South Central 2030 Regional Transportation Plan

November 1, 2004

South Central Regional Planning Commission

SOUTH CENTRAL 2030 Regional Transportation Plan

TSC Transportation Consultants, Inc.

URS

Ostrander Consulting, Inc.

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RESOLUTION OF ADOPTION

SOUTH CENTRAL REGIONAL PLANNING COMMISISON

WHEREAS, the State of Colorado has established procedures in Title 43-1-1103 C.R.S. for the completion of regional transportation plans as a component of the statewide transportation planning process; and,

WHEREAS, the South Central Transportation Planning Region has been established pursuant to rules promulgated by the Transportation Commission Colorado at 2 CCR 604-2; and,

WHEREAS, the South Central Regional Planning Commission has been established pursuant to Title 30-28-105 C.R.S. as the planning commission with authority to complete the regional transportation plan; and,

WHEREAS, the South Central Regional Transportation Plan dated November 1, 2004, including the 2030 Transit Element has been completed under the authority of the South Central Regional Planning Commission pursuant to the "Regional Transportation Planning Guidebook" published by the Colorado Department of Transportation and meets all the requirements therein;

THEREFORE, be it resolved that the South Central Regional Planning Commission does hereby adopt the South Central Regional Transportation Plan and Transit Element dated November 1, 2004 as its official plan to guide transportation development until superceded by a subsequent updated or amended plan; and,

THEREFORE, be it resolved that the South Central Regional Planning Commission does hereby submit to the Colorado Department of Transportation said plan.

Carmen Sandoval, Chairman

South Central Regional Planning Commission

October 26, 2004

I - THE SOUTH CENTRAL TRANSPORTATION PLANNING REGION

INTRODUCTION

The South Central 2030 Regional Transportation Plan ("the plan") has been prepared as part of the Colorado Department of Transportation's (CDOT) Regional and Statewide Transportation Planning Process. The South Central Transportation Planning Region (TPR) is one of 15 TPRs comprising the entire State of Colorado. The South Central TPR consists of Huerfano and Las Animas Counties, both intersected by Interstate 25, the primary transportation corridor along Colorado's populous Front Range.

The plan considers all modes of transportation and has been instrumental in developing not only long range plans, but dialogue between representatives of the TPR, local officials, the public, and CDOT. The plan addresses the planning period from 2005 – 2030. Its purpose is to develop an understanding of the long-term transportation needs of the region and to identify priorities for funding. This has not been a simple task. The needs are diverse and extensive, while available funding is generally understood as inadequate. Therefore, tough choices have necessarily been made regarding the level of improvements that might be reasonably expected – and on what facilities.

