and emergency aid.

Together, these organizations form a network of community-driven support that is especially important in Chaffee County, where reliable public transportation is limited. The lack of consistent shuttle routes within towns like Salida and Buena Vista makes volunteer-driven transportation and coordination through the Navigators Program essential. This interconnected approach ensures that individuals in need are not only provided with immediate support but are also guided through long-term solutions, emphasizing collaboration, compassion, and practical problem-solving across multiple sectors.



## Identified Barriers

A few key barriers were identified through interviews with regional transit representatives. One participant noted that not all transportation providers in the region seem willing to coordinate, including non-emergency medical transportation (NEMT) providers. The participant noted that this was likely due to NEMT providers wanting to protect their client base and related funding they may receive from Health First Colorado/Medicaid. As a result, providers have seemed “unwilling” to refer clients to other resources. In return this has significantly reduced the number of resources a given community member has been able to access. In addition, one participant noted particular concern over the recent termination of MedRide’s contract with the State of Colorado to provide NEMT. The participant noted that over 60 percent of all NEMT rides in the San Luis Valley are provided by MedRide.

Finally, the lack of a formal coordinating council and related leadership has led to a “de-prioritization” of transit coordination in the region by regional leadership. This has led to lack of communications between transit providers and regional leadership. Beyond this, the participant noted that this lack of trust and understanding has extended down into the community. They noted that because community members are not being communicated to that they do not believe transit services in the region are reliable. The participant noted that in order to provide connections and see higher regional ridership, partners must communicate regularly with the community and build exposure and trust with those who rely on transit. Building this trust will need to involve both media communications as well as advertisements in grocery stores, post offices, or other community destinations.

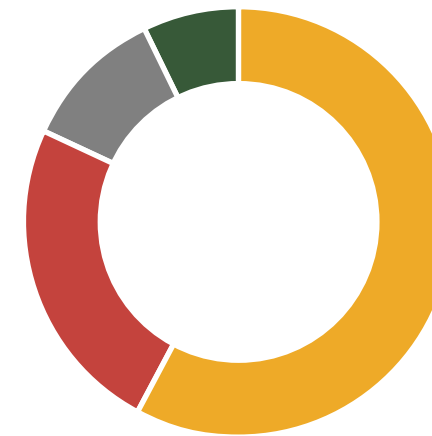


Photo Credit: Visit Alamosa

## 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 2019-2023 budget data, most of the SLV’s operating revenues from local sources, with supplemental funding primarily coming from local sources. Capital revenues were half from local sources, and a quarter each from federal or state resources. Local sources may primarily fund transit in SLV because several communities have passed local taxes that raise funds for transportation.

