

MEETING AGENDA
SAN LUIS VALLEY REGIONAL TRANSPORTATION PLANNING COMMISSION
www.slvdrg.org/slv-regional-transportation-planning-commission/

November 13, 2025, 9:30 a.m.

Virtual Meeting

Join Zoom Meeting

SLV TPR 111325

November 13, 2025, 09:30 a.m.

Join Zoom Meeting

<https://us06web.zoom.us/j/85966012409?pwd=Wj0kHoB9iUM9Kalnnaf52DppwnqfHj.1>

Meeting ID: 859 6601 2409

Passcode: 479992

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- 9:30 I. Introductions & Welcome:** (additions/changes to agenda)
- 9:35 II. Approval of minutes of August 21, 2025**
- 9:40 III. Public Comments** (10 min.)
- 9:50 IV. Transit Council Report** – Barry van Sant, SLV TPR Transit Rep., & Kate Garwood, Neighbor to Neighbor (20 min.)
- 10:10 V. CDOT Project & Maintenance Updates** – (20 min.)
- 10:30 VI. 10 Year Plan update** – Tim Funk, CDOT Region 5 Planner/Environmental Specialist – (15 min.)
- 10:45 VII. Grants Update** – Tim Funk, CDOT Region 5 Planner/Environmental Specialist – (10 min.)
- 10:55 VIII. Approval of 2050 SLV Regional Transportation Plan** – Spencer York CDOT Transportation Specialist (15 min.)
- 11:10 IX. Approval of 2050 SLV Regional Transit Plan** – Spencer York CDOT Transportation Specialist (15 min.)
- 11:25 X. Other business**
- 11:30 XI. Adjourn**

SLV TPR Meeting Dates 2026: February 26; May 28; August 27; November 12

MEETING MINUTES

SAN LUIS VALLEY TRANSPORTATION PLANNING COMMISSION
Alamosa County Services Center, 8900 Independence Way, Alamosa, Colo.
Thursday, August 21, 2025
9:30 a.m. – 11:15 a.m.

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

Annie Altwarg, CDOT Region 5 Bicycle and Pedestrian Program

Local Elected Officials

Zeke Ward, Mineral County Commissioner

Tyler Ratzlaff, Rio Grande County Commissioner

Vern Heersink, Alamosa County Commissioner

Agency/Government Representatives & Others

Deacon Aspinwall, City of Alamosa

Patrick Ortiz, Sen. John Hickenlooper

Barry Van Sant, SLV Transit Council/TPR Representative

Brian Berger, Buena Vista Town Administrator

Lance Hostetter, Town Manager, Poncha Springs

Kate Garwood, Mtn. Valley Transit

Eric Kaiser, Mtn. Valley Transit

Richard Hubler, Alamosa County Planning & Zoning

Chris Rodriguez, Costilla County Asst. Adm.

Miles Cottom, Chaffee County Planning Dir.

Don Martinez, Conejos County Road & Bridge

Bernadette Martinez, Del Norte Town Adm./Clerk

DJ Enderle, City of Monte Vista

Don Reimer, Chaffee County Administrator

Sarah Stoeber, SLV DRG/COG

Ame Warner, Town of Saguache; ScSEED

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 May 22, 2025

MOTION: Deacon Aspinwall moved to approve minutes of May 22, 2025, as submitted.

SECOND: Brian Berger

ACTION: Motion passed

III. Public Comment – No public comment.

IV. Transit Council Report – Barry Van Sant reported efforts are underway by previous members to reestablish the Regional Transit Council. Part of the effort includes conducting a needs assessment to update regional transit needs and services.

V. Transportation Commission – Commissioner McLachlan was unable to attend.

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

VII. MMOF Grant Recommendations – Tim Funk presented the recommendations of the MMOF Review Committee for projects to be funded in the current funding cycle. The committee considered five applications totaling \$1,402,378. The following applications and amounts were considered:

Neighbor to Neighbor (Valley Connector)	217,500
Town of Saguache (US 285 landscaping)	150,000
Town of Buena Vista (Transportation Master Plan)	116,250
Saguache County (Phase 3 Safe Routes to Schools)	184,148
<u>City of Alamosa (Hunt Ave. Cultural Trail)</u>	<u>734,480</u>
Total Amount Requested	\$1,402,378

The committee recommended the following awards totaling \$730,194:

Neighbor to Neighbor (Valley Connector)	217,500
Town of Saguache (US 285 landscaping)	150,000
Saguache County (Phase 3 Safe Routes to Schools)	184,148
<u>City of Alamosa (Hunt Ave. Cultural Trail)</u>	<u>178,546</u>
Total Amount Awarded	\$730,194

MOTION: Tyler Ratzlaff moved to approve the recommendation of the review committee.

SECOND: Zeke Ward

ACTION: Motion passed

VIII. Updated 10-Year Plan – Tim Funk presented an update on the development of a new 10-Year Plan for CDOT Region 5, which includes the SLV TPR. The proposal for the FY27-plus recommends dropping three uncompleted projects from the previous 10-Year Plan – Alamosa Transit Center, CO 172 between New Mexico to Ignacio RSST, and US 160 ITS Infrastructure – and adding six new projects to the Plan. Those six new projects include: US 160 Dry Creek Passing & Mobility Improvements; CP 370 Resurfacing & Safety Improvements; Intersection Improvements at Ilium Rd. & CO 145; CO 159 RRST Stateline to Culebra Crk; CO 115 Resurfacing MP 26-34; and Mancos Business Loop Resurfacing. Region 5 is estimated to receive \$69M during FY2027-30, and \$103M for “out-years” FY 2031-36. A copy of the full presentation is attached to these minutes.

IX. Update on 2050 SLV Regional Transportation Plan – Spencer York reported that public input/comment on the draft plan will be accepted until August 31. The final plan will be presented to the SLV TPR at the November meeting.

X. Other Business – None

XI. Adjourn. The meeting was adjourned at 11:15.



SLVTPR- RECENTLY COMPLETED PROJECTS

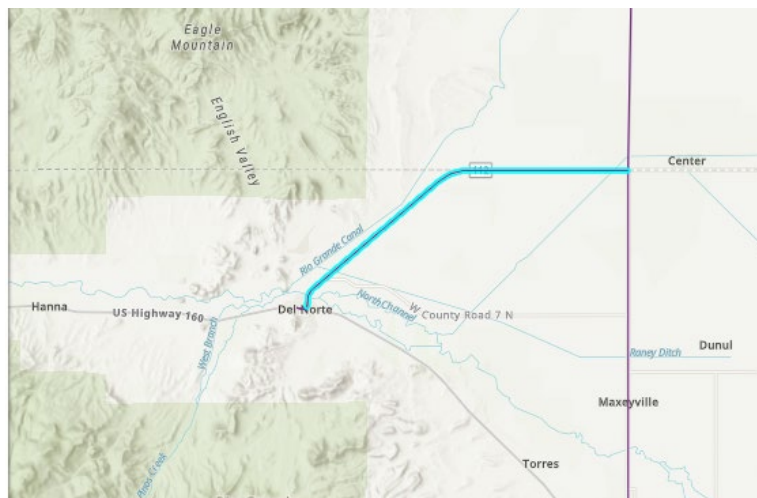
SH 112- Del Norte to US 285- 20624

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 received a surface treatment. This project began on May 13, 2025 and was completed in October 2025.



CURRENT PROJECTS

US 160 Fort Garland East Safety Mitigation- 22834

Budget: \$14mill

Funding Type: Priority, Safety

Awarded: Capital Paving & Construction

This project will take place on US 160, from approximate MP 258- 265, in Costilla County, beginning just East of Fort Garland and continuing to La Veta Pass. The scope includes safety mitigation, culvert repairs, the construction of up to 3 wildlife underpasses with associated wildlife fencing, deer guards, gates and jump outs. This project began on March 3, 2025 and has an anticipated completion date in spring 2026.



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, and should be completed in November 2025.



R5 Timber Beam Bridge Repair- 25564

Budget: \$1 million

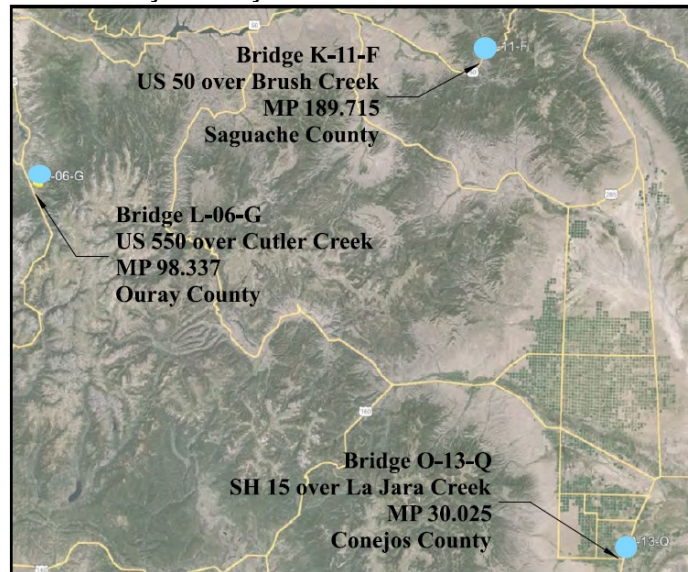
Funding Source: Freight

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 began on September 8th, and should be completed by December. 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 began on July 16th, 2025 and should be completed in November 2025. There are two locations within the SLVTPR:

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

SLVTPR- UPCOMING PROJECTS

US 285 Conejos River Bridges P-12-A & P-12-B- 23069 & 20381

Budget: \$5 million & \$500k

Funding Type: Structures, BE

Awarded: W.W. Clyde & Co.

These two bridge projects will take place on US 285 in Conejos County, at approximate MP 7- 8. Both bridge structures will receive work. Structure P-12-A will be replaced. On structure P-12-B, the bridge deck and rails will be replaced. This combo project has been awarded, and has a tentative state date in late November 2025.



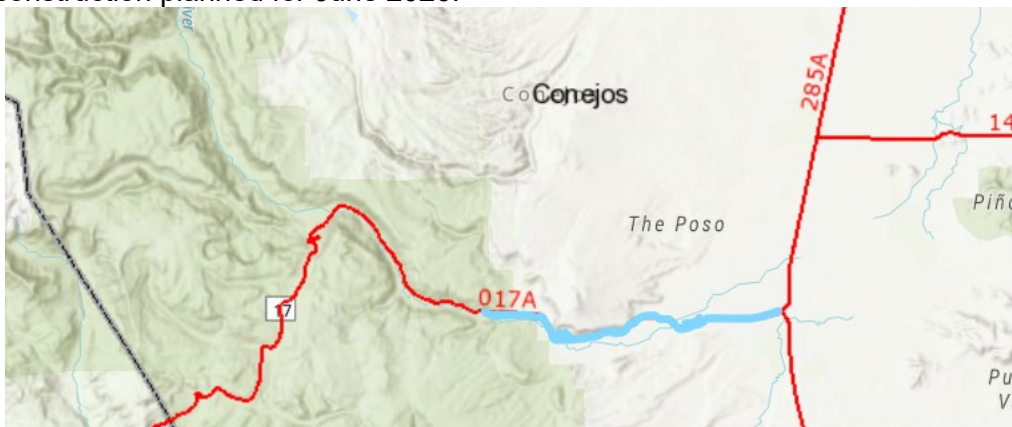
SH 17 Antonito West RRST- 24926

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 currently under Ad with construction planned for June 2026.



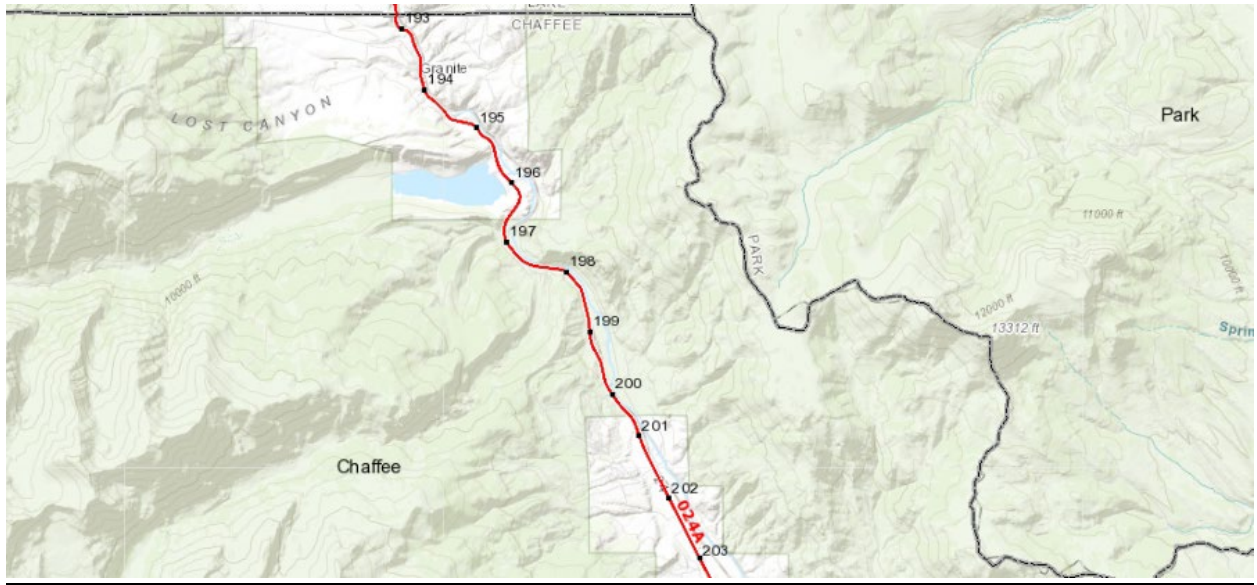
US 24 Granite North to R3- 26090

Budget: \$10 mill

Funding Type: Surface Treatment

Awarded: Oldcastle Southwest Group, Inc

This project will take place on US 24, from approximate MP 192.7 – 203 in Chaffee County. Beginning at MP 203, US 24 will be resurfaced North to the Region 3 boundary. Work will include a surface treatment, new guardrail and striping. This project has been awarded, with construction planned for spring 2026.