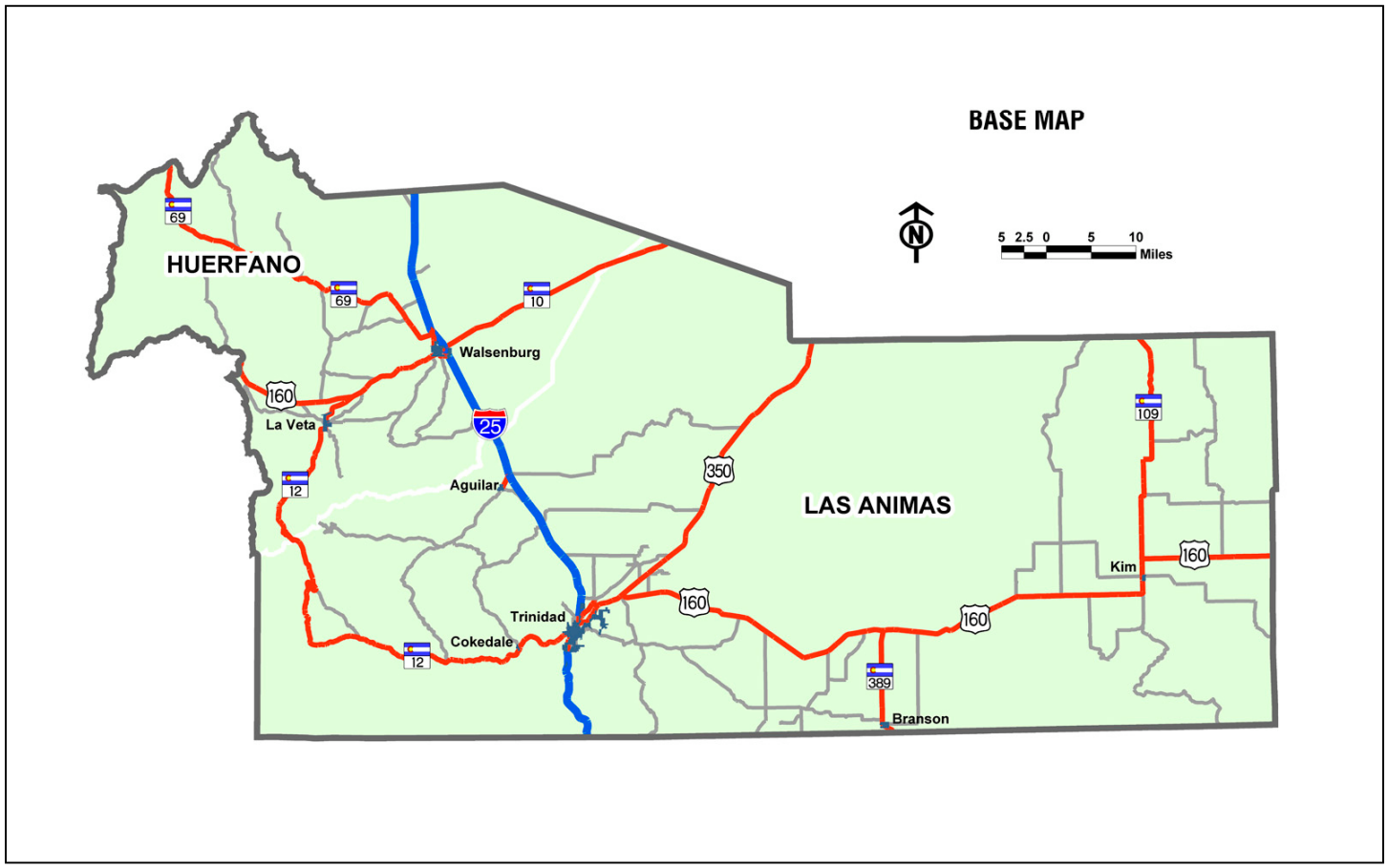
It is the belief of the South Central Regional Planning Commission that this plan best represents the needs of the TPR within the context of stringent financial constraints. The plan also takes a new approach for the TPR in that, rather than a simple project-based plan that attempts to identify specific improvements at specific locations, it develops a corridor-based approach. The plan identifies multimodal corridors that may contain a highway, transit providers and service areas, airports, railroads, and bicycle/pedestrian facilities. the region's people, goods and services move on these modes and are critical to its economic well-being and the general quality of life, not only for this region, but also for the state as a whole.

The plan is also unique in that two previously distinct planning processes have been brought together for the first time. Until now, a Regional Transportation Plan formed the basis for (primarily) state highway funding, while the separate Transit Development Program (TDP) was used to establish short- and mid-term needs for public transportation providers. The current planning process dispenses with the TDP in favor of the new Transit Element, containing both short- and long-term public transportation needs. The Transit Element process, while focused on public transportation needs, is an integral component of the 2030 transportation plan. While published under separate cover, key sections have been summarized and incorporated in this document. This plan is accessible on the Internet at http://www.dot.state.co.us/StatewidePlanning/PlansStudies/.

A grant from CDOT made it possible for the RPC to engage a team of consultants to assist with the plan. URS Corporation provided professional services for the regional transportation plan and LSC Transportation Consultants, Inc., with Ostrander Consulting, Inc., provided professional services for the Transportation Element.

The following map shows the South Central TPR planning area.