**Operating Revenue Sources**



- 58% - Federal
- 24% - Other
- 11% - State
- 7% - Local

**Capital Revenue Sources**

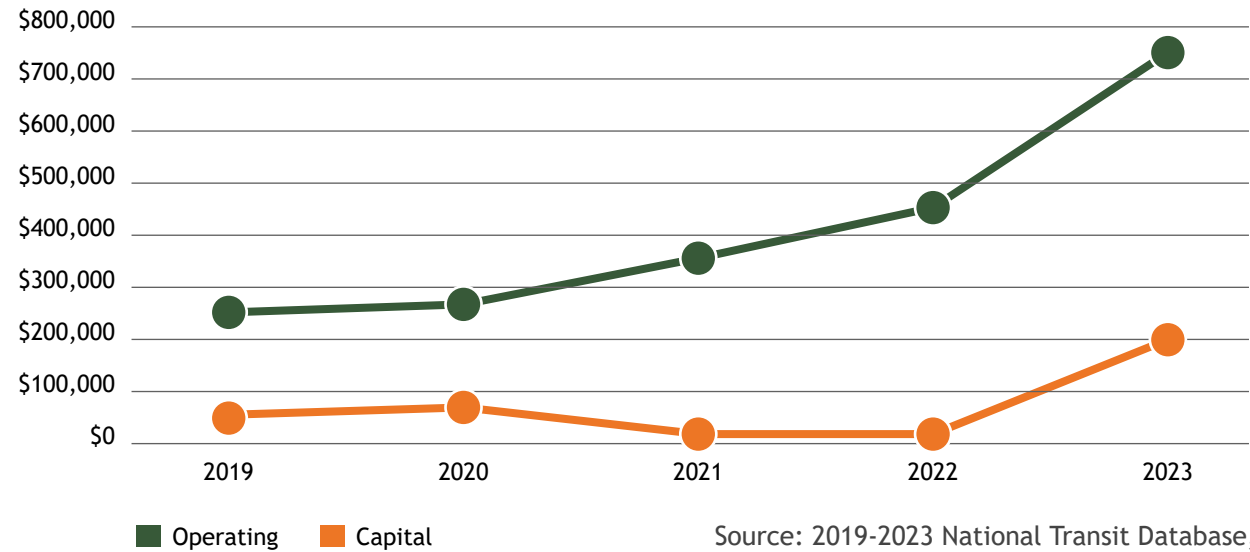


- 59% - Federal
- 37% - Local
- 4% - State

Source: 2023 National Transit Database, Tailored Provider Surveys

## Historic Revenue Data

The chart below shows five-year SLV operating and capital funding trends. Operating funds have grown significantly since 2019, with over 200 percent growth in operating funds over the five-year period. Capital funding remained under \$100,000 until 2023, when Mountain Valley Transit received nearly \$200,000 in local and federal funding.



Source: 2019-2023 National Transit Database, Tailored Provider Surveys

## 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 page XX for the full list of additional project needs.

- Capital Project Needs: TBD
- Operational Project Needs: TBD
- Total Identified Need: TBD

## Regional Transit Revenue Trends Annual Operating/Capital Projections

### PLACEHOLDER GRAPHIC

Financial data is currently being reviewed to determine the most effective approach for updating this information, as this plan is a refresh rather than a full update.

## Funding Programs and Opportunities

Federal funding is the primary source of revenue for transit and human services providers in Colorado, supporting both operating and capital projects. CDOT serves as the designated recipient for rural transit funds, allocating Grants for Rural Areas (5311) funding based on a Colorado-specific rural funding methodology. Additionally, CDOT distributes Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers across the state.

Historically, funding for both operating and capital transit needs has been limited. In the previous planning cycle, strategic funds from sources like SB-267 and others were allocated for transit capital projects over four years. Recently, the Clean Transit Enterprise was established through HB 21-260, creating a Retail Delivery Fee to provide competitive funding for zero-emission transit planning, facilities, charging infrastructure, and bus replacement projects. Furthermore, SB 24-230 introduces an “Oil & Gas Production Fee” to fund future transit and rail projects, with implementation expected in January 2026. This bill allocates fees from oil and gas companies to fund a Formula Local Transit Operations Grant Program (70 percent), Competitive Local Transit Grant Program (10 percent), and a Rail Funding Program (20 percent).

Due to limited state funding, many transit agencies in Colorado rely heavily on local funding, especially for operational costs. Alternative funding sources to support local and regional transit services include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorships/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees
- CDOT’s Office of Innovative Mobility Enterprise Funding

## 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)

## 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
- 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
- Ensure the Regional Coordinating Council has adequate resources and funding
- Advocate for increased coordination efforts between Mountain Valley Transit, 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
- Continue the successful implementation of a One-Call/OneClick Call Center for the Region
- Work to coordinate and establish fixed-route and demand response transit services to serve populations on corridors
- Expand interregional transit service to increase mobility for residents, employees, and visitors in the Region

## 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.

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
<b>Priority projects are currently under review. An updated draft list of projects will be included in the Public Review Draft.</b>						

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**TRANSPORTATION**  
**PLAN** CONNECTION. CHOICE.  
COLORADO FOR ALL.