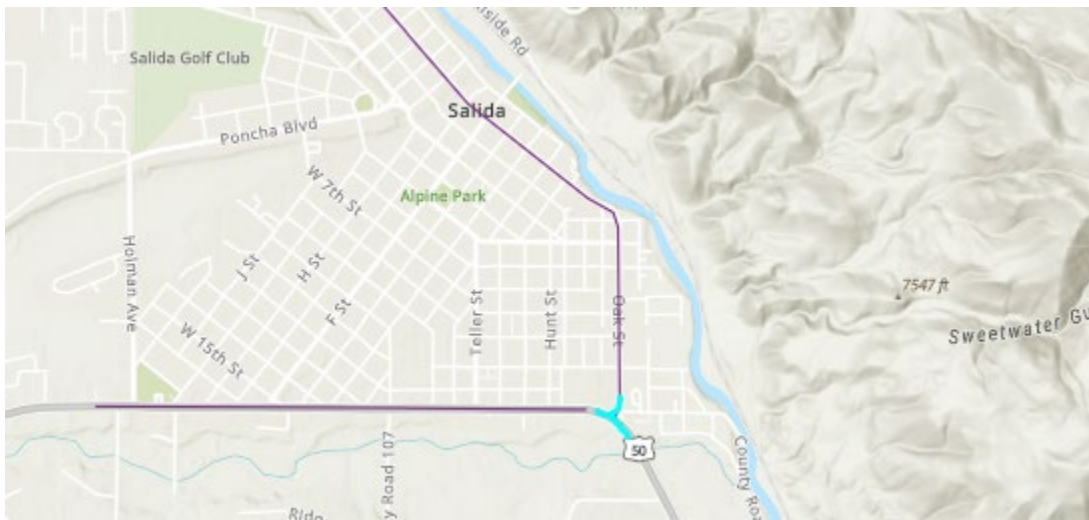
SH 291 and US 50 Roundabout- 24699

Budget: \$400k

Funding Type: Traffic & Safety

Ad Date: August 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 August 2026.



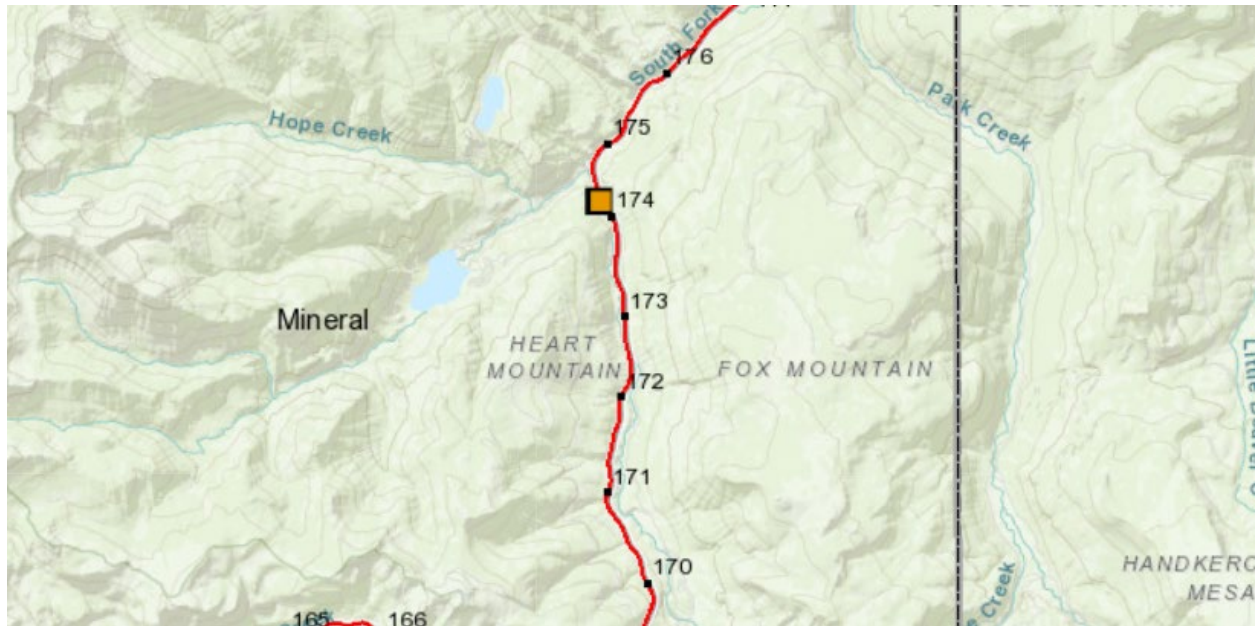
US 160 Wolf Creek Tunnel Maintenance- 26706

Budget: \$1 million

Funding Type: Tunnel

Ad Date: December 2025

This project will take place on US 160 at approximate milepost 173- 175, in Mineral County. The scope of work includes maintenance of the Wolf Creek Tunnel. Work will include a new concrete tunnel liner and protective nanokote lining, concrete patching and crack repair. This project is scheduled to go to Ad in December 2025 with construction planned for Spring 2026.



SH 15, SH 136 & SH 371 Resurfacing RRST- 26922

Budget: \$10 million

Funding Type: Strategic 10 Yr Plan

Ad Date: Fall 2026

This resurfacing project will take place on three rural highways in Conejos County. Each section of highway will be resurfaced. Additional scope includes sign replacement and new pavement markings. The Ad date is tentatively scheduled for Fall 2026. The locations that will receive treatment are below:

- SH 15 West of La Jara, MP 24.9- 30.9
- SH 136 East of La Jara, MP 1- 3
- SH 371 between SH 15 and SH 368, MP 0 2.4

SH 114 Bridges K-09-B & L-11-C BTE- 26416

Budget: \$3 million

Funding Type: FASTER Bridge Enterprise

Ad Date: February 2027

This project will take place on SH 114 at approximate mileposts 11.9 and 40.9, in Saguache County. The scope of work includes deck repair and a full bridge replacement. This project is currently in the Design phase with an Ad date tentatively scheduled for February 2027. Exact locations are below:

- K-09-B- MP 11.9
- L-11-C- MP 40.9



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San Luis Valley TPR 10-Year Plan Updates - 11/25



New Project Added to the Plan

Project Name	Total Project Cost	Re-allocated FY19-26 Funds	Proposed FY 31-36 Funds	Project Scope/Other Funding
<p>Poncha Springs Crossroads Welcome Center</p>	<p>\$2,000,000</p>	<p>\$560,000</p>	<p>\$1,440,000</p>	<p>Scope: Expansion and renovation of existing parking and transit facility adjacent to existing Welcome Center. Project located at intersection of US 285 and US 50.</p> <p>Re-allocated FY19-26 funds will be available as soon as new 10 Year Plan is approved in spring 2026.</p>



FY 19-26 Transit Project Removed from Plan and Funding Reduction to FY31-36 Project

Project Name	Current FY19-26 Funds	Proposed FY19-26 Funds	Project Status
Northeast San Luis Valley Transit Service	\$560,000	\$0	Funds moved to Poncha Springs Welcome Center, which is higher on the list of TPR transit priorities.

Project Name	Previous Draft FY31-36 Funds	Proposed FY31-36 Funds	Project Status
Intersection Improvements at US 160 and Pike Avenue	\$10,530,000	\$9,090,000	Total project cost to complete entire corridor is \$53.4M \$9M anticipated to be enough to improve intersection. Additional safety or other funds will be needed to complete \$53.4M project.



Complete List of 10-Year Plan Projects (FY 27 - 36)

Project Name	Proposed FY19-26 Funding	Proposed FY27-30 Funding	Proposed FY31-36 Funding
Pagosa Springs' Main Street Reconstruction and Multimodal Improvements	\$27,500,000		
US 160 East of Fort Garland Safety and Wildlife Mitigation	\$10,300,000		
Intersection and Pedestrian Improvements at CO 291 and US 50	\$7,000,000		
Bus Service between Pagosa Springs and Durango	\$500,000		
Poncha Springs Crossroads Welcome Center	\$560,000		\$1,440,000
Regional Transit Service between Montrose and Telluride	\$1,500,000		
Outrider Stop Improvements Crested Butte to Denver Route	\$80,000		
Salida Transit Capital Improvements	\$480,000		
Outrider Stop Improvements Alamosa to Pueblo Route	\$250,000		
Durango Transit Capital Improvements	\$4,500,000		
Outrider Improvements Durango to Grand Junction Route, GVTTPR	\$250,000		
Outrider Improvements Durango to Grand Junction Route, SWTPR	\$400,000		
Buena Vista Park-n-Ride and Intermodal Facility	\$1,000,000		



Complete List of 10-Year Plan Projects (FY 27 - 36)

Project Name	Proposed FY19-26 Funding	Proposed FY27-30 Funding	Proposed FY31-36 Funding
US 160 Elmore's Corner East	\$17,400,000	\$6,900,000	
US 550 shoulder improvements and wildlife fencing and underpass between Uncompahgre River and Colona	\$10,500,000	\$20,399,000	
Multimodal Improvements on CO 145	\$680,000	\$2,700,000	
US 285 Multimodal Improvements in Saguache		\$2,910,000	
CO 15 West of La Jara		\$10,400,000	
CO 136 East of La Jara			
CO 371 between CO 15 and CO 368			
US 160: Dry Creek Passing and Mobility Improvements		\$13,530,000	
US 550 P-05-G Bridge Replacement		\$1,000,000	
US 285 Safety and Mobility Improvements between Center and Saguache	\$20,600,000	\$11,161,000	\$1,939,000



Complete List of 10-Year Plan Projects (FY 27 - 36)

Project Name	Proposed FY19-26 Funding	Proposed FY27-30 Funding	Proposed FY31-36 Funding
US 24 Intersection Improvements at Steele in Buena Vista			\$3,410,000
SH 370 Resurfacing and Safety Improvements			\$11,600,000
CO 145 Dolores East			\$10,380,000
US 50 Corridor Improvements in Poncha Springs			\$17,900,000
US 160 Multimodal Improvements in Alamosa			\$3,201,000
Wildlife Mitigation on US 160 between Cortez and Mancos			\$5,700,000
Intersection Improvements at US 160 and Pike Avenue			\$9,090,000
Intersection Improvements at US 160 and CR 30.1 (Phil's World)			\$2,700,000
CO 159 Stateline to Culebra Creek South of San Luis			\$17,500,000
CO 151 Resurfacing MP 26-34			\$9,400,000
Mancos Business Loop Resurfacing			\$2,500,000
Illium Intersection at 145 - MP 74.1 (south side)			\$6,270,000
Total		\$69,000,000	\$103,000,000



New Project Outside of 10-Year Plan

Project Name	Total Project Cost	Schedule	Funding Type	Project Scope
Rural Road Surface Treatment CO 114 MP 28-38	\$10,700,000	Ad Fall 2026, Construction 2027	Federal redistribution (unused funds swept back by feds and distributed to states)	Scope: Resurfacing of worst consecutive 10-mile stretch of CO 114 in Saguache County, from summit of Cochetopa Pass to the east.



10-Year Plan Questions

Any Questions?



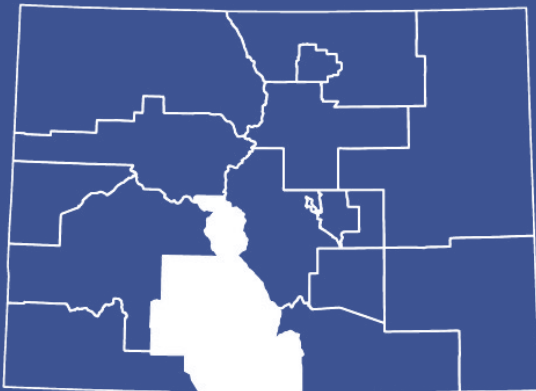
CDOT R5 GRANTS UPDATE

- **Revitalizing Main Streets (RMS)**
 - Unfunded through at least FY 26.
- **Multimodal Transportation and Mitigation Options Fund (MMOF)**
 - Awarded through FY 29. Next call in 3 years for FY30+ funds
- **Transportation Alternatives Program (TAP)**
 - Next call anticipated in Fall 2026
- **Safe Routes to School (SRS)**
 - Next Grant Period to open August 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.

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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.



Letter from Region Chair

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.

Sincerely,



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 Regional Transit Plan is included in Appendix A.

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

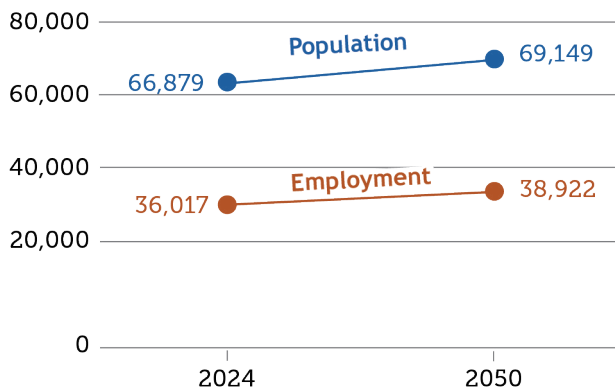
Regional Transportation Story

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.

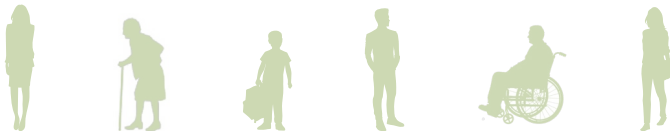
Population & Employment

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)