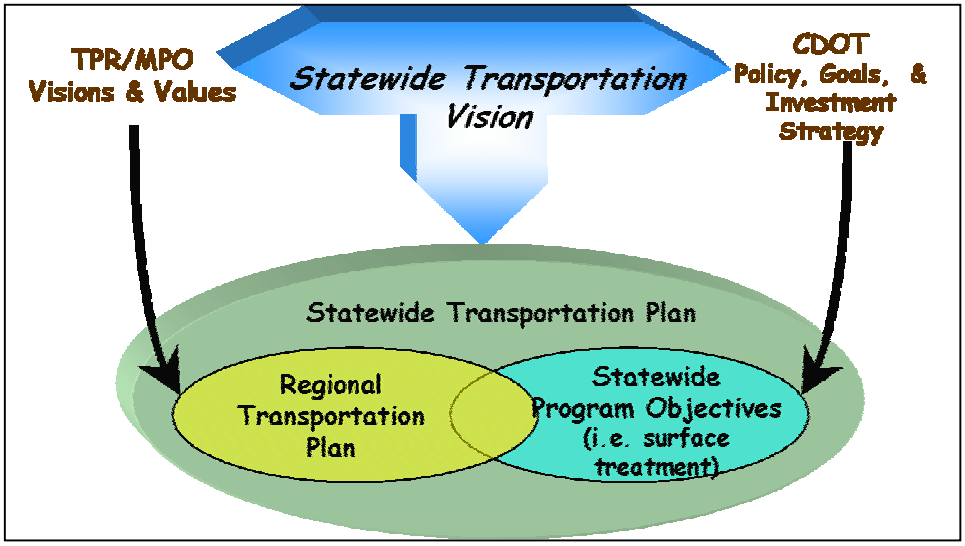
Map 1 - Base Map



THE TRANSPORTATION PLANNING PROCESS

The regional transportation plan is based on a combination of the TPR's Vision and Values with CDOT's stated policies, goals, and investment strategies. The plan incorporates the statewide transportation vision as expressed by CDOT. Together with statewide programs such as mobility, maintenance, surface treatment, safety, and the bridge rehabilitation and replacement program, the entire state's needs are encompassed within the Statewide Transportation Plan. In other words, the Statewide Transportation Plan is the summation of needs at the regional and statewide levels.

Figure 1 - Transportation Planning Process



The Plan consists of the following steps, which form the chapters of the Plan:

1. Establishing the Transportation Planning Region and the Regional Planning Commission
2. Public Participation Process
3. Regional Vision, Goals, and Strategies
4. Inventory of the Existing Transportation System
5. Socioeconomic and Environmental Profile
6. Mobility Demand Analysis
7. Alternatives Analysis
8. Preferred Transportation Plan
9. Prioritization Process
10. Financially Constrained Plan

Consistency with State and Federal Requirements

This plan has been completed in response to state and federal requirements to adopt a current long-range transportation plan. The planning process is based primarily on TEA-21, Title 43 Colorado Revised Statutes, ***Colorado's Statewide and Regional Transportation Planning Process Rules and Regulations***, the ***Regional Planning Guidebook***, and the ***Transit Element Guidelines***.

Other sources of guidance included the ***Colorado Statewide Planning Public Involvement Guidelines***, Environmental Justice guidance issued by CDOT and the FHWA, CDOT's ***Corridor Optimization Guidelines***, the ***State of Colorado Access Code***, Federal guidance on ***Limited English Proficiency***, and other appropriate documents.

This plan meets all regulatory and statutory requirements with respect to public involvement and review, subject matter covered, projected timeline, and other items as required.

FHWA Participation

This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.

THE REGIONAL PLANNING COMMISSION

The South Central Regional Planning Commission (RPC) was established by memorandum of agreement to include a representative from each county and each incorporated municipality within the TPR. The RPC has the responsibility to carry out the regional planning process and adopt the plan. The RPC met regularly throughout 2003 and 2004 to oversee the plan.

Table 1 - Regional Planning Commission

South Central Regional Planning Commission		
Carmen Sandoval	Chairman	City of Trinidad City Council Member
Maurice Brau	Vice Chairman	City of Walsenburg Mayor
Oress DeHerrera	Board Member	Huerfano County Commissioner
Kenneth Torres	Board Member	Las Animas County Commissioner
Kerry Gabrielson	Executive Director	Huerfano/Las Animas COG
Doug Brgoch	Mayor	Town of La Veta
Frank Montera	Mayor	Town of Aguilar
Beverly Sheldon	Mayor	Town of Branson
Patricia Huhn	Mayor	Town of Cokedale
Bud Broce	Mayor	Town of Kim
Tom Martinez	Mayor	Town of Starkville

TRANSIT ADVISORY COMMITTEE

The Transit Advisory Committee (TAC) was established to provide technical guidance during the development of the Transit Element. The TAC also met regularly throughout 2003 and 2004 to oversee transit planning. Members included transit providers, elected officials, technical staff and the general public.