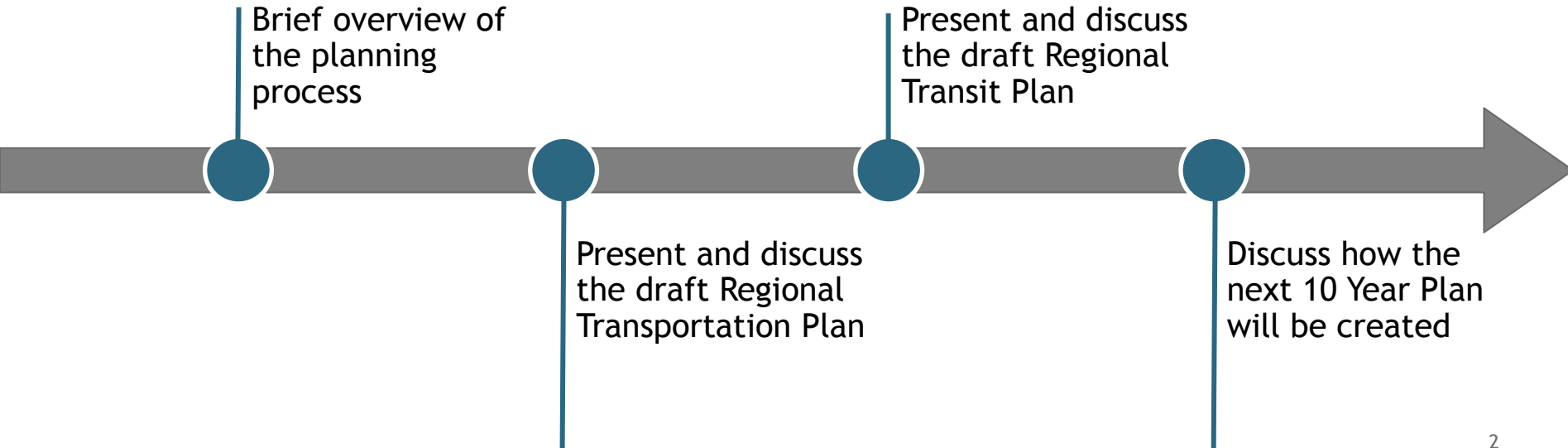
POWERED  
BY YOU

# San Luis Valley TPR

Meeting #4  
May 22, 2025



## Regional Transportation Plan Overview





# Background: From Statewide Vision to Achievable Reality



Regional Plans

Statewide Transportation &  
Transit Plans

10-Year Plan

4-Year STIP

Data Integration • Corridor Visions • Fact Sheets • Funding • Performance Reporting