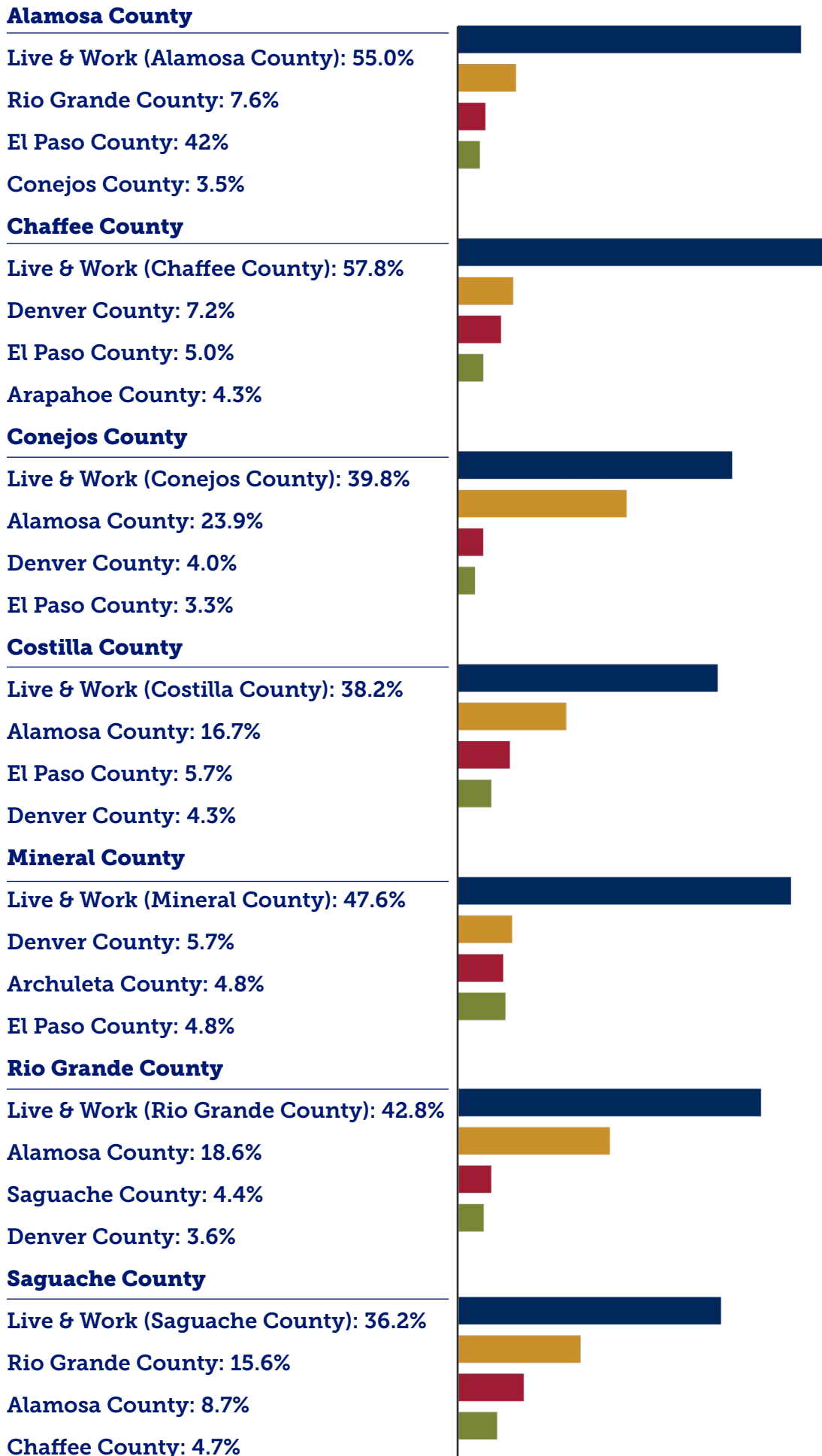
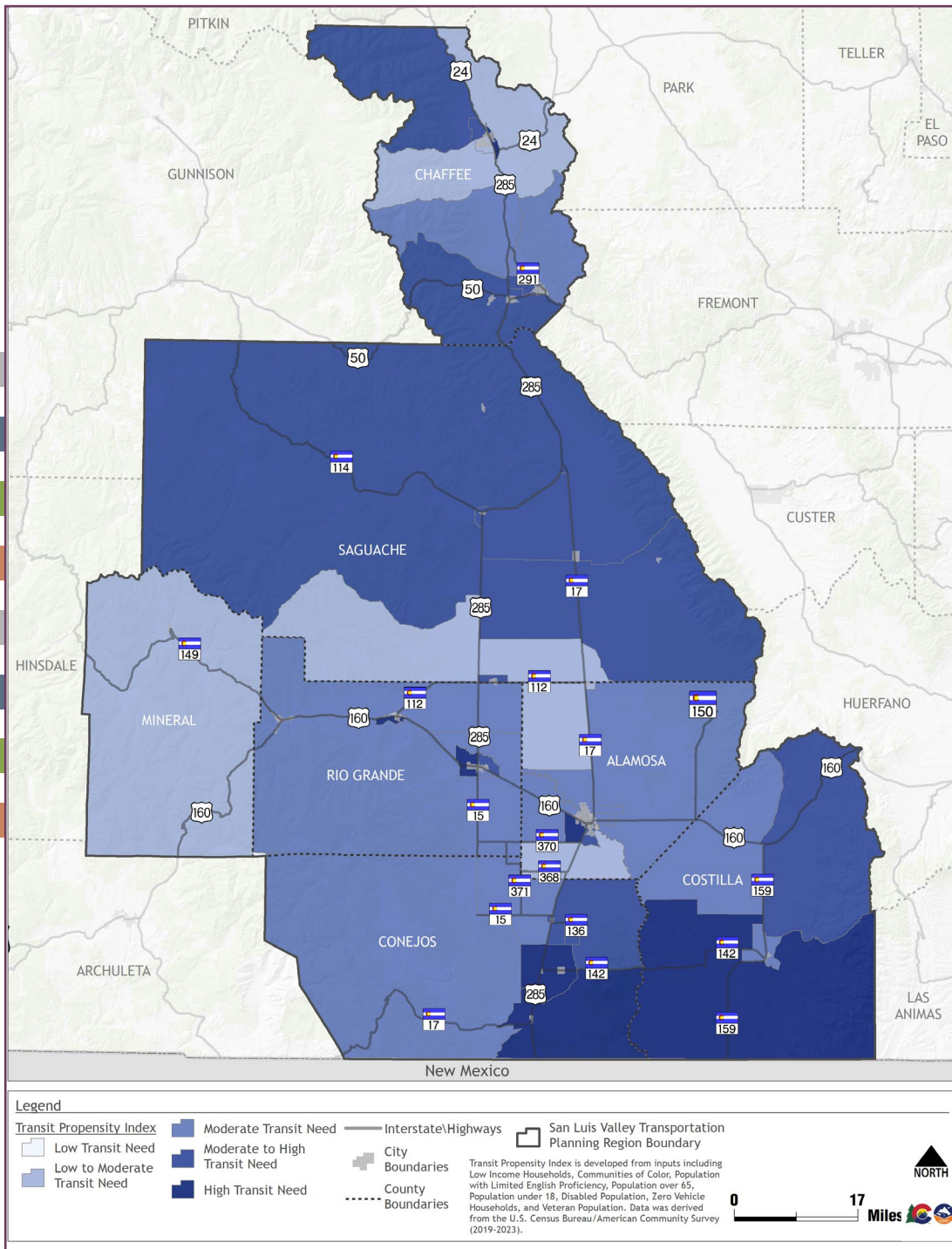


Figure 3. Source: U.S. Census, Longitudinal Employer-Household Dynamics, 2022

Identified Transit Need

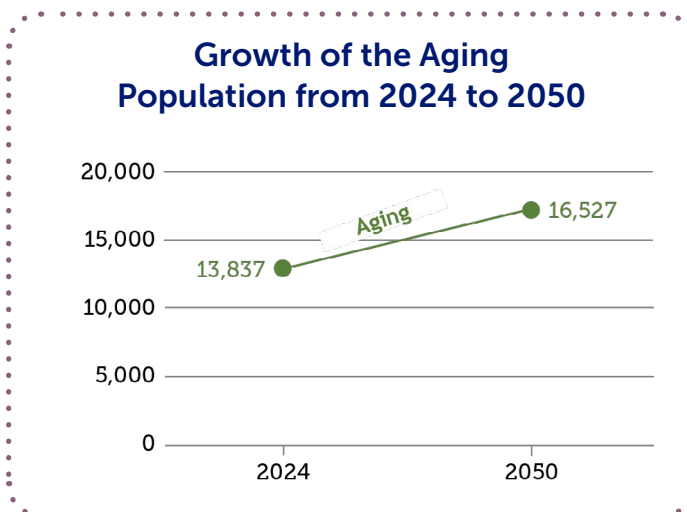


Source: U.S. Census Bureau / American Community Survey (2019-2023).

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

Aging Population

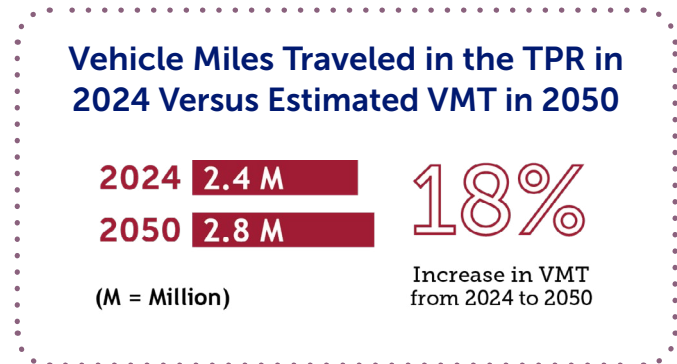
Aging adults, those over 65 years old, are anticipated to have different travel needs. The aging population will likely need public transportation services as alternatives to driving as well as roadway improvements such as better signage, striping and lighting. The aging population in the San Luis Valley 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

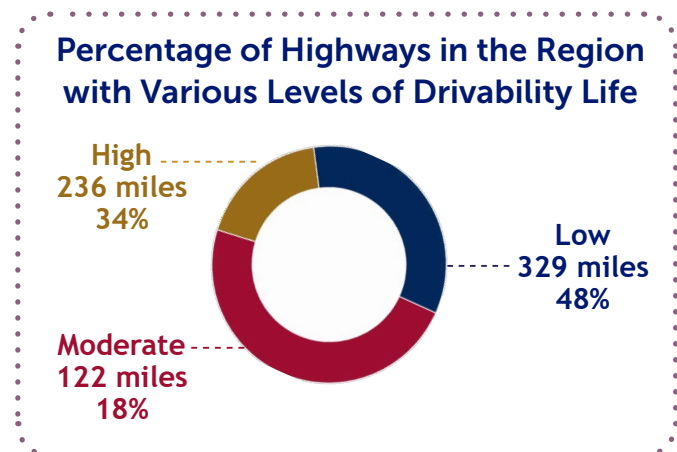
While the total Vehicle Miles Traveled (VMT) are anticipated to increase by 18% in the region from 2024 to 2050, the travel experience is anticipated to remain at an acceptable level of service with minimal congestion compared to other highways around the state. The San Luis Valley TPR experiences higher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



CDOT DTD, Travel Modeling Unit, 2024

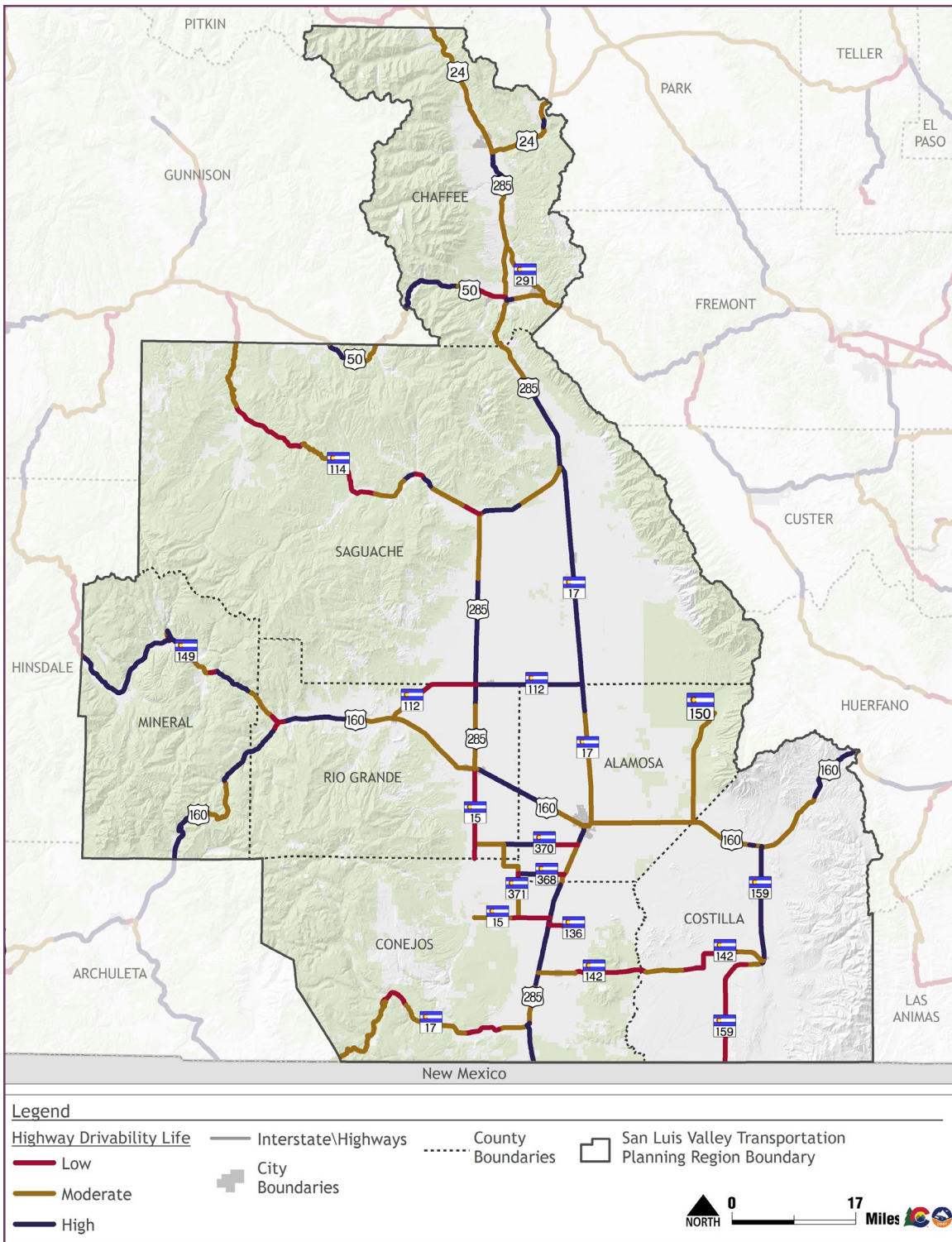
Road Conditions

- 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 life 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 Factors Resulting in injury or Death (2023)

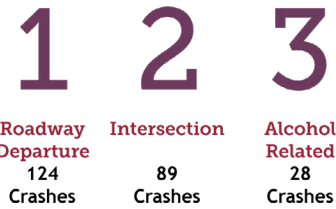


Figure 7. Source: CDOT Crash Database, 2025

VRU Crashes Recorded Resulting in Serious Injury or Death (2023)



Figure 8. Source: CDOT Crash Database, 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 Alamosa to Pueblo along CO 17, US 50 and US 285. The other route operates from Crested Butte to Denver along 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 San Luis Valley Regional Airport.