Table 2 - Transit Advisory Committee

South Central Transit Advisory Committee		
Carmen Sandoval	City Council Member	Trinidad
Maurice Brau	Mayor	Walsenburg
Oress DeHerrera	Commissioner	Huerfano County
Kenneth Torres	Commissioner	Las Animas County
Patty Pickett	Dir., Harry Sayre Center	Trinidad
Mark Schultz	Trinidad State Nursing Home	Trinidad
Deb Hartman	Director, COG Daycare	Trinidad
Duane Roy	Dir., Department of Rehabilitation	Las Animas County
Joe Reorda I	Mayor	Trinidad
Chuck Cambruzzi	Chairman, Rural Advisory Committee	Trinidad
Mike DiPaola	Director, HCBS	Trinidad
Bernice Renner	Dept. of Human Services	Trinidad
Cindy LeRoy	Senior Center	Walsenburg
Florence Barajas	Your Ride Transportation Service	Trinidad
Jane Gerbeding	Director, Head Start	Trinidad
Veronica Lucero	Mgr., Corazon Square	Trinidad
Dianne Bunn	Dir., Colorado Welcome Center	Trinidad
Jake Pino	Dir. of Transportation Huerfano RE-1 School District	Walsenburg
Wayne Graybeal	Dir. of Transportation RE-2 School District	La Veta
Bill Long	Dir. of Transportation RE-1 School District	Las Animas
Bill Bowie	Dir. of Transportation School District 1	Trinidad

II - PUBLIC PARTICIPATION

The public involvement process provides for communication among all interested parties through public meetings, newsletters, and project updates. It is *the* essential element in facilitating cooperation and consensus building. This planning process sought to involve all interested parties at key points in the visioning, identification of issues, and drafting of the plan.

The consultant team developed a comprehensive mailing list of local agencies, interest groups, modal representatives and citizens with an interest in the plan. A series of three public meetings, as recommended by CDOT in the recent update to the ***Guidelines for the Public Involvement in Statewide Transportation Planning and Programming***, were held in the TPR at the plan visioning, draft and final stages.

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **Environmental Justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **Environmental Justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process. The plan used a Geographic Information System to identify areas of concern based on these principles. Every attempt was made to involve those neighborhoods and/or groups in the planning process.

DOLA OUTREACH PROGRAM

John Hurtado of the South Central Colorado Council of Governments, with assistance from the Department of Local Affairs (DOLA) and CDOT, held Community Input meetings in each community in the TPR with fewer than 5,000 residents. URS provided supporting information and documentation for this outreach program. The presentation included an opportunity to view information about the planning process, data about the transportation system, and to identify specific issues or ideas about transportation in the surrounding area. The meetings were widely regarded as successful and informative. Residents of the smaller communities were appreciative of the chance to air their concerns and have them included in the long-range plan. Approximately 75 people, total, attended these meetings.

Table 3 - DOLA Outreach Meetings

DOLA Outreach Meetings	
Town	**Date**
• La Veta	September 10, 2003
• Starkville	September 4, 2003
• Cokedale	September 10, 2003
• Branson	September 9, 2003
• Kim	September 11, 2003
• Walsenburg	September 16, 2003
• Aguilar	October 23, 2003

Comments received have been incorporated in this report in several ways:

- Issues and concerns incorporated in the Regional Vision, Values and Goals as well as the Corridor Visions
- Recommendations were included as existing or new projects, if appropriate, in the representative projects portion of the corridor visions
- Concerns considered short-term and not appropriate for this long-range plan were forwarded directly to CDOT for possible attention
- A series of memos incorporating all comments received and contact lists have been included in the Appendix, published separately with other supporting documentation

OPEN HOUSE #1

Two Public Meeting/Open House sessions were held on Wednesday, August 27, 2003 at the Huerfano County Senior Center in Walsenburg, from 10:30 a.m. until 12:00 noon, and in Trinidad, from 5:00 p.m. to 8:00 p.m. A series of displays providing background on the planning process, transportation system inventory, and demographic information was available for members of the general public and local government staff representatives to view. The presentation included relevant portions of the Transit Element process. The presented information provided the basis for discussions with consultant staff and CDOT regarding long-range transportation issues for the TPR.

Approximately 120 invitations were direct mailed via newsletter to persons having expressed an interest in transportation planning or by reason of job affiliation with a local government. The meetings were lightly attended, with 5 persons signing in at the Walsenburg meeting and 10 in Trinidad.