## San Luis Valley TPR 2050 Regional Transportation Plan Priority Projects

Project ID	Type	Highway	Project Name	Project Description
2069	Highway	US 285	US 285 Multimodal Improvements in Saguache	This project will improve US 285 through Saguache with multimodal, streetscaping, and wayfinding enhancements.
2038	Highway	US 160	US 160 Intersection and multimodal improvements from Rio Grande Bridge to SH 17	This project will improve safety and multimodal accommodation. NEW ADDITION: Install multimodal safety improvements and connectivity to Alamosa Levee Trail system and manage Access along US 160 between the Denver Ave bridge and CO 17 intersection.
2070	Highway	SH 291	SH 291 and US 50 Intersection and Pedestrian Improvements	This project will improve the pedestrian environment and intersection at SH 291 and US 50 in Salida.
1051	Highway	US 285	US 285 Shoulder Widening from Center to Saguache	This project will widen shoulders on US 285 between Center and Saguache.
2061	Highway	US 160	US 160 and Pike Avenue Intersection Improvements	This project will improve safety and pedestrian connectivity. This project was prioritized in the 2019 Safety Study.
2456	Highway	US 50	US 50 Multimodal Improvements in Poncha Springs	This project includes multimodal, streetscaping, and wayfinding improvements to US 50 in Poncha Springs.
2039	Highway	US 24	US 24 Intersection Improvements at Steel	This project will improve the safety and congestion of the intersection of US 24 at Steele Drive in Buena Vista.
1302	Highway	US 160	US 160: Wolf Creek Pass East Mobility and Safety Improvements	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic ITS. US 160 Wolf Creek Pass East "Narrows" peeing lanes, shoulder widening, curver corrections, rockfall protection
2044	Highway	US 50	US 50 Pedestrian Crossing Improvements in Salida	Ped and striping improvements. RFPB with medians and cross walks.FUNDED. NEW Looking at below grade crossing at CR104. Below grade at CR104 is not funded.
2054	Highway	SH 149	SH 149 Passing Lanes and/or Pullouts	Topographic constraints. Will need walls or cuts. No crash hot spots. 1-mile NB & SB passing lanes South Fork to Creede
3701	Highway	US 160	US 160 Lane Diet Downtown Alamosa	Make permanent the lane diet in Alamosa's downtown to aid in traffic calming, promote economic development and pedestrian safety.
3113	Highway	US 160	US 160 Multimodal Improvements in Eastern Del Norte	Bike lanes and pedestrian improvements to access Del Norte School District along French Street and US 160 Xing
3116	Highway	US 160	US 160 Multimodal Improvements and Ped Crossing in Fort Garland	Most people like to walk to the post office and it's on the south side of 160 and west side of 159, we've had complaints that people don't feel safe crossing the street at times due to the speeds some people travel through Fort Garland.
3110	Highway	SH 370	SH 370 Resurfacing and Safety Improvements	Rural road surface treatment and safety improvements, specifically ditch crossing. Hwy 370 (imp 8 to hwy 285) pavement and safety improvements. It includes the 105s ditch crossing guardrail
2713	Highway	US 24	US 24 Multimodal Improvements in Buena Vista	Bike lane extensions, improved transition to sidewalks along US 24 between Mill Street and Baylor Drive Continuing highway corridor improvements completed in 2017 south to the signalized intersection of Baylor/DePaul/US 24 to enhance pedestrian safety, ADA accessibility, and multi-modal opportunities Relocation of "stop here" signs, add concrete median on southernmost crossing, ensure lights/buttons function, educational signage
1319	Transit	US 285, US 50	Poncha Springs Crossroads Welcome Center	Expansion and renovation of existing parking and transit facility adjacent to existing Welcome Center. Project located at intersection of US 285 and US 50. The facility will support Outrider to Alamosa, Pueblo, Gunnison, and Denver; Mountain Valley Transit to Salida and Buena Vista US 285 & US 50 Transit Center Poncha Springs/Salida Crossroads Transit Center (Combines Projects 1319, 2251, 1299) Full Service Transit Center replacing Mountain Valley Transit station on Jones Avenue in Salida.
2531	Transit	N/A	Formalize Regional Transit Council, Regional Transit Route Plan, One-Stop Shop for Transit in SLV/San Luis Valley Regional Transit Council (SLVRTC) Revitalization	This project creates a one-stop shop for transportation services information (e.g., call center, website, app), serving as a one-call, one-click resource. The project cost includes 10 years of operating. Coordinate planning and implementation of regional transit routes, stops, etc., connecting within Chaffee County with all parties. Conduct planning study to determine needs and develop action plan. Hire staff to serve as mobility manager and RCC lead at \$75k/year. Combines projects 2705 & 2536 Coordinate transportation services, public and private throughout the SLV Transportation Planning Region through a centralized coordinating entity pursuing a centralized network of communication services with other transportation providers and ridership. This entity will also manage the future planning efforts for growth, refinement, and expansion of transportation services with the TPR.
2535	Transit	US 160, US 285	New Essential Bus Service from Durango to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Busting Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile. (350 miles, 700 roundtrip)
2484	Transit	US 285, SH 291	Operational Costs for Service between Buena Vista and Salida Commuter	This project was ranked No. 7 in the 2020 SLV Transit Plan. The route is a 4-Corners to Denver route (the Gunbarrel Route) designed to carry passengers from the highly traveled Durango to Denver route over Wolf Creek Pass and on up US Hwy 285's Gunbarrel to follow the long time, traditional route from southwest Colorado to the Front Range to feed Denver and Fort Collins. Also includes projects 1916 and 2523
1307	Transit	US 285	Park and Ride and Bus Shelter in Monte Vista	Commuter service between Buena Vista and Salida; connecting populations to major employers for work shifts 5 days/week; night shifts for service industry (restaurants, entertainment, etc.) 10 years
				Establish Park-n-Ride, bus pull-out in Monte Vista



# Transit Plan Update

- Transit Plan Draft document has been provided
- Transit Plan to be published as Appendix to Transportation Plans, on the same schedule
- Upcoming: Survey for Older Adults & Adults with Disabilities
- Transit Connections Study





# Draft RTP Comments due May 22, 2025

- Comment via [SLVTPR 2050 RTP Comments Tracking Sheet](#)
- URL: [https://docs.google.com/spreadsheets/d/1SiB0UuEKiorRxOWi\\_bGgsKs73ssZlc-3\\_nRspWMHl0Q/edit?usp=sharing](https://docs.google.com/spreadsheets/d/1SiB0UuEKiorRxOWi_bGgsKs73ssZlc-3_nRspWMHl0Q/edit?usp=sharing)
- Transportation Planning Region members can email CDOT staff with their comments

**Please submit any emailed comments to:**

Spencer York, CDOT SLVTPR Planning Liaison at [spencer.york@state.co.us](mailto:spencer.york@state.co.us)

For Transit Plan Comments please CC Emily Barden at [emily.barden@state.co.us](mailto:emily.barden@state.co.us)



# Vision for the next 10-Year Plan

## Vision

Over the next decade, we will make strategic, high-quality investments to improve safety, fix our roads, and sustainably increase transportation choice.