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 through 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 and Preserve, 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 tourism 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

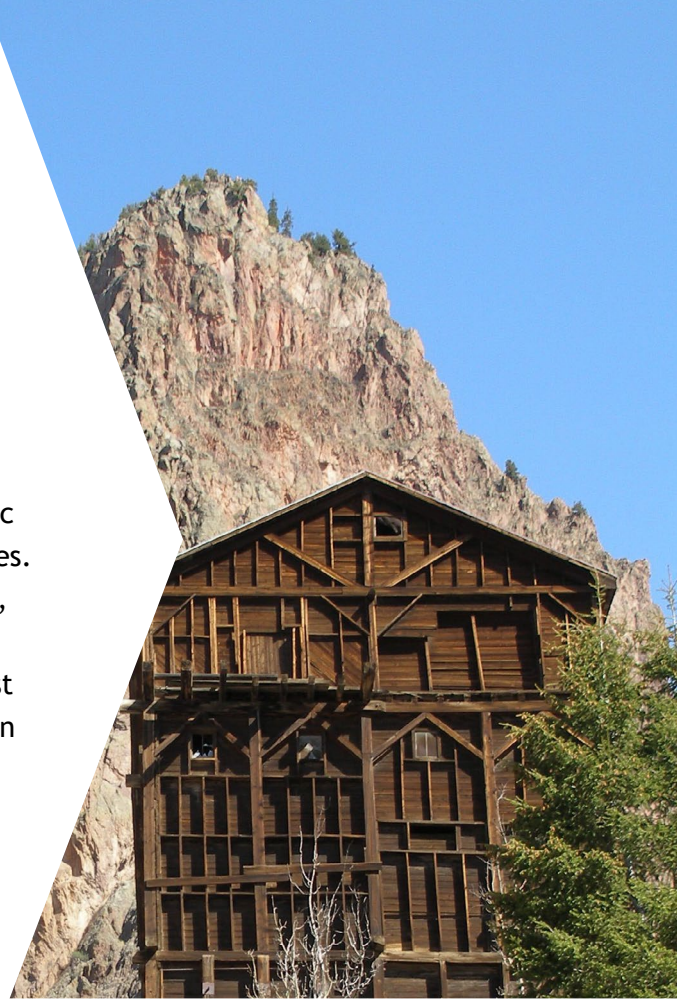
As mentioned, the region is home to the Great Sand Dunes National Park and Preserve, which has one of America's most diverse landscapes. Just south of the City of Monte Vista sits the Monte Vista National Refuge, an important wetland ecosystem for the region. Additionally, multiple wildlife refuges are within the region, including Monte Vista National Wildlife Refuge, Alamosa National Wildlife Refuge, and Baca National Wildlife Refuge. 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

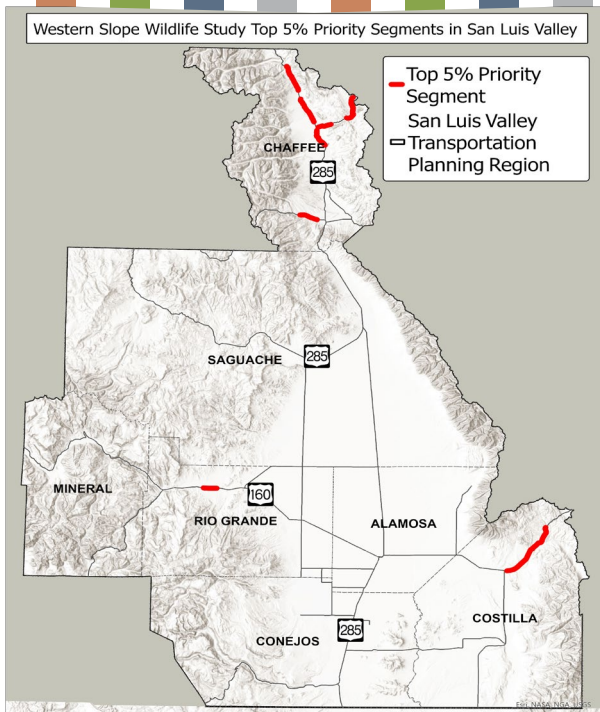
The San Luis Valley TPR economy is rooted in agriculture, and as such there are a significant number of routes used for moving goods throughout the region on a daily basis. From local farm-to-table to more industrialized farming, agriculture plays an essential role in the region. The main corridors also 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

As a region of unique natural landscapes and significant wildlife populations, it is vitally important to provide sustainable transportation options and prioritize measures to reduce wildlife collisions. CDOT's Western Slope Wildlife Prioritization Study designated numerous roadways in the San Luis Valley as top 5% priority segments for wildlife collision mitigation. As a common crash type, wildlife collisions not only harm wildlife but also pose a serious danger to road users. Improved wildlife fencing and crossings result in stronger deer populations and improved safety outcomes.



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

Building on the extensive outreach conducted during the last plan update and using a wide range of engagement activities, CDOT officials engaged local and regional stakeholders and community members in person, over the phone, and online. As a result, we heard from many residents throughout the TPR and obtained their opinions and knowledge about the priorities for our area:

Fix Our Roads

- Improving the condition of our roads, which includes addressing potholes and surface damage to pavement, is ranked as the most important priority.
- Preventive maintenance was also identified as a priority for the region.

Advancing Transportation Safety

- Identified bicyclist safety, aggressive driving, and local and rural road safety as the highest safety concerns for the region.

Sustainability Increasing Transportation Choice

- Expanded transit options and access were identified as high priorities for increasing transportation choice for the region.



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 San Luis 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 San Luis Valley TPR prioritization criteria included:

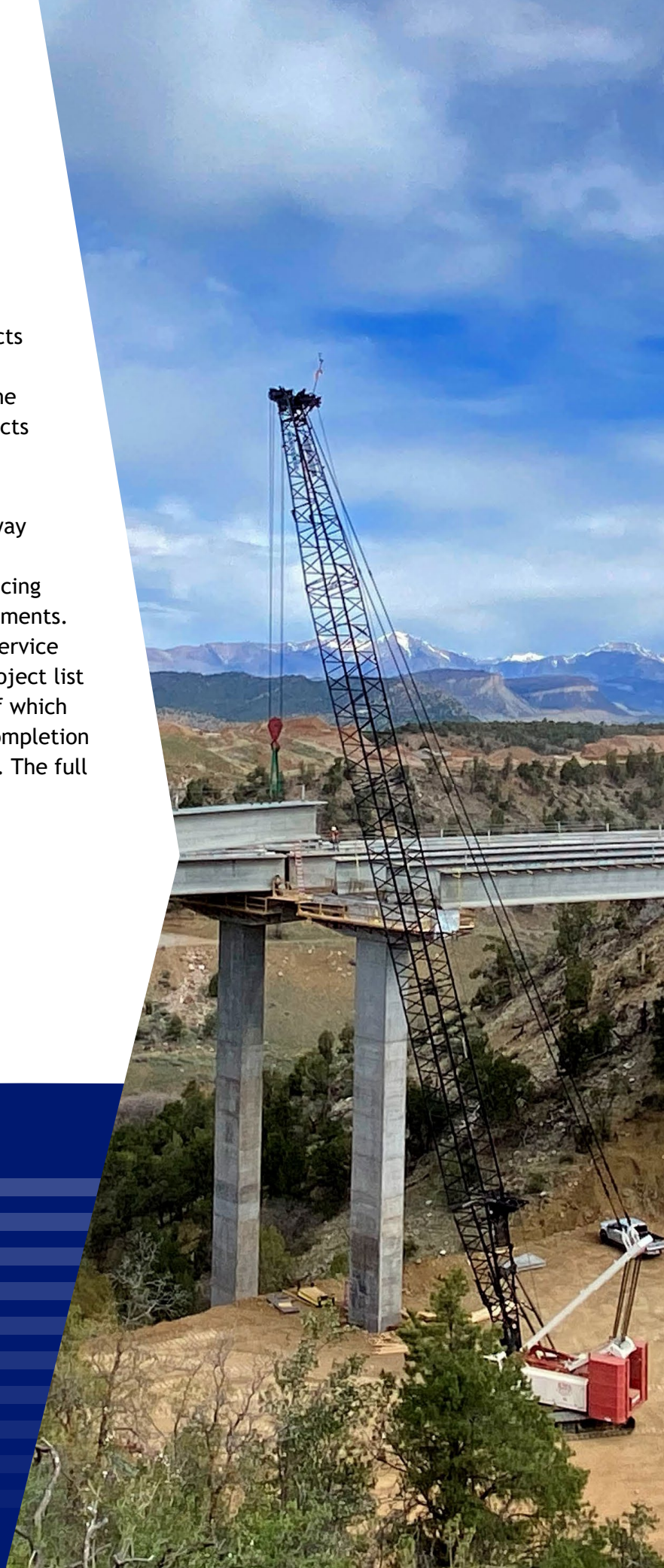
- Advancing Transportation Safety (PD 14)
- Fix Our Roads (PD 14)
- Sustainably Increase Transportation Choices (PD 14)
- Cost Effectiveness



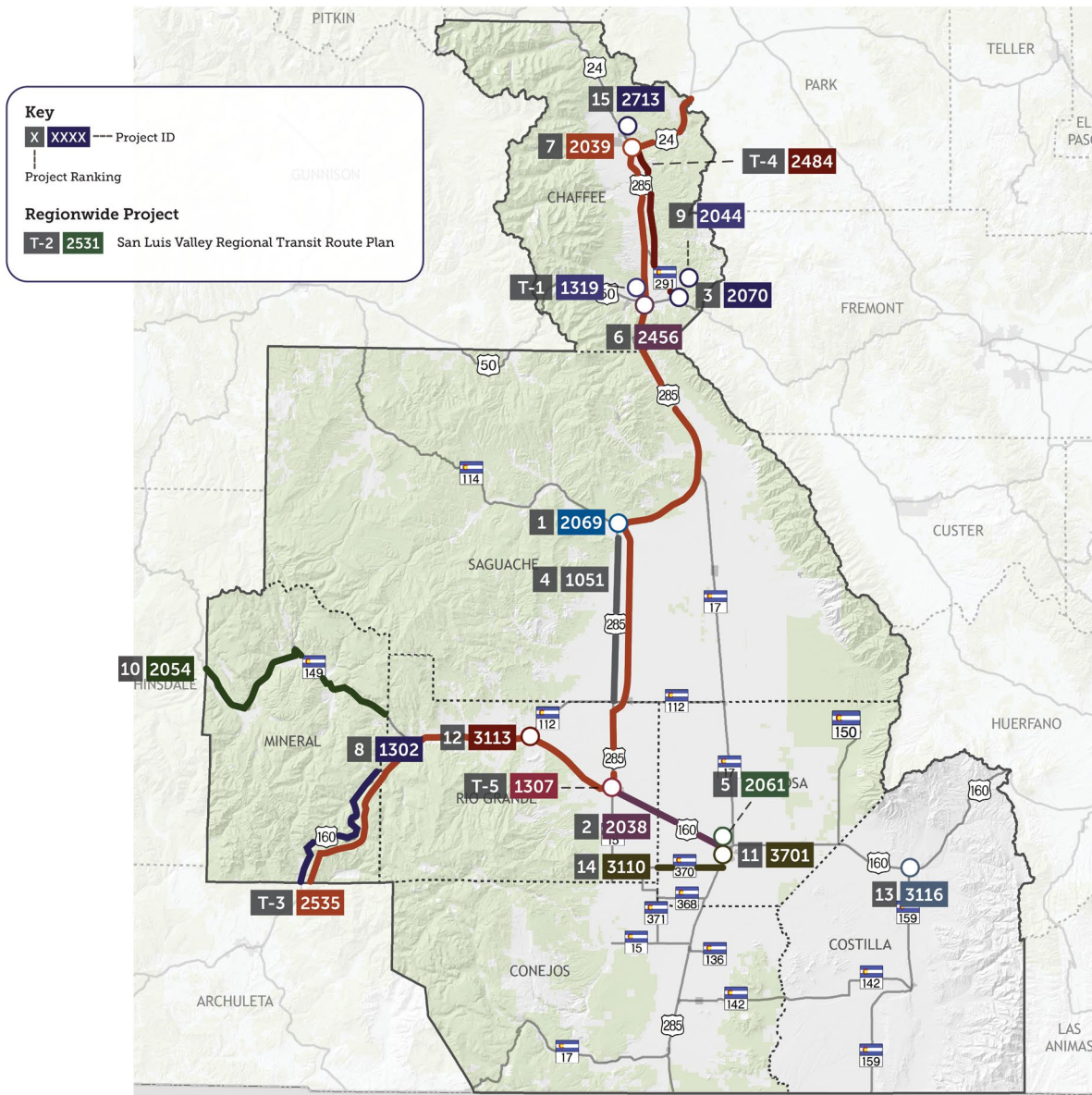
San Luis Valley TPR's Top Project Priorities

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.

The top 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 B.



San Luis Valley TPR's Highway Project Priorities Map



- | | | | |
|-----------------------|----------------------------------------------------------------|------------------------|-----------------------------------------------------------|
| 1 2069 | US 285 Saguache Multimodal Improvements | 11 3701 | US 160 Downtown Alamosa Lane Enhancements |
| 2 2038 | US 160 Alamosa Multimodal Improvements | 12 3113 | US 160 Del Norte Multimodal Improvements |
| 3 2070 | CO 291 and US 50 Salida Intersection Improvements | 13 3116 | US 160 Fort Garland Multimodal Improvements |
| 4 1051 | US 285 Widening from Center to Saguache | 14 3110 | CO 370 Resurfacing in Alamosa County |
| 5 2061 | US 160 and Pike Avenue Intersection Improvements in Alamosa | 15 2713 | US 24 Buena Vista Multimodal Improvements |
| 6 2456 | US 50 Poncha Springs Multimodal Improvements | T-1 1319 | US 285 and US 50 Poncha Springs Crossroads Welcome Center |
| 7 2039 | US 24 and Steel Drive Intersection Improvements in Buena Vista | T-2 2531 | San Luis Valley Regional Transit Route Plan |
| 8 1302 | US 160 Wolf Creek Pass East Mobility and Safety Improvements | T-3 2535 | Durango to Denver Essential Bus Service |
| 9 2044 | US 50 Pedestrian Crossing Improvements in Salida | T-4 2484 | Buena Vista and Salida Commuter Service |
| 10 2054 | CO 149 Passing Lanes north of South Fork | T-5 1307 | Monte Vista Park-n-Ride and Bus Shelter |

San Luis Valley TPR Priority Project List

ID	Project Type	State Highway	Project Name	Project Description
2069	Highway	US 285	US 285 Saguache Multimodal Improvements	Improve US 285 through Saguache for multimodal users, pedestrians, bicyclists and those with disabilities. Enhancements will also include streetscaping and installation of wayfinding signage.
2038	Highway	US 160	US 160 Alamosa Multimodal Improvements	Improve safety in Alamosa for motorists and multimodal users. Enhancements will be made for connectivity to the Alamosa Levee Trail System and pedestrian access along US 160 between the Rio Grande Bridge and the CO 17 intersection.
2070	Highway	CO 291	CO 291 and US 50 Salida Intersection Improvements	Improve the pedestrian environment and the intersection of CO 291 and US 50 in Salida.
1051	Highway	US 285	US 285 Widening from Center to Saguache	Widen the shoulders on US 285 between Center and Saguache to improve safety by providing space for vehicles to pull off the highway in emergencies as well as a recoverable area for vehicles that veer off the main road.
2061	Highway	US 160	US 160 and Pike Avenue Intersection Improvements in Alamosa	Improve safety and connectivity for pedestrians and drivers at the Pike Avenue intersection in west Alamosa as prioritized in the 2019 Safety Study.
2456	Highway	US 50	US 50 Poncha Springs Multimodal Improvements	Includes multimodal, streetscaping and wayfinding signage improvements to US 50 in Poncha Springs.
2039	Highway	US 24	US 24 and Steel Drive Intersection Improvements in Buena Vista	Improve the safety and reduce congestion at 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	Enhance passing opportunities, mobility and safety with the addition of widened shoulders, curve corrections, rock excavation and rockfall protection. The current chain station will be reconstructed to include fiber optic communication technology.
2044	Highway	US 50	US 50 Pedestrian Crossing Improvements in Salida	Pedestrian improvements will be made to US 50 through Salida. Features will include flashing lights and striping enhancements at medians and crosswalks.
2054	Highway	CO 149	CO 149 Passing Lanes north of South Fork	Northbound and southbound passing lanes will be built between South Fork to Creede to provide stretches of highway with ample space and opportunities for faster vehicles to safely pass slower moving traffic.
3701	Highway	US 160	US 160 Downtown Alamosa Lane Enhancements	Make permanent the temporary features and lane enhancements in Alamosa's downtown, including lane reductions and pedestrian bump outs to aid in traffic calming, pedestrian safety and promote economic development.