Meeting attendees were asked to write their comments on the available comment sheets and leave them with consultant staff for analysis. In addition, people were encouraged to make specific comments about the displays and post them directly on the display boards and maps. The following lists describe the comments received and have been arranged by subject matter. These issues and needs, along with discussions with the RPC, transit providers, community leaders, CDOT and DOLA Outreach Meetings form the basis for developing transportation development alternatives for further analysis and have been incorporated into the 2030 Regional Transportation Plan wherever appropriate.

Comments

Highway Improvements – Mobility

- The Trinidad/I-25 project is long awaited and welcomed. However, many questions remain surrounding the reconfiguration of interchanges and access to local businesses.

Highway Improvements – General

- The Scenic Highway of Legends (SH 12) from Trinidad to La Veta is an important tourism corridor that also serves ranching, mining, and second homes. It requires additional passing lanes, signage, intersection improvements, accel-decel lanes, turn lanes, shoulders and guard rails where appropriate.
- The area served by the Scenic Highway of Legends (SH 12) from Trinidad to La Veta is undergoing significant natural gas development. A lot of trucks and other heavy equipment use this road, causing challenges to vehicle traffic from large, slow moving vehicles.
- The connection from US 160 to SH 10 in Walsenburg is circuitous, not well marked and unsafe, often routing heavy trucks through the center of town, with attendant noise, safety, and congestion problems.
- The state prison facility at Beshoar Junction east of Trinidad is attracting numerous commuters and is becoming an area of concern.
- The Army's Pinon Canon Maneuver Area, accessed by SH 350 and US 160, contributes to traffic volumes at the intersection of US 160 and I-25 in Trinidad.

Safety

- Old SH 85/87 on the north approach to Walsenburg from I-25 is outdated and unsafe. Speeds are too high to allow safe access to the business along the segment. Turning lanes, straightening, and other safety improvements are desirable.
- Red Rocks Road, connecting SH 69 to I-25 north of Walsenburg is often used as a shortcut to access I-25. The deteriorated road is badly in need of maintenance to safely serve the growing traffic volumes.
- Intersection improvements needed at the Primero School in Segundo.

Transit

- The transit system should provide effective service to community services in Walsenburg and Trinidad.
- The ambulance district in Trinidad is partially supported by a local tax as well as Medicare & Medicaid. The ambulance system operates effectively.
- The Amtrak train station in downtown Trinidad, while currently in ill repair, is envisioned as a future mass transit and passenger rail hub. Supporting comments centered on the need to develop passenger rail links to other Front Range cities in Colorado.

Rail

- In general, the multiple rail crossings at grade crossings in downtown Walsenburg are unsafe, divide the community, damaging to private vehicles, and noisy. Benefits to the local community are questionable. The rail grade crossings at S. Hendren Ave. and 4th Street were mentioned as particular problems.

Bicycle/Pedestrian

- The Trinidad Riverwalk along the Purgatoire River in downtown Trinidad is a valuable asset for the community and provides interconnectivity to points north and south via the interregional Front Range Trail.
- Improvements in pedestrian access are needed in La Veta.
- A new trail is needed along SH 12 to support the Highway of Legends.
- The Veteran's Association home at the Spanish Peaks Regional Medical Facility needs safe pedestrian access across US 160 to Lathrop State Park west of Walsenburg.

Recreation

- Aguilar – pullouts and interpretive sites are needed to support the Highway of Legends Scenic Byway.

Demographic

- Economic development throughout the TPR should be a primary concern.
- This region attracts a significant number of retirees and also suffers from the "aging in place" syndrome in which many elderly lose their means of mobility, thereby making it difficult to obtain necessary shopping, medical, recreational, and other services.

Environment

- Loss of water along the Cuchara River to urban development is hurting both the environment and the local economy.

General

- The community of Trinidad is thriving as an educational and commercial center for southern Colorado. These aspects should be supported with the planned transportation system.
- The unique history of Trinidad, with its diverse southwestern links, its mining history, and its extensive Victorian architectural presence is an appealing regional center and supports an extensive fine arts culture.
- The Stoneridge development ¼ mile east of Trinidad on US 160/SH350 will include 1500 new home sites. Significant new traffic is expected and will require intersection upgrades.