## Desired Outcomes:

- ✓ Fix Our Roads
- ✓ Make transportation safer
- ✓ More Transportation Choice
- ✓ Accountable and Transparent





# Goal Achievement through 10-Year Plan

Achieve goals through a strategic pipeline of projects and prioritize projects that meet policy outcomes.



## Advancing Transportation Safety

- Targeted, safety-focused investments
- Address LOSS III/IV locations, meaning locations with high or moderate potential for crash reduction

Identify co-benefits - best project(s) that achieves multiple goal areas.



## Fix Our Roads

- Address poor assets and those expected to become poor over the next decade on the State Highway System
- “Worst-First” approach
- Support preventative maintenance

Crosswalk regional goals into PD-14 to find alignment if possible.



## Sustainably Increase Transportation Choice

- Alternatives to Single Occupancy Vehicle (SOV) travel
- Addresses transit system gaps
- Projects that improve air quality, reduce vehicle miles traveled (VMT) and support neighborhood centers

Ensure disproportionately impacted communities realize economic benefits from projects, consistent with TC Guiding Principles.



# Transition Between Plans

## Current 10-Year Plan

FY 2019-2027



- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

- Development Slated for 2025
- Adoption in Dec. 2025
- Replaces “Out” Years with new four-year prioritized plan
- “New” 10-Year Plan will show any carryover from pre-2027.



**Refresh Cycle to “New” Plan:**  
Evaluate current “out” years projects (FY 2027+)  
Identify new projects (from planning process & asset management needs)  
Revised funding scenarios  
Updated project pipeline



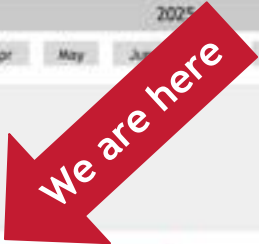
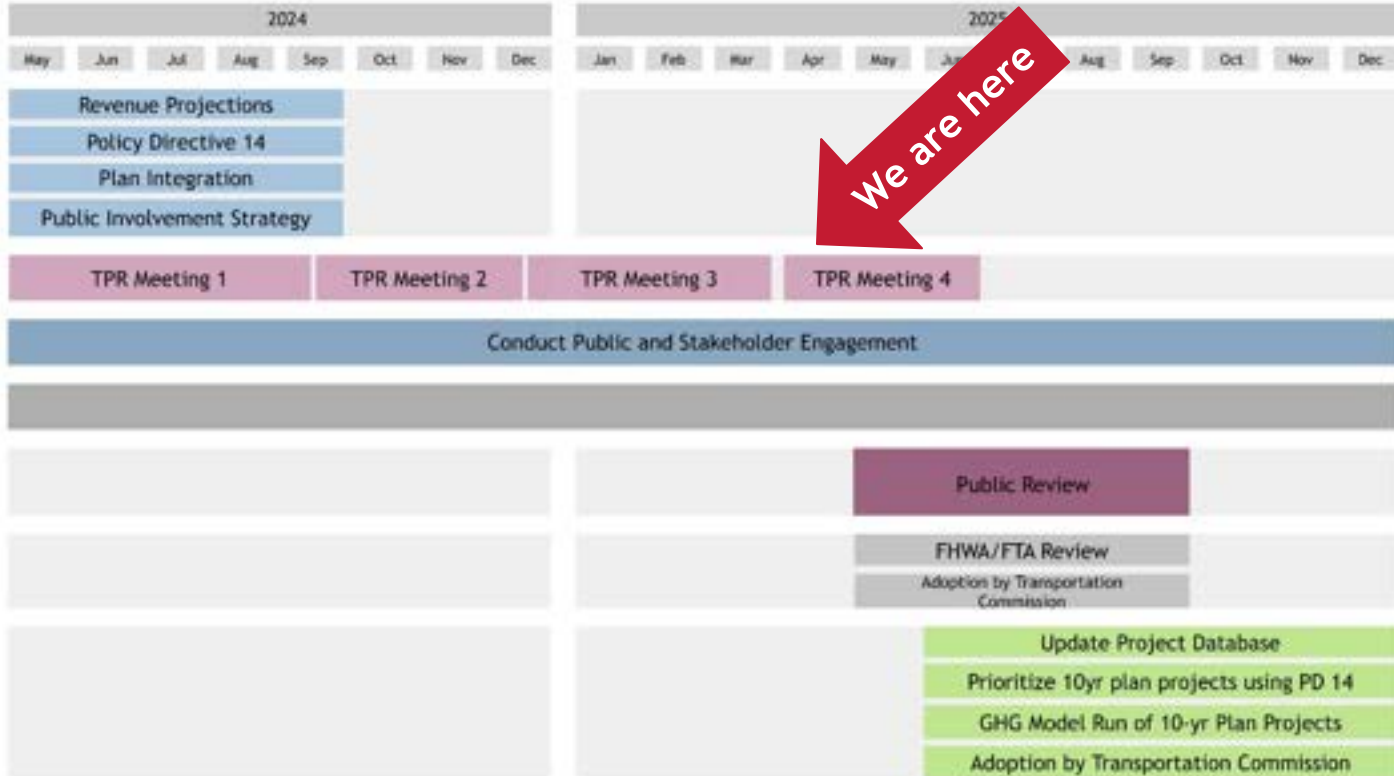
## “New” 10-Year Plan FY 2027-2036