San Luis Valley TPR Priority Project List (Continued)


ID	Project Type	State Highway	Project Name	Project Description
3113	Highway	US 160	US 160 Del Norte Multimodal Improvements	Bike lanes and pedestrian improvements will be made at the intersection of US 160 and French Street for students and community members to have safer access to Del Norte School District buildings and facilities.
3116	Highway	US 160	US 160 Fort Garland Multimodal Improvements	Pedestrian improvements will be made at the junction of US 160 and CO 159 for community members to have safer walking access to Fort Galand's Post Office and other businesses located at the busy intersection.
3110	Highway	CO 370	CO 370 Resurfacing in Alamosa County	This rural road project will provide a new surface treatment on six miles of CO 370, from MP 8 to the US 285 junction. Safety improvements will include ditch crossing repairs located at Alamosa County Road 105-S and the installation of new guardrails.
2713	Highway	US 24	US 24 Buena Vista Multimodal Improvements	Highway corridor improvements will continue along US 24 in Buena Vista between Mill Street and Baylor Drive, and will include installation of medians, bike lane extensions, new signage, improved sidewalks with ADA accessibility and multimodal opportunities.
1319	Transit	Not Applicable	US 285 and US 50 Poncha Springs Crossroads Welcome Center	The existing Welcome Center, located at the busy crossroads of US 285 and US 50, will have the parking lot expanded and see renovations to the adjacent transit facility. The facility will support Outrider bus service to and from Alamosa, Pueblo, Gunnison, and Denver. Mountain Valley Transit will provide commuter service to and from Salida and Buena Vista.
2531	Transit	Not Applicable	San Luis Valley Regional Transit Plan	Creates a one-stop shop for information services (e.g., call center, website, app) and a formalized Regional Transit Council would coordinate planning and implementation of transit routes, stops and connections from the San Luis Valley to Chaffee County.
2535	Transit	Not Applicable	Durango to Denver Essential Bus Service	"A potential Bustang Outrider route would be established to and from the communities of Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay and Denver. The route would carry bus passengers along the highly traveled Durango to Denver route, typically used by personal vehicles. Passengers would then have access to additional transit services along the Front Range and Denver area.
2484	Transit	Not Applicable	Buena Vista and Salida Commuter Service	Commuter service between Buena Vista and Salida would be established with this project, connecting residents who work and live in the two separate communities.
1307	Transit	Not Applicable	Monte Vista Park-n-Ride and Bus Shelter	Establish Park-n-Ride lot and bus pull-out with a shelter in the community of 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 B)
- TPR's priority projects (pages 26 and 27)
- 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.

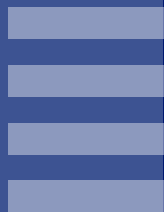


San Luis Valley TPR's Implementation Strategies

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.

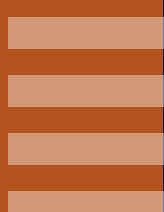


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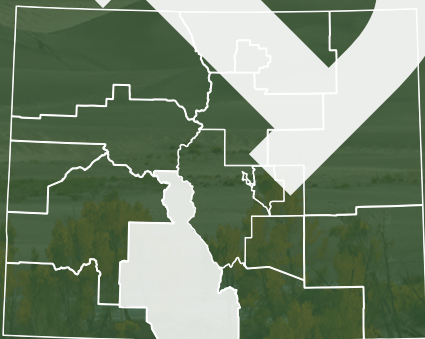
To Learn More

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



San Luis Valley Coordinated Public Transit and Human Services Transportation Plan

October 2025



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

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



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Photo Credit: Great Sand Dunes National Park

SLV Transit Vision

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

SLV Transit Goals

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

San Luis Valley 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.

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 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 Transportation Plans will occur during the next full update in another four to five years, this refresh will ensure that the plan remains relevant and effective in addressing the mobility needs of Coloradans.

CDOT’s Division of Transit and Rail, in coordination with 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 SLV TPR will use this refreshed plan to prioritize transit investments and work toward the long-term implementation of the Region’s unique transit vision and goals, while maintaining a framework for developing an integrated statewide transit system.



What We Heard

CDOT coordinated with each TPR to assess goals, priorities, and desired transit improvements for their communities, while also evaluating any changes since the last plan. What we heard from the SLV TPR members and agencies is summarized below.

New and Expanded Transit Service

- Expansion of the Crested Butte to Denver Bustang line to include stops in the San Luis Valley
- New service between Chaffee County (or the San Luis Valley, more broadly) and Colorado Springs (including a connection to the Colorado Springs Airport)
- New service between the Great Sand Dunes National Park and the San Luis Valley Regional Airport in Alamosa
- New Bustang Outrider service between Durango, Wolf Creek, Gunbarrel and Denver, with additional SLV regional stops
- New transit center to better serve residents, workers and visitors of the SLV TPR, and to better support provider operations



Transit Services to Tourist Destinations

Need for expanded transportation services to tourist destinations to help prevent and/or minimize congestion in high-visitor areas.



Additional and Upgraded Transit Amenities

Need for improved transit amenities—including additional and upgraded shelters—to ensure a safe, comfortable, and dignified experience for all riders.



Gaps between Fixed-route and On-Demand Services

Need to bridge the gap between on-demand and fixed-route transit services. An interest in the SLV TPR to working collaboratively to:

- Help community members reach their destinations efficiently and reliably
- Avoid duplication of efforts among transit providers
- Foster collaboration between non-profit and public transit providers



Public Engagement Overview

Telephone Town Halls

As part of the public outreach conducted for the statewide planning process, CDOT hosted a series of regional telephone town halls between April and June 2025. These live, over-the-phone events served as a highly accessible platform for engaging Coloradans across all regions of the state. More than 50,000 participants joined the town halls, where they had the opportunity to ask questions about transportation issues and provide input through interactive live polling. Each session connected residents directly with CDOT leadership, who answered over 120 questions live, addressing concerns ranging from road conditions and transit service expansion to safety, accessibility, and long-term investment strategies. On average, participants stayed engaged for more than eight minutes per call, reflecting a high level of interest and involvement. The telephone town halls were designed to broaden access, especially for those who may not be able to attend in-person meetings or navigate digital tools.

Statewide Online Survey

To complement this outreach, CDOT also conducted a Statewide Online Survey to gather additional public feedback on transportation priorities. More than 3,400 Coloradans from all 64 counties participated, providing valuable input on needs and opportunities related to transit and mobility. Together, the telephone town halls and online survey played a crucial role in understanding statewide, regional, and local transportation needs, to ensure that the planning process was informed by a wide and representative range of voices from urban, suburban, and rural communities alike.





Public Engagement Key Themes

1. Rural Transit Access

- Increase public transportation options for interregional connections, such as more bus routes to Denver and Colorado Springs.
- Provide transit service that connects rural residents to healthcare, education, employment, and other services outside the valley.
- Support mobility options that serve residents without access to personal vehicles, including older adults, individuals with disabilities, and low-income households to provide greater independence and access for vulnerable populations.

2. Active Transportation Integration

- Provide safe and connected walking and biking infrastructure, to support access to transit and promote safe, non-motorized travel in small towns and rural communities.

3. Supporting Infrastructure and Safety

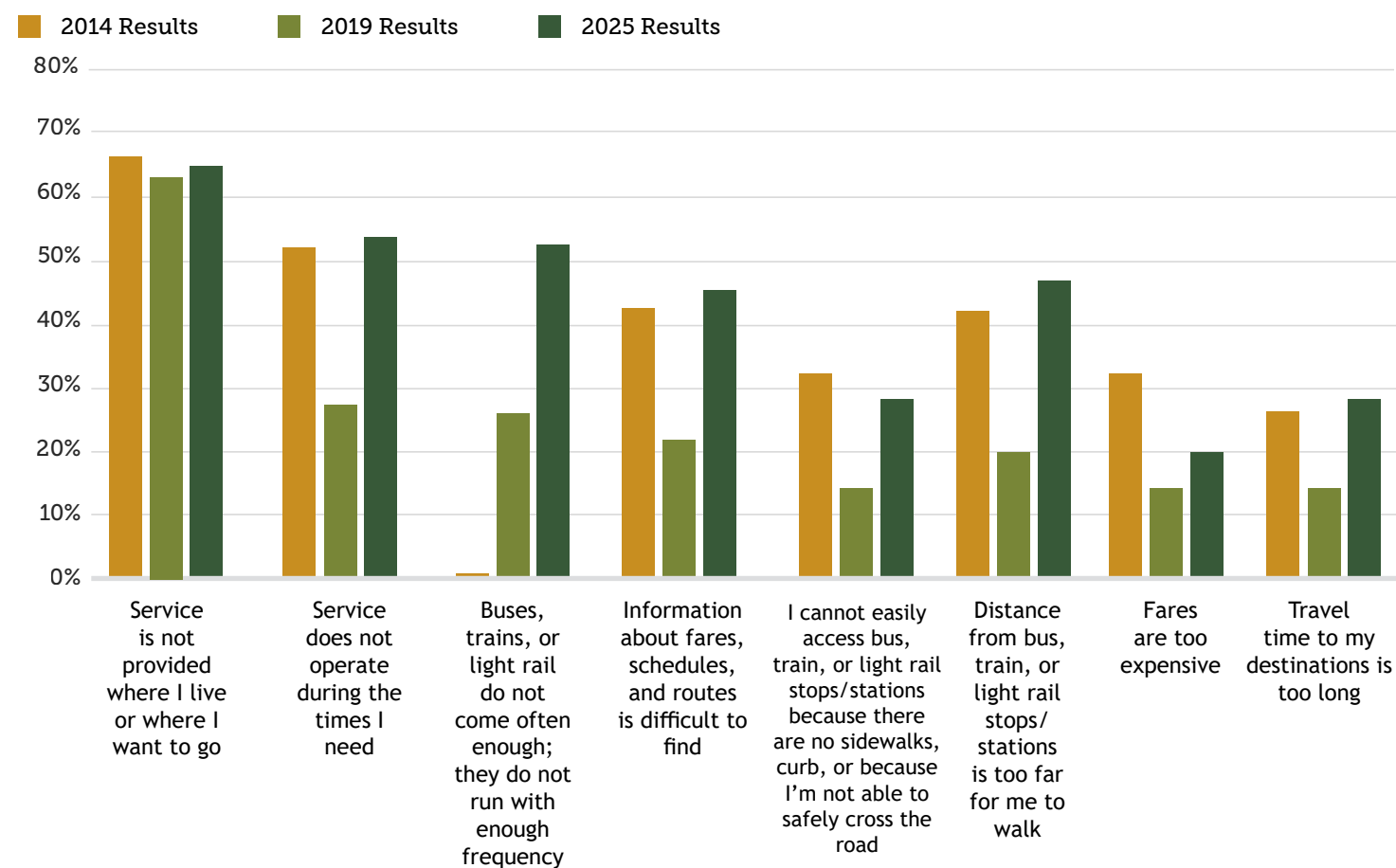
- Design and maintain transit infrastructure, such as stops, signage, and pedestrian crossings, to address broader transportation safety and access concerns.

2025 Statewide Transit Survey of Older Adults and Adults with Disabilities

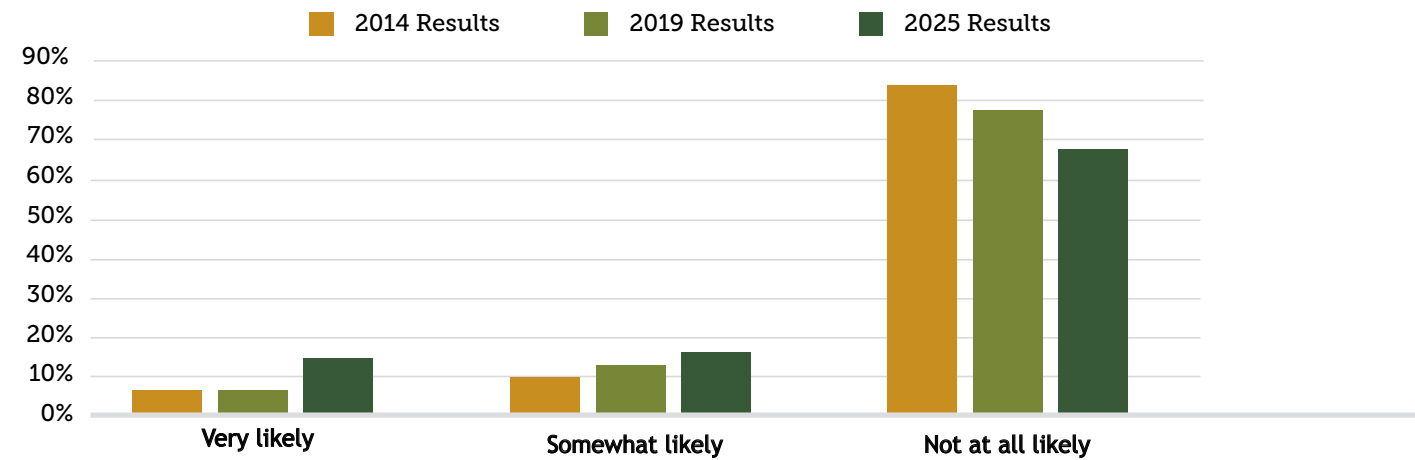
In 2014, CDOT conducted its first statistically valid statewide survey specifically targeting older adults and adults with disabilities. The goal of the survey was to better understand the unique travel behaviors and transportation needs of these populations, who often face distinct mobility challenges. CDOT conducted the survey in 2019 and again in 2025 to capture changes over time and provide insight into how shifting demographics, services, and infrastructure have impacted mobility.

In 2025, concerns about inadequate service availability increased again to 64 percent, comparable to 66 percent in 2014, after a slight decline to 63 percent in 2019. Notably, the concern about service not operating during needed times more than doubled from 27 percent in 2019 to 54 percent in 2025, almost returning to 2014's level of 52 percent. Perceptions of infrequent service changed dramatically, rising from 26 percent in 2019 to 52 percent in 2025. Similarly, difficulty accessing fare and schedule information rebounded sharply to 45 percent in 2025 after dipping to 21 percent in 2019, nearing the 2014 level of 43 percent. Difficulty accessing stops due to sidewalk or safety issues rose from 15 percent in 2019 to 29 percent in 2025, while distance from stops as a barrier increased significantly from 20 percent to 46 percent, exceeding the 2014 rate of 41 percent. Cost and travel time concerns followed a similar trajectory. The belief that fares are too expensive grew from 13 percent in 2019 to 20 percent in 2025, though it remained below the 2014 figure of 32 percent. Travel time concerns also rose from 13 percent in 2019 to 29 percent in 2025, just above 2014's 26 percent.