OPEN HOUSE #2

A second public open house was held in Trinidad on April 1, 2004 at the Las Animas County Courthouse from 4:00 to 7:00 p.m. to review the draft preferred plan. A series of displays providing background on the planning process, the corridor visions, and preferred plan priorities was available for members of the general public and local government staff representatives to view. The presented information provided the basis for discussions with consultant staff and CDOT regarding long-range transportation issues for the TPR. The presentation included relevant portions of the Transit Element process. Approximately 120 invitations were direct mailed to people having expressed an interest in transportation planning or by reason of job affiliation with a local government. The event was also advertised in the newspaper. Nine persons attended.

Comments

Trinidad Lake State Park

Traffic is increasing at the Park, particularly on Co Rd 18.3, which provides access from SH 12. Concerns were raised about safety at the intersection and high speeds on the approach. Operated by the US Corps of Engineers, the site is leased to the State as a State Park. The road segment within the Park is under the control of the Corps. The access road also serves significant rural residential development south of the park increasing conflicting uses of the road. An abandoned rail line adjacent to the park could be useful as a bicycle/pedestrian trail.

Santa Fe Trail

Support was expressed from the Santa Fe Trail Scenic and Historic Byway, a non-profit organization, to extend a non-motorized trail across Raton Pass. The trail would provide a valuable link in this historic trail system.

PUBLIC MEETING #3

A joint RPC and Public Meeting was held at the South Central Cog Offices on May 27, 2004, from 3:00 to 4:30 p.m. This meeting provided an overview of the results of the plan including the Preferred Plan, the Prioritized Plan, and the Financially Constrained Plan. No significant comments were received or changes proposed. The RPC approved the draft plan as written to be forwarded to CDOT for further review and comment

PUBLIC MEETING #4

A joint meeting to review the Draft Regional Transportation Plan and the Draft Statewide Plan was held on September 16, 2004 at the Las Animas County Courthouse in Trinidad. Approximately 12 people were in attendance. Significant comments pertaining to the Draft Regional Transportation Plan are listed below.

Amtrak Rail Station

The Amtrak Rail station may be removed and replaced with a free-standing kiosk.

Rail Abandonment

The Colorado Wyoming Railway has recently abandoned and removed its tracks west of Trinidad. The railway had carried coal from the mines to the UP mainline. The operation had become economically infeasible for the railways.

Aviation

Several comments were received regarding the need for runway expansion at the Trinidad Airport. UPS is using the airport as a regional distribution center and requires runway improvements to accommodate larger aircraft. FedEx is considering a similar operation.

Freight

A freight hauler expressed concern about future access to downtown with regard to interchange re-alignment on I-25.

Highway

- The reconstruction of I-25 in Trinidad continues to be a concern to residents. The lengthy construction period will see all traffic routed onto the southbound lanes while the northbound lanes are constructed, then shifting to the newly constructed northbound lanes for southbound construction. The five to six year construction period will be a significant disruption of traffic.
- SH 12 continues to be a major issue with regard to safety and general traffic headaches. Several recent projects have straightened dangerous curves and made other general improvements. A series of such projects will be required to alleviate congestion and safety problems in this rapidly developing corridor.
- Recent improvements on US 160 west of Walsenburg are regarded as favorable and welcome relief, especially with regard to the high volume of truck traffic.
- SH 350 northeast of Trinidad is seeing noticeable growth in military transport to the Pinon Canon Maneuver Site. The heavy trucks cause additional wear to the surface pavement.

Transit

Appreciation was expressed for the continuation of much needed transit services, especially for the elderly and handicapped in Trinidad and Walsenburg. It is not likely that the proposed modest expansion of services will be sufficient to address future needs.

Response to Significant Issues

All above comments have been addressed in the representative projects portion of the corridor visions.

TAC MEETINGS

Two Transit Advisory Committee meetings were held during the planning process on July 24, 2003, 3:30 p.m., in Trinidad, CO; and October 9, 2003, 3:30 p.m., also in Trinidad.

III - REGIONAL VISION, GOALS & STRATEGIES

Completion of this task provided the opportunity for the TPR to identify issues that will help in the development of Regional Vision, Goals, and Strategies. Ultimately, the Regional Vision, Goals, and Strategies developed through public, RPC, and TAC processes were used in developing evaluation criteria for use in the transportation alternatives development phase of the plan. The Vision provides the basis to compare projects for consistency with the final adopted 2030 plan.