# 2050 Statewide and Regional Plan Timeline

## Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 4/8/2025



**2050 Plan Development Activities**

Rural TPR Outreach

Public Involvement

MPO Coordination

2050 Regional Transportation Plan Review and Adoption

2050 SWP Review and Adoption

**New 10-Year Plan Covering FY 2027-2036**



# Telephone Town Hall Dates and Survey Link

## Telephone Town Halls Covering the Counties in San Luis Valley TPR ([Link](#))

Transportation Commision District	Counties	Date	Time
District 7	<u>Chaffee</u> , Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin & Summit Counties	June 9	6:30 pm to 7:30 pm
<u>District 8</u>	<u>Alamosa</u> , Archuleta, <u>Conejos</u> , <u>Costilla</u> , Dolores, Hinsdale, La Plata, <u>Mineral</u> , Montezuma, <u>Rio Grande</u> , <u>Saguache</u> , San Miguel, & San Juan Counties	June 5	6:30 pm to 7:30 pm

## Statewide 2050 Plan Survey

- [The Statewide Plan Survey link](#)



# Next Steps

- DRAFT RTP COMMENTS DUE! (June 5, 2025)
- Telephone Town Halls (June 5, 2025 and June 9, 2025)
- SWP Survey closes (June 12, 2025)
- Release of 2050 RTPs and SWP for Public Comment (July 16 - August 15, 2025)
- Adopt 2050 SWP (August 2025)
- Post-RTP TPR Chair Meeting (Summer 2025)
- GHG Transportation Report (November 2025)
- TC Adopt Updated 10-Year Plan (December 2025)

[Check Out the 'Your Transportation Priorities' Website for More Information](#)