Barriers to Using Public Transportation Services

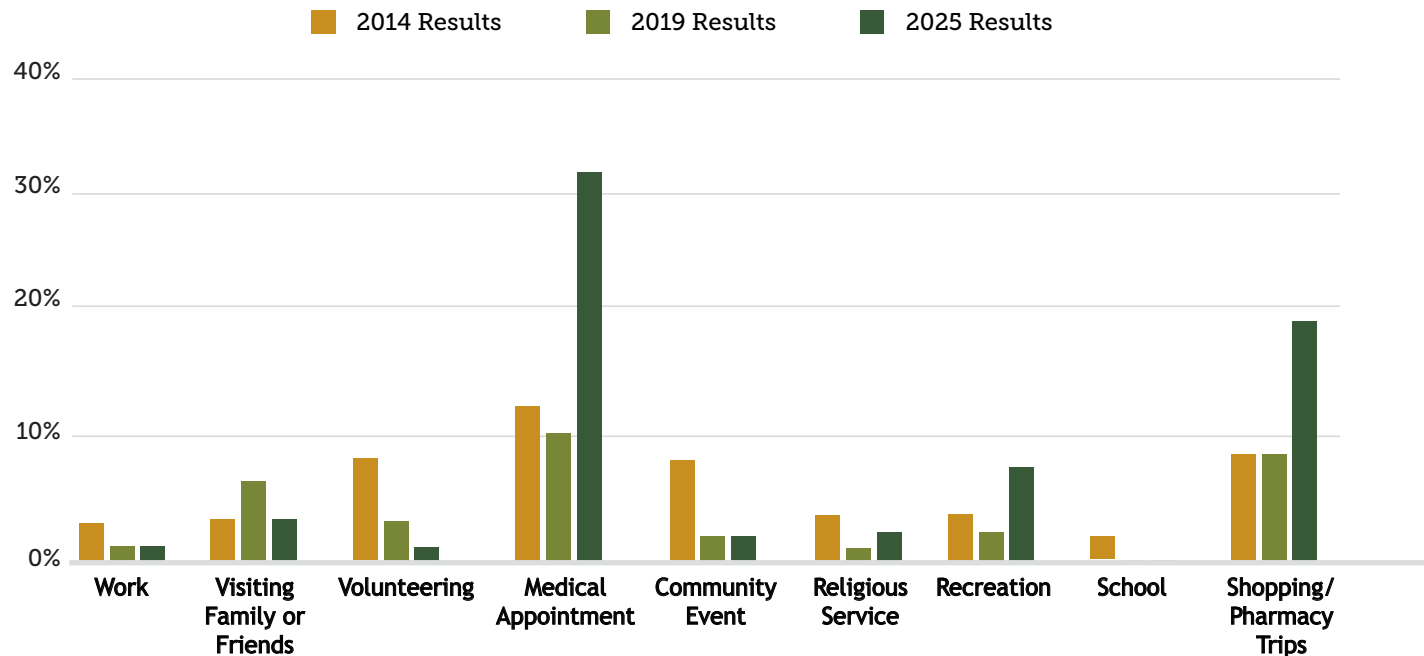


For the times you drive yourself, how likely would you be to use fixed route public transportation or demand-response transportation services instead of driving?



In 2014 and 2019, the share of respondents who were very likely to consider these alternatives remained steady at 8 percent. However, by 2025, that number increased to 13 percent, indicating growing interest in non-driving transportation options. Similarly, the proportion of those somewhat likely to consider alternatives rose from 10 percent in 2014 to 12 percent in 2019, and then to 18 percent in 2025. At the same time, the share of respondents who were not at all likely to switch from driving decreased from 82 percent in 2014 to 79 percent in 2019 and further to 69 percent in 2025.

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



Medical appointments consistently ranked among the top categories, increasing significantly from 12 percent in 2014 and 10 percent in 2019 to 32 percent in 2025. Similarly, difficulty securing transportation for shopping or pharmacy trips more than doubled over time, rising from 9 percent in both 2014 and 2019 to 19 percent in 2025. In contrast, the percentage of respondents struggling to find transportation for work-related trips remained low and steady—3 percent in 2014, and just 1 percent in both 2019 and 2025. Other categories, such as visiting family or friends, volunteering, community events, religious services, recreation, and school, showed relatively low percentages across all three years, generally fluctuating between 0 and 8 percent.

Existing Providers and Coordination Activities

All transit service provider information and associated data for the SLV TPR were collected from the 2023 National Transit Database, previous plans, CDOT's Division of Transit and Rail, tailored outreach to providers, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

Bustang Outrider

Bustang, Colorado's statewide bus service, offers affordable and reliable transportation between major cities and regions. Bustang's mainlines serve I-70 and I-25 to connect Denver with destinations such as Colorado Springs, Fort Collins, Vail, Glenwood Springs, and Grand Junction and to provide convenient options for travelers across the state. In addition, Outrider extends service to rural communities, to offer regional connections and enhance access to areas not covered by Bustang.

Crested Butte – Denver Outrider Route

Operated by Alpine Express, this Outrider route connects the SLV TPR to the Gunnison Valley, the Central Front Range, and the Denver metropolitan area. It runs twice daily in each direction, departing Crested Butte in the morning and afternoon.

San Luis Valley stops: Monarch Mountain, Salida, Buena Vista

Alamosa – Pueblo Outrider Route

Operated by the Senior Resource Development Agency out of Pueblo, this Outrider route connects the SLV with the Central Front Range and Pueblo area. The service provides one run daily from Alamosa to Pueblo in the morning and Pueblo to Alamosa in the afternoon.

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



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 5 miles of closed-door service.
- Demand Response: Typically door-to-door service where riders call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).
- Vanpools: Service 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 a 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 connects 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: Provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, or veterans.
- Private For-Profit Transportation: Operated privately and includes taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

* Interstate and interregional services, as defined in this plan, include intercity bus service. For more information on intercity bus services please refer to FTA's Section 5311(f) Intercity Bus Funding circular.

Interregional, Regional, and Local Transit Providers

The SLV TPR has one public transit provider that operates interregional, regional, and local public fixed-route bus, and on-demand services.

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

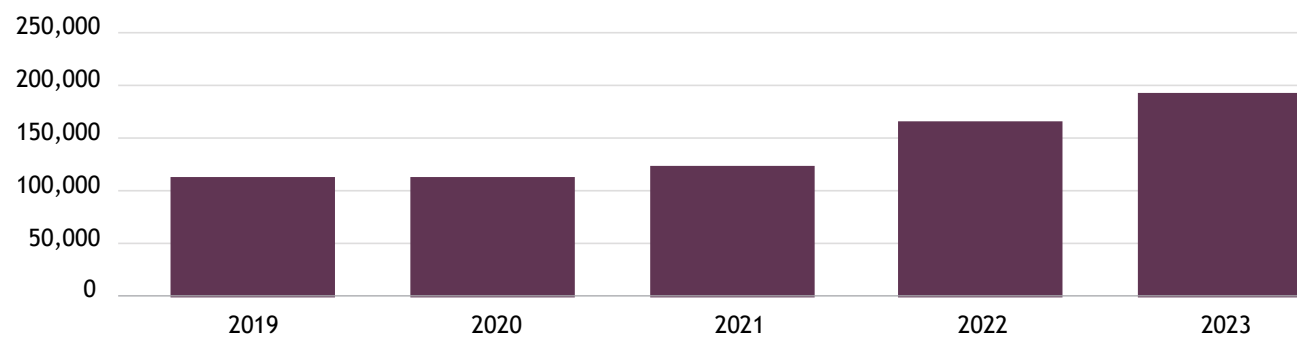
Provider	Service Area	Type of Service	Span of Service	Fare	2023 Annual Rider-ship	2023 Ops and Admin Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
Mountain Valley Transit	Antonito, Alamosa, Creede, Saguache, Moffat, Crestone, Salida, Buena Vista Multicounty: Conejos, Costilla, Rio Grande, Alamosa, Mineral, Saguache, and Chaffee counties	Fixed-route, Demand Response	Mon-Fri (route dependent), 5:45am to 5:45pm	Free (donation-based)	16,225	\$747,170	196,694	8,307



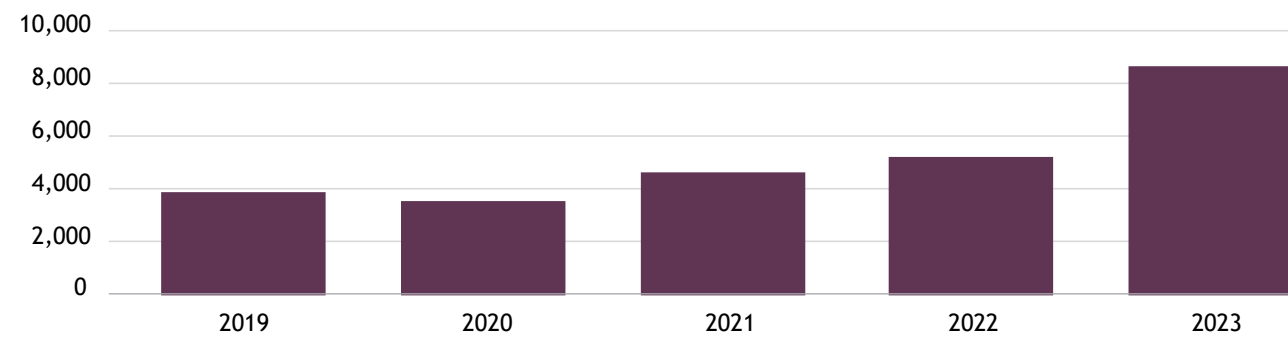
5-Year Historic Operating Data

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 TPR 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 TPR. It should be noted that growth between 2020 and 2023 was likely in part to Mountain Valley Transit's expansion of services, including new routes. Please note that in the following charts, 2023 data 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 metrics or for data from previous years.

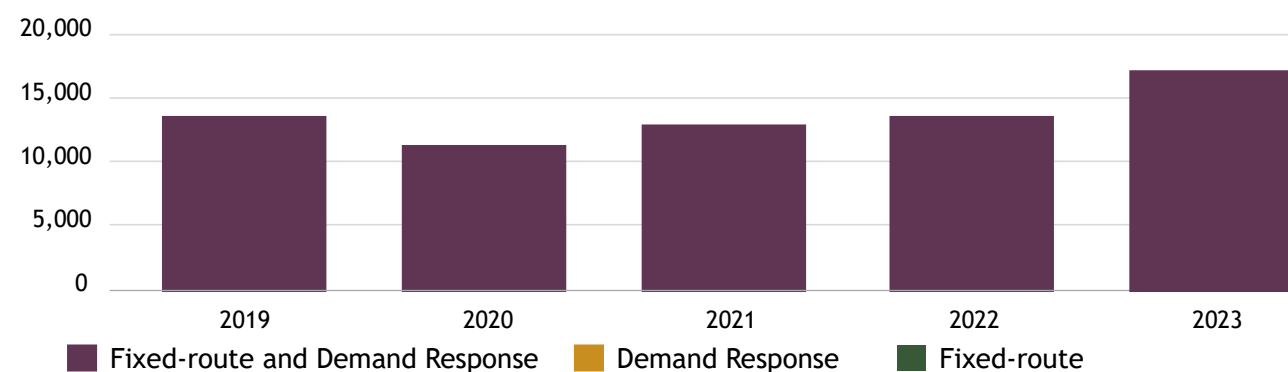
Total TPR Vehicle Revenue Miles



Total TPR Vehicle Revenue Hours



Total TPR Unlinked Passenger Trips



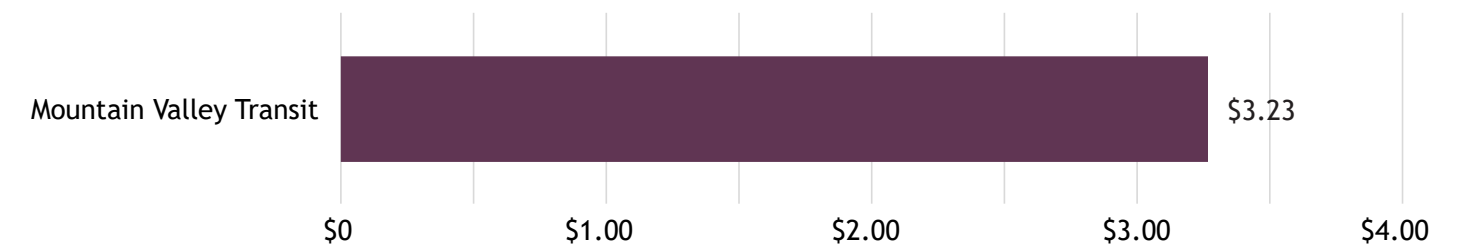
■ Fixed-route and Demand Response ■ Demand Response ■ Fixed-route

Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency's service operations. SLV TPR 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 used the demand response service.

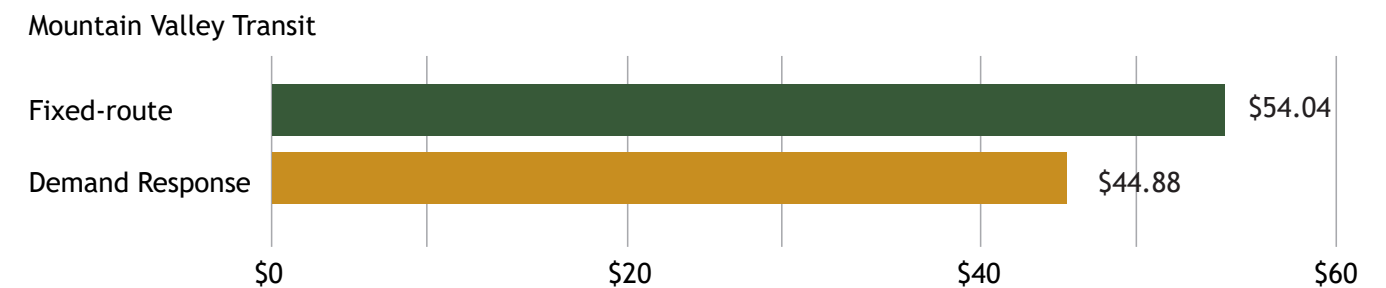
Cost per Mile



Cost per Hour



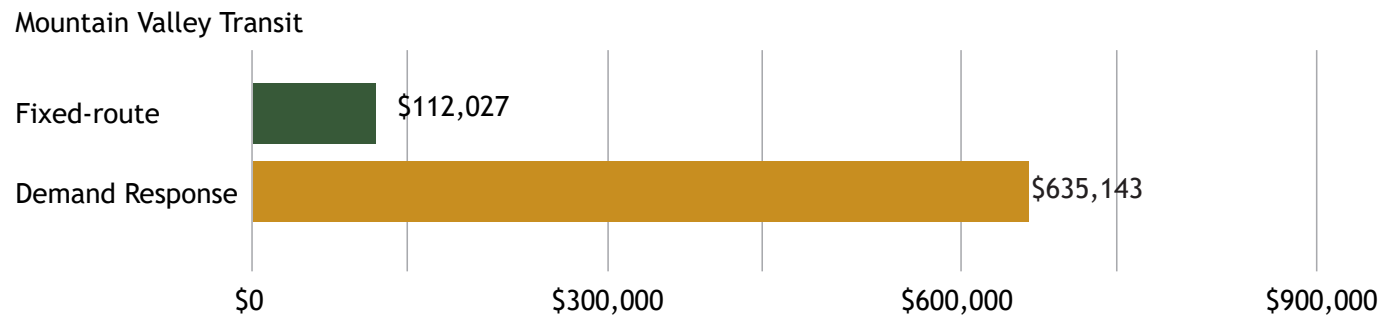
Cost per Ride*



*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 previous years.