The consultant team led the RPC in a series of exercises to help reach consensus on the Regional Vision, Goals, and Strategies and how best to implement them in support of regional quality of life. CDOT's ***Regional Planning Guidebook*** offers a series of questions to assist in the completion of this task. Each plan item was compared to the TPR's Vision, Goals, and Strategies for consistency. This ensured that final planning components support the originally conceived ideas of how best to support the regional quality of life.

CDOT's guidance in developing this portion of the plan requests that the TPR begin with the Department's Mission as a foundation:

> *The mission of the Colorado Department of Transportation is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.*

CDOT also offers the following vision as part of its guidance:

> *To create an integrated transportation system that focuses on moving people and goods, develops linkages among transportation choices, and provides modal choices to enhance the quality of life and environment of the citizens of Colorado.*

2030 VISION FOR TRANSPORTATION SERVICES IN THE SOUTH CENTRAL REGION

> *The South Central Transportation Planning Region envisions a multimodal transportation network that supports a stronger and more diversified economy, supports the preservation of the region's environmental and scenic quality of life, provides access to recreational opportunities, and preserves the unique historical, cultural, and small town character of the region.*

GOAL 1 THE HIGHWAY SYSTEM PROVIDES MOBILITY TO THE TRAVELING PUBLIC AT AN ACCEPTABLE LEVEL OF SERVICE.

Strategy A Additional travel lanes will be constructed to alleviate congestion where appropriate and when alternative solutions are either not feasible or not effective.

Strategy B Other highway improvements, including passing lanes, paved shoulders, and improved intersections will be constructed where required to promote improved levels of service and safety.

Strategy C We will work with the railroad companies to develop strategies that allow access to crucial areas that are sometimes blocked by stopped trains.

GOAL 2 THE EXISTING TRANSPORTATION SYSTEM WILL BE MAINTAINED IN THE MOST EFFICIENT MANNER POSSIBLE

Strategy A Highway pavement condition will be maintained in accordance with goals set by the Colorado Transportation Commission.

Strategy B Surface condition on airport runways and bicycle/pedestrian paths will be maintained at a level that protects the original investment and provides for safe use.

Strategy C Structurally deficient and functionally obsolete bridges will be replaced or otherwise maintained to extend useful life.

Strategy D Public transportation vehicles will be maintained and replaced on an effective schedule that allows providers to continue providing safe and efficient service.

GOAL 3 THE TRANSPORTATION SYSTEM PROVIDES SAFE TRAVEL OPPORTUNITIES

Strategy A The TPR will support local, regional, statewide and national initiatives to modify and improve vehicle safety and driver behavior.

Strategy B Locations with historically high crash ratios in relation to vehicle miles traveled will be evaluated for potential safety improvements.

Strategy C Passing lanes, turn lanes, and adequate shoulders will be constructed where appropriate financially and environmentally in order to maximize infrastructure safety.

Strategy D Rest areas will be provided at appropriate intervals on regionally significant highways.

Strategy E Rail grade crossings will be improved at high volume locations to include appropriate safety equipment or grade separations.

GOAL 4 THE TRANSPORTATION SYSTEM MINIMIZES IMPACTS TO THE REGION'S AIR, WATER, SCENIC VIEW CORRIDORS, CULTURAL RESOURCES AND WILDLIFE HABITAT.

Strategy A The 2030 transportation plan will be used to identify critical habitat and cultural locations that should be avoided or mitigated during transportation development.

Strategy B Consideration will be given to scenic views during transportation planning so as to minimize negative impacts to important tourism corridors and quality of life.

Strategy C Multimodal development such as public transit, bicycle and pedestrian options will be implemented where feasible so as to offer alternatives to single occupant vehicle travel.

Strategy D Transportation Enhancement projects that are included in local comprehensive, recreation, or other community plans will be considered consistent with the South Central Regional Transportation Plan and will be eligible for application to CDOT's Transportation Enhancement Program.

Strategy E Mitigate the impacts of methane gas shipment and new housing development on the region's most sensitive environmental and tourist areas and activities.

Strategy F Improve the aesthetic appeal of the area by blending transportation projects with the historic nature of the region. This may include specific construction and landscaping standards on major projects or projects that improve the area from an aesthetic standpoint, such as the Riverwalk project or improvements to the Highway of Legends Scenic and Historic Byway.

GOAL 5 THE TRANSPORTATION SYSTEM FUNCTIONS AS A COMPLETE SYSTEM