San Luis Valley TPK 2050 Regional Transportation Plan Priority Projects				
Project ID	Type	Highway	Project Name	Project Description
2069	Highway	US 285	US 285 Multimodal Improvements in Saguache	This project will improve US 285 through Saguache with multimodal, streetscaping, and wayfinding enhancements.
2038	Highway	US 160	US 160 intersection and multimodal improvements from Rio Grande Bridge to SH 17	This project will improve safety and multimodal accommodation. NEW ADDITION: Install multimodal safety improvements and connectivity to Alamosa Levee Trail system and manage Access along US 160 between the Denver Ave bridge and CO 17 intersection.
2070	Highway	SH 291	SH 291 and US 50 Intersection and Pedestrian Improvements	This project will improve the pedestrian environment and intersection at SH 291 and US 50 in Salida.
1051	Highway	US 285	US 285 Shoulder Widening from Center to Saguache	This project will widen shoulders on US 285 between Center and Saguache.
2061	Highway	US 160	US 160 and Pike Avenue Intersection Improvements	This project will improve safety and pedestrian connectivity. This project was prioritized in the 2019 Safety Study.
2456	Highway	US 50	US 50 Multimodal Improvements in Poncha Springs	This project includes multimodal, streetscaping, and wayfinding improvements to US 50 in Poncha Springs.
2039	Highway	US 24	US 24 Intersection Improvements at Steel	This project will improve the safety and congestion of the intersection of US 24 at Steele Drive in Buena Vista.
1302	Highway	US 160	US 160: Wolf Creek Pass East Mobility and Safety Improvements	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic ITS. US 160 Wolf Creek Pass East "Narrows" passing lanes, shoulder widening, curver corrections, rockfall protection
2044	Highway	US 50	US 50 Pedestrian Crossing Improvements in Salida	Ped and striping improvements. RRFB with medians and cross walks.FUNDED. NEW Looking at below grade crossing at CR104. Below grade at CR104 is not funded.
2054	Highway	SH 149	SH 149 Passing Lanes and/or Pullouts	Topographic constraints. Will need walls or cuts. No crash hot spots. 1-mile NB & SB passing lanes South Fork to Creede
3701	Highway	US 160	US 160 Lane Diet Downtown Alamosa	Make permanent the lane diet in Alamosa's downtown to aid in traffic calming, promote economic development and pedestrian safety.
3113	Highway	US 160	US 160 Multimodal Improvements in Eastern Del Norte	Bike lanes and pedestrian improvements to access Del Norte School District along French Street and US 160 Xing
3116	Highway	US 160	US 160 Multimodal Improvements and Ped Crossing in Fort Garland	Most people like to walk to the post office and it's on the south side of 160 and west side of 159, we've had complaints that people don't feel safe crossing the street at times due to the speeds some people travel through Fort Garland.
3110	Highway	SH 370	SH 370 Resurfacing and Safety Improvements	Rural road surface treatment and safety improvements, specifically ditch crossing. Hwy 370 (mp 8 to hwy 285) pavement and safety improvements. It includes the 105s ditch crossing guardrail
2713	Highway	US 24	US 24 Multimodal Improvements in Buena Vista	Bike lane extensions, improved transition to sidewalks along US 24 between Mill Street and Baylor Drive Continuing highway corridor improvements completed in 2017 south to the signalized intersection of Baylor/DePaul/US 24 to enhance pedestrian safety, ADA accessibility, and multi-modal opportunities Relocation of "stop here" signs, add concrete median on southernmost crossing, ensure lights/buttons function, educational signage
1319	Transit	US 285, US 50	Poncha Springs Crossroads Welcome Center	Expansion and renovation of existing parking and transit facility adjacent to existing Welcome Center. Project located at intersection of US 285 and US 50. The facility will support Outrider to Alamosa, Pueblo, Gunnison, and Denver; Mountain Valley Transit to Salida and Buena Vista US 285 & US 50 Transit Center Poncha Springs/Salida Crossroads Transit Center (Combines Projects 1319, 2751,1299) Full Service Transit Center replacing Mountain Valley Transit station on Jones Avenue in Salida.
2531	Transit	N/A	Formalize Regional Transit Council, Regional Transit Route Plan, One-Stop Shop for Transit in SLV/San Luis Valley Regional Transt Council (SLVRTC) Revitalizaion	This project creates a one-stop shop for transportation services information (e.g., call center, website, app), serving as a one-call, one-click resource. The project cost includes10 years of operating. Coordinate planning and implementation of regional transit routes, stops, etc., connecting within Chaffee County with all parties. Conduct planning study to determine needs and develop action plan. Hire staff to serve as mobility manager and RCC lead at \$75k/year. Combines projects 2705 & 2536 Coordinate transportation services, public and private throughout the SLV Transportation Planning Region through a centralized coordinating entity pursuing a centralized network of communication services with other transportation providers and ridership. This entity will also manage the future planning efforts for growth, refinement, and expansion of transportation services with the TPR.
2535	Transit	US 160, US 285	New Essential Bus Service from Durango 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. (350 miles, 700 roundtrip) This project was ranked No. 7 in the 2020 SLV Transit Plan. The route is a 4-Corners to Denver route (the Gunbarrel Route) designed to carry passengers from the highly traveled Durango to Denver route over Wolf Creek Pass and on up US Hwy 285's Gunbarrel to follow the long time, traditional route from southwest Colorado to the Front Range to feed Denver and Fort Collins. Also includes projects 1916 and 2523
2484	Transit	US 285, SH 291	Operational Costs for Service between Buena Vista and Salida Commuter	Commuter service between Buena Vista and Salida; connecting populations to major employers for work shifts 5 days/week; night shifts for service industry (restaurants, entertainment, etc.) 10 years
1307	Transit	US 285	Park and Ride and Bus Shelter in Monte Vista	Establish Park-n-Ride, bus pull-out in Monte Vista