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

Annual Operating Costs



Annual Ridership

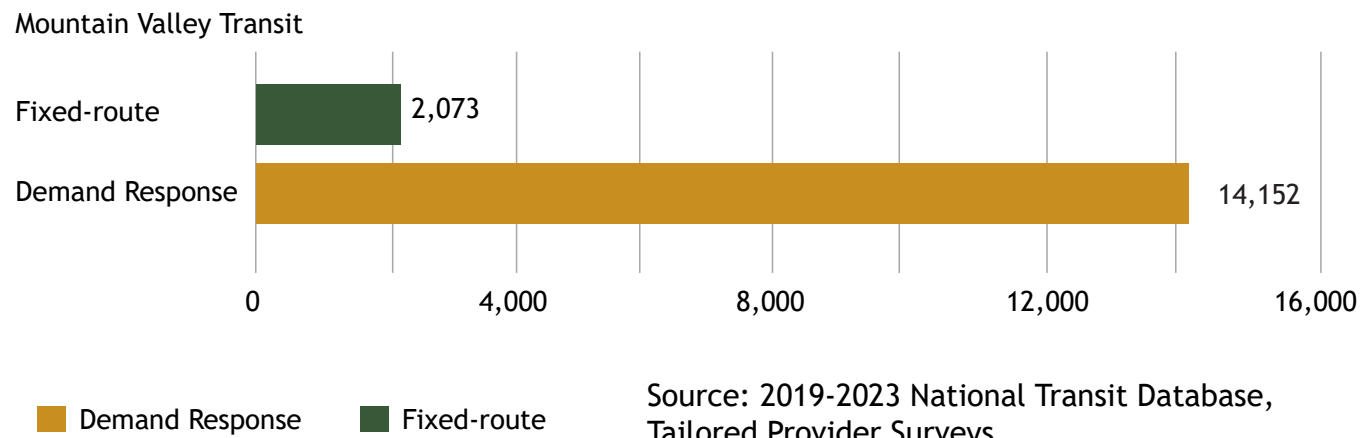


Photo Credit: Visit Alamosa

Human Services Transportation Providers

Several human services agencies in the SLV TPR offer transportation services, although transportation is just one of the many services they provide. The following table outlines the human services agencies in the Region that offer transportation, along with the populations they serve. The table lists providers from the 2045 SLV Coordinated Public Transit and Human Services Transportation 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	Type of Service	Days of Service	Passenger Eligibility
Alamosa Veterans Transportation County	Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties	N/A	Demand Response	Upon request	Veterans
American Red Cross - Western Colorado	Alamosa, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties	GV, GVMPO, IM, NW, SW	Demand Response	Upon request	Older adults and critically ill
Aponi Transport	Alamosa County	CFR, Eastern, SC, SE, PPACG	Demand Response	Mon-Fri, 7:30am to 5pm	Open to all passengers requiring transportation services
Axel Medical Transportation	Costilla County	CFR, IM, PACOG, PPACG, SC, SE, SW	Demand Response (Medical)	Mon-Fri, 7:30am to 5pm	Medicaid beneficiaries in need of non-emergency medical transportation
Blue Peaks Developmental Services	Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties	N/A	Demand Response	Daily	Individuals with developmental disabilities
Cheyenne Village	Conejos County	CFR, PPACG	Fixed-route Bus, Demand Response, Coordination with Other Providers	Fixed-route: Mon-Thurs Demand Response: Tues	Individuals with intellectual and developmental disabilities
Conejos County Department of Social Services	Conejos County	N/A	Contract with Other Providers, Demand Response, Coordination with Other Providers	Upon request	Individuals with disabilities, older adults (65+), low-income community members, veterans, Medicaid recipients
Freedom Wagon	Alamosa County	N/A	Fixed Route	Mon-Fri, 8am to 4pm	Open to all passengers requiring transportation services

Human Services Transportation Providers (continued)

Provider	Service Area (Within SLV)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
Maguy Medical Transport	Alamosa County	CFR, GV, IM, PACOG, PPACG, SC, SE	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	Medicaid recipients requiring non-emergency medical transportation
Mercy Medical Angels	Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties	GVMPPO, SW	Demand Response (Medical), Vouchers or Reimbursement, Bus Passes or Tickets	Upon Request	Open to all passengers requiring transportation services
Red Willows (SLV Transportation)	Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties	N/A	Demand Response	Upon Request	Medicaid recipients
Retired Senior and Volunteer Program	Alamosa County	SC, SW	Specialized Services, Demand Response, Reimbursement	Mon-Fri	Older adults (65+), low-income community members, veterans, Medicaid recipients
Sunshine Rides	Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties	CFR, DRCOG, Eastern, GV, GVMPPO, IM, NW, PPACG, SE, SW	Demand Response	Daily	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 or Tickets	Mon-Fri	Older adults (65+), individuals with disabilities, low-income community members, veterans, Medicaid recipients

Source: 2045 SLV Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

Other Human Services Agencies

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 following table lists providers from the 2045 SLV Coordinated Public Transit and Human Services Transportation 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 SLV TPR, especially those without websites.

Provider	Service Area (Within SLV)	Additional TPRs	Types of Service	Days of Service	Passenger Eligibility
Costilla County Department of Social Services	Costilla County	N/A	Contract with Other Providers, Vouchers or Reimbursement	Upon request	Individuals with disabilities, older adults (65+), low income populations, veterans, Medicaid recipients
San Luis Valley Community Mental Health Center	Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties	N/A	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
San Luis Valley Area Agency on Aging	Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties	N/A	Vouchers or Reimbursement	Upon request	Older adults
Starpoint	Salida, Buena Vista	CFR	Demand Response	Daily	People with disabilities
Upper Arkansas Area Agency on Aging	Chaffee County	CFR, IM	Vouchers or Reimbursement	Mon-Fri	Older adults (60+)

Source: 2045 SLV Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

Private Transportation Providers

Six private for-profit companies in the SLV TPR provide transportation services: 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 comprehensive Transit Asset Management Plan meets federal requirements and was last updated fall 2023. 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 TPR 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
Total	10	3	30.00%	\$410,502

Source: 2023 Transit Asset Management Plan

Regional Coordination Activities

The Regional Transit Council (RTC) of the SLV TPR was established in 2020 as a subcommittee of the SLV TPR, with the intent to serve as the local transit coordinating council for a seven-county rural area of Colorado, including Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache Counties. The purpose of the RTC is to promote regional transit in the San Luis Valley, to inform community members of available transportation options, and to promote expansion of needed transit services. The RTC prioritizes efforts to coordinate all transit and transportation services for the benefit of community members. While the RTC was significantly impacted by the COVID-19 pandemic and the loss of key leadership members in 2024, efforts are underway to complete the reorganization of the Council by the end of 2025. These efforts are led by Mountain Valley Transit, in coordination with the designated Transit Representative to the TPR.

Ongoing Activities & Programs

Mountain Valley Transit received a Regional Mobility Grant from CDOT to assist with communication and coordination efforts to grow awareness about regional transportation options, including existing transit provided by Mountain Valley Transit, Bustang Outrider and health and human service organizations providing transportation. The initial grant research discovered that there are a number of unofficial coordination activities taking place around transportation needs in the SLV TPR. Several churches and homeless support organizations maintain resources that list a wide variety of transportation options, from volunteer drivers and informal driving organizations to fixed-route public transportation, including local, regional and interregional options.

In addition, there are more formal efforts to connect individuals, particularly those experiencing homelessness or poverty to key human services and medical agencies through the Navigators program. The program helps individuals access connect to services like healthcare, housing, and mental health support. While the Navigators program does not provide transportation, program volunteers work closely with local transportation providers and nonprofits to maintain up-to-date information on transportation options and other community resources. The Navigators program acts as a vital link in guiding clients to the care they need across a rural region with limited access to public services.

Identified Barriers

Interviews with regional transit representatives identified a few key barriers. One participant noted that not all transportation providers in the region seem willing to coordinate, noting that some providers feel the need to protect their client base and related funding they may receive from Health First Colorado/Medicaid.

Another participant noted that within the broader community, members increasingly perceive regional transit services as unreliable. Through the Regional Mobility grant, Mountain Valley Transit, working with a revitalized Regional Transit Council, will work to improve trust and coordination of services between the public and non-public transportation providers in the SLV TPR. The participant noted that it will take trust amongst the providers to improve efficiency of connectivity in the region and to boost ridership. By developing regular and transparent communications and service coordination between transportation providers, the RTC hopes to rebuild this trust with the public. New initiatives will require a visible presence through media outreach and advertisements placed in high-traffic community locations such as grocery stores, post offices, and other local gathering places, as well as the use of local social media tools specific to the communities of the San Luis Valley.

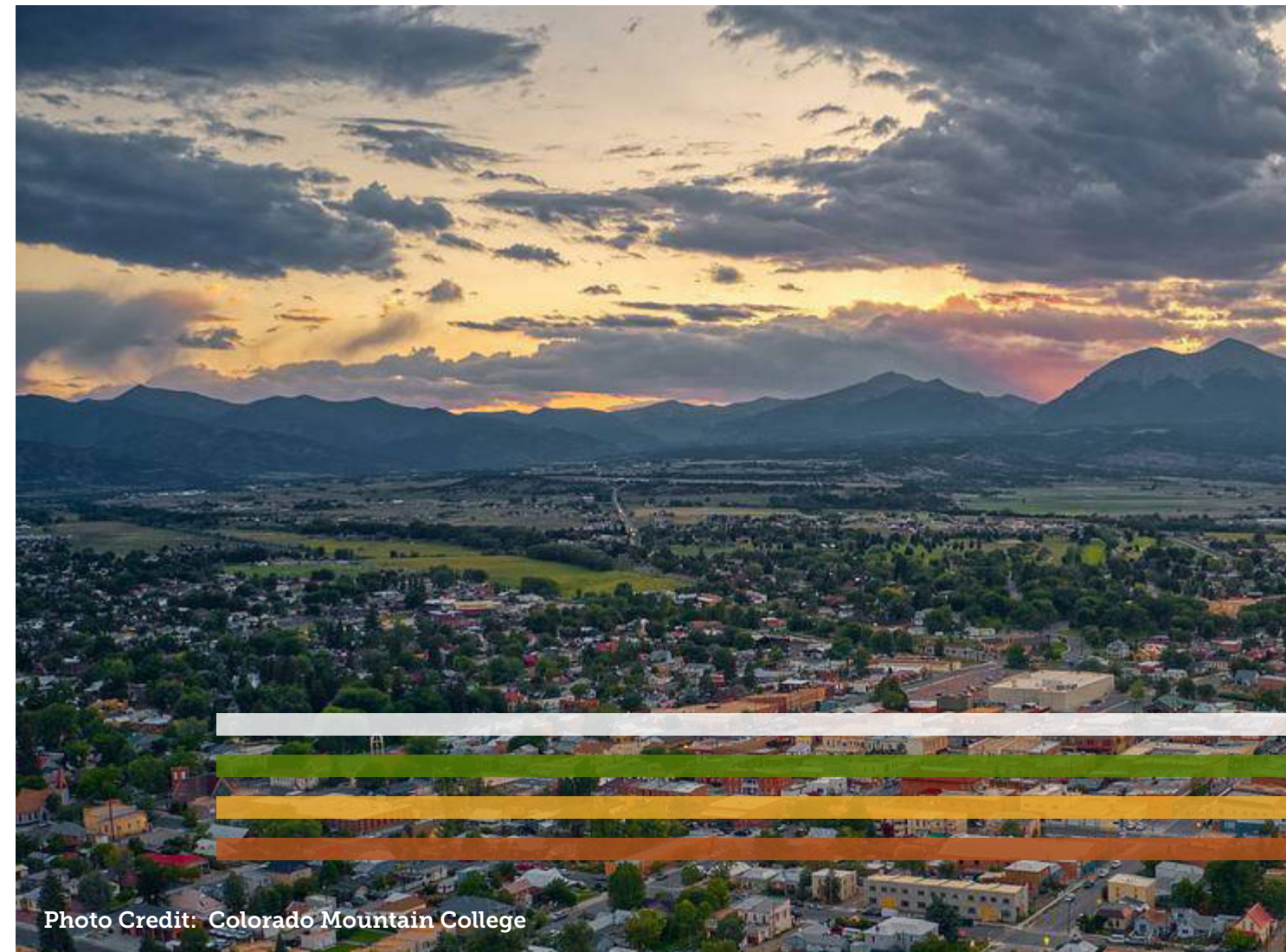
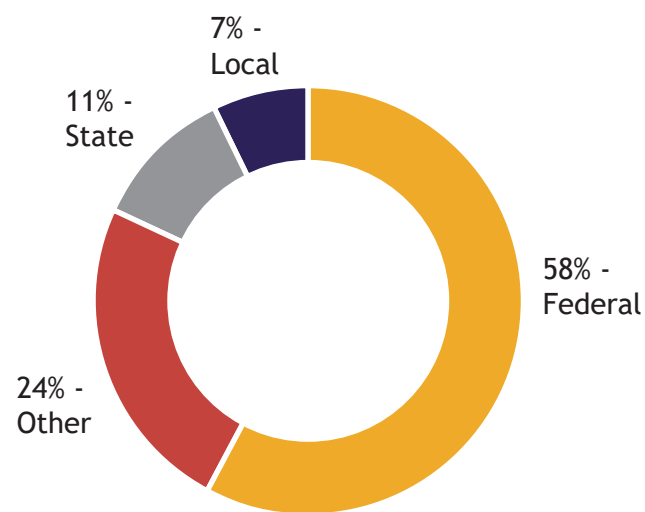


Photo Credit: Colorado Mountain College

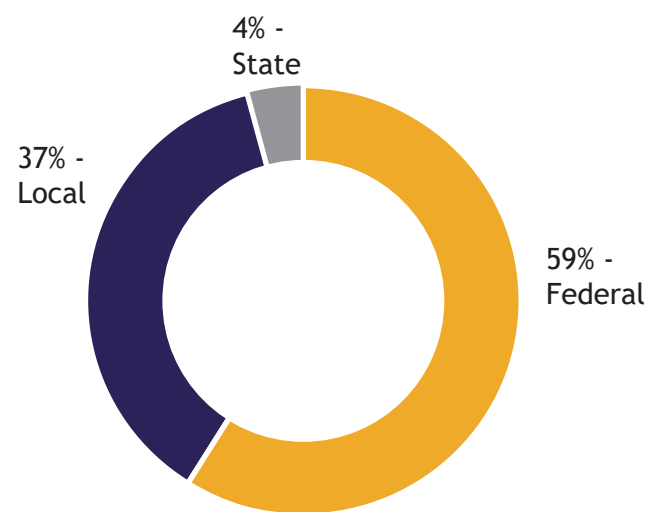
Financial Snapshot

Because transit funding is complex, 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 FTA. For Operating Revenue Sources, federal funds contribute the largest share at 58 percent. Other sources follow at 24 percent, while state funding represents 11 percent and local funding accounts for just 7 percent. This indicates a relatively low contribution from local sources toward operational costs. The Capital Revenue Sources chart also highlights a federal majority at 59 percent. Local sources make up a significant 37 percent, while state funding is minimal at 4 percent. This distribution emphasizes the crucial role of federal and local funding in supporting capital projects such as infrastructure, vehicles, and facilities.

Operating Revenue Sources



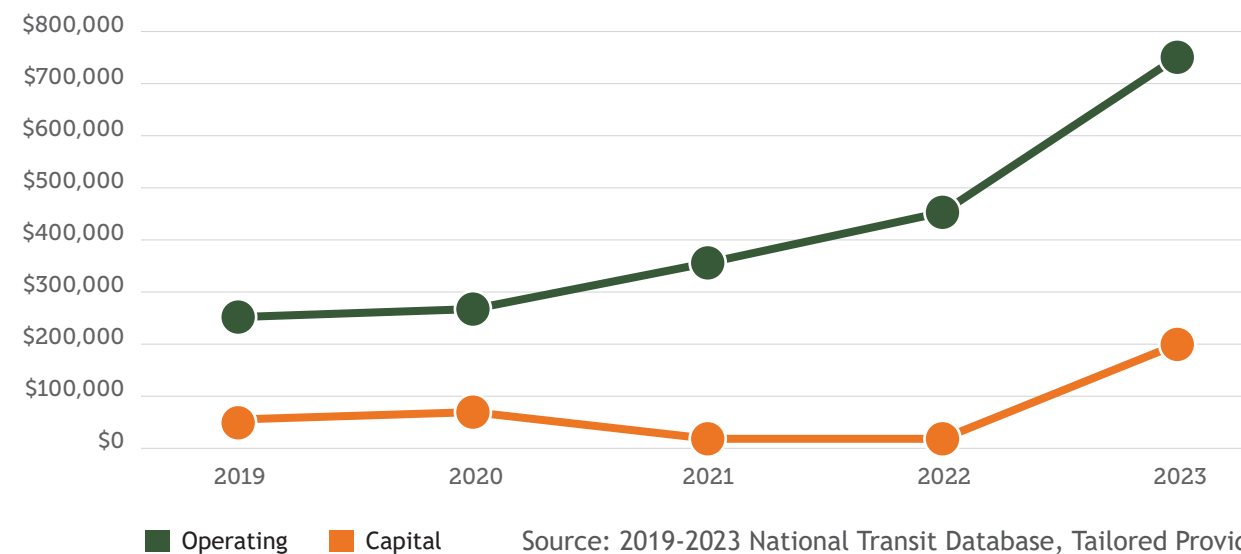
Capital Revenue Sources



Source: 2023 National Transit Database, Tailored Provider Surveys

Historic Revenue Data

The following chart shows five-year SLV TPR 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



Regional Transit Revenue Trends

Annual Operating/Capital Projections

Regional transit funding projections provide a framework for transit planning in the future. However, while these projections are informative, many factors can significantly impact the accuracy of forecasts, including the availability and allocation of funding, economic volatility, and the rate of inflation. As part of this plan refresh, this financial snapshot section focuses exclusively on information from the 2023 TAM Plan data and 2023 NTD data to outline projected capital and operating needs through 2050. This financial snapshot is intended to provide a high-level understanding of the magnitude of projected capital and operating expenses relative to anticipated revenue streams. It highlights the scale of need across a region and identifies the funding gaps that must be addressed. These gaps will require a combination of local investment, competitive state and federal grant awards, and potentially new or currently unidentified funding sources to sustain and expand transit services over the coming decades.

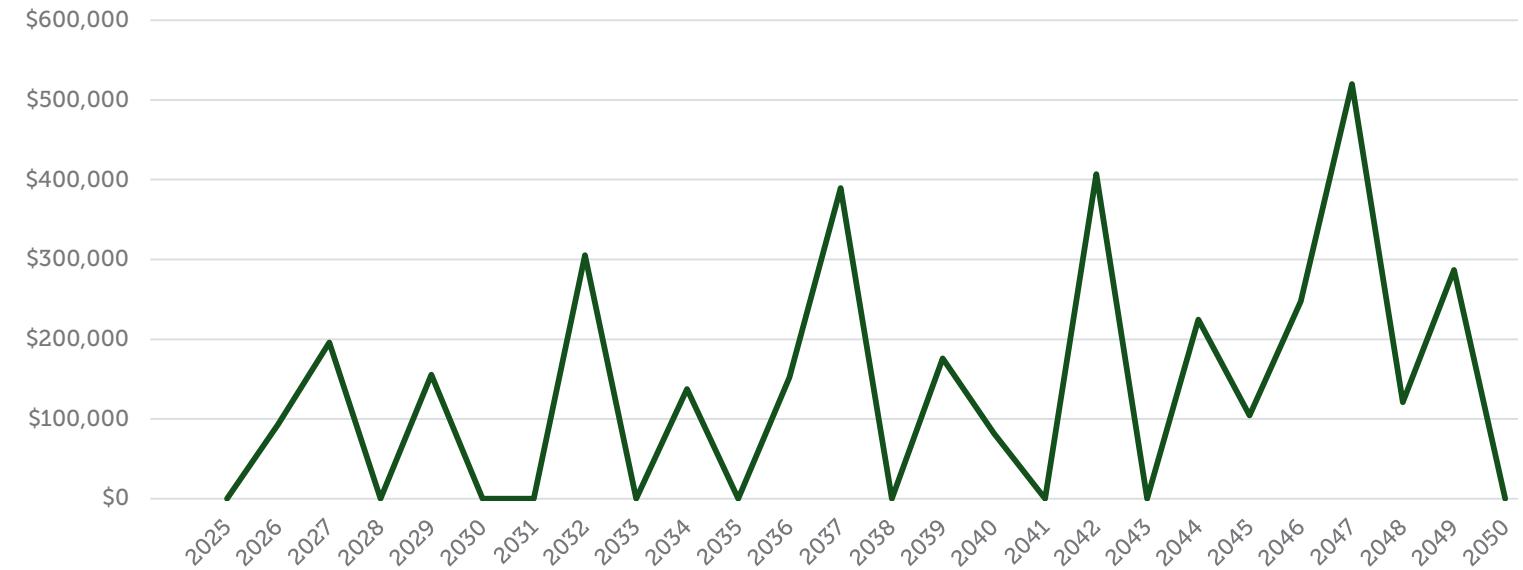
Capital and Operating Costs

The 2023 TAM Plan uses a four-year planning horizon (2023-2026), consistent with FTA requirements, and identifies asset conditions, anticipated replacement needs, and capital costs necessary to maintain a state of good repair over that period.

To develop a more complete picture of rolling stock replacement needs, data from the 2023 TAM Plan was compared against fleet replacement projections from the 2045 Statewide Transit Plan. This comparison helped reconcile discrepancies between the two sources by accounting for vehicles that were identified for replacement in the 2045 Plan but had not yet been procured as of 2023. It also allowed the inclusion of vehicles expected to reach the end of their useful life just beyond the TAM Plan's four-year horizon (2023-2026), ensuring that the analysis captures both deferred procurements and emerging replacement needs through the full planning period. This combined approach supports a more realistic estimate of total capital costs over the long term.

The following chart shows projected capital expenditures for rolling stock replacement among SLV TPR rural transit providers from 2025 through 2050. Year-to-year cost fluctuations reflect the cyclical nature of vehicle replacement, influenced by fleet sizes, staggered procurement schedules, and vehicle life cycles. This forecast highlights the timing and scale of capital needs required to keep fleets in a state of good repair, assuming replacements only—without expanding fleet capacity—over the 25-year planning horizon.

Capital Expenditures to Maintain State of Good Repair

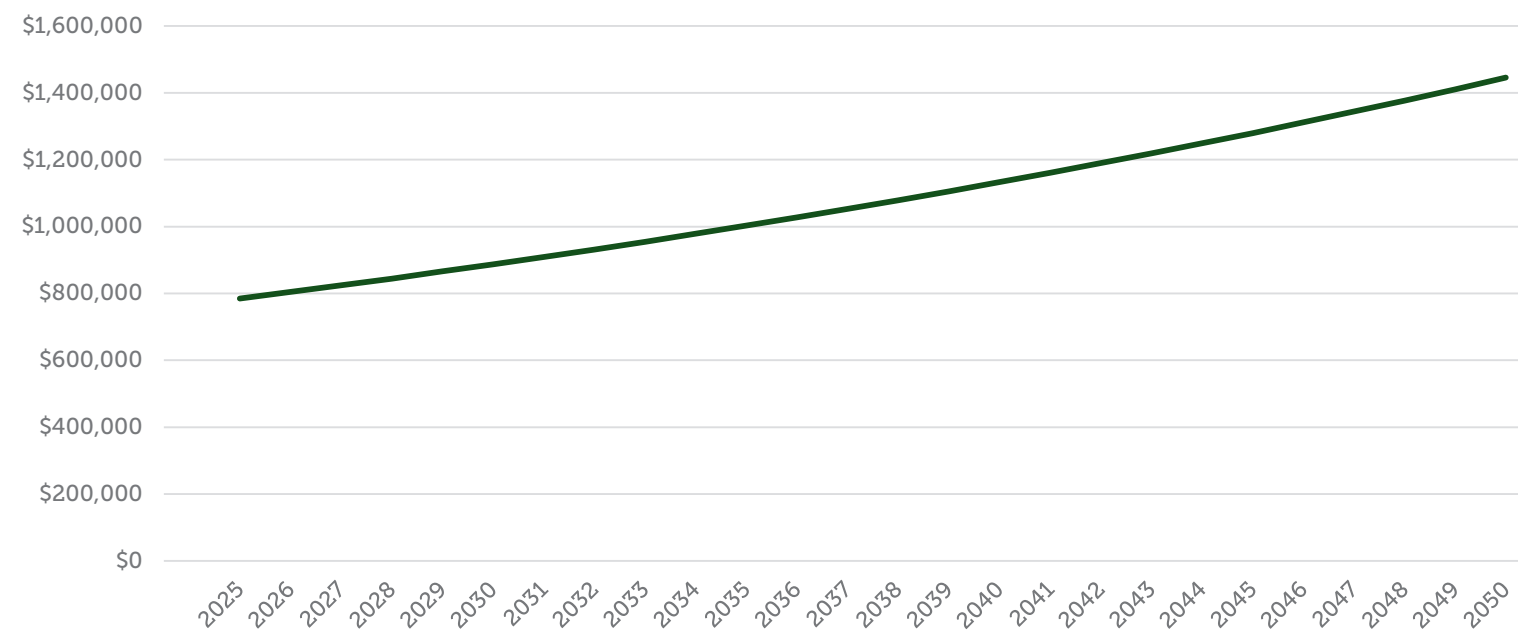


Operating cost estimates were developed using 2023 NTD data reported by transit agencies. To project future costs, these baseline figures were escalated using county-level population growth forecasts. This approach reflects anticipated increases in service demand driven by demographic changes.

Similarly, the following chart illustrates projected operating expenditures for transit providers from 2025 through 2050. The forecast assumes continuation of existing service levels and does not account for major changes in service, such as new routes or significant expansions. As such, the analysis provides an estimate of future operating needs, useful for identifying long-term funding requirements under a steady-state service scenario.

Anticipated Operating Expenditure Forecasts

(To Maintain Current Operations)



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. 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. FTA also awards 5339 funds through a competitive process.

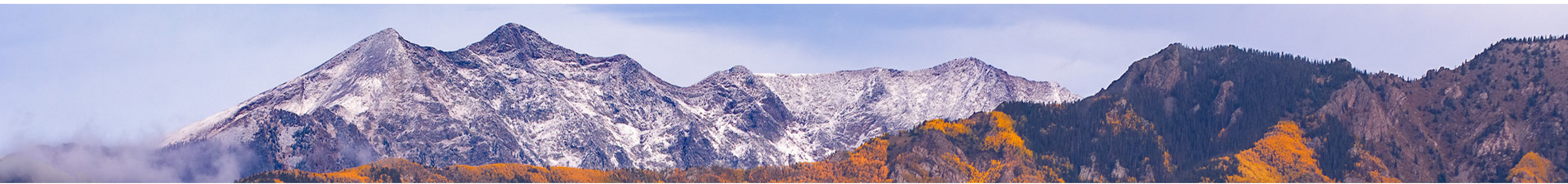
Historically, funding for both operating and capital transit needs has been limited. In the previous planning cycle, strategic funds from sources like Senate Bill (SB)-267 and others were allocated for transit capital projects over four years. Recently, the Clean Transit Enterprise, established through House Bill (HB) 21-260, created 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 and 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 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

- 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
- Low or No Emission Vehicle Program - 5339(c)
- Pilot Program for Transit-Oriented Development Planning - 20005(b)
- Planning Grants - 5304
- Rural Transportation Assistance Program - 5311(b)(3)
- State of Good Repair Grants - 5337



Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the SLV 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
- Advocate for increased coordination efforts among 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
- Work towards 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, TPR members prioritized their projects for the Region. It is important to note that priorities may change based on available funding, grant opportunities, agency needs, etc.

Project ID	Project Name	Project Total
1319	Poncha Springs Crossroads Welcome Center Improvements	\$800,000
2531	Formalize Regional Transit Council, Regional Transit Route Plan, One-Stop Shop for Transit in SLV	\$1,500,000
2535	New Essential Bus Service from Durango to Denver	TBD
2484	Operational Costs for Service between Buena Vista and Salida Commuter	\$2,500,000
1307	Park and Ride and Bus Shelter in Monte Vista	TBD
2532	Northeast San Luis Valley Transit Service	\$600,000
2047	SH 112 Demand Response	\$3,600,000
2537	Creede Eagle Intersect	\$2,200,000
2035	Southern SLV Demand Response	\$800,000
2538	Center Park-n-Ride	\$800,000
1308	New Alamosa General Public Demand Response Service	\$2,200,000
1055	New Regional Fixed-Route Service between Alamosa and Saguache	\$600,000
2541	Increase in Eagle Line's Service Hours and/or Days	\$400,000
2533	Service Along Southern Portion of US 285	\$2,200,000
2539	Saguache Park-n-Ride	\$800,000
2540	Saguache Transit Center	\$6,500,000
1300	Salida Park-n-Ride and Bus Pullouts	\$600,000
2706	Local Route Circulators in Buena Vista, Poncha Springs, Salida	TBD
2709	Chaffee Shuttle Additional buses and replacement buses	TBD
3291	Daily Circular to Saguache County towns	TBD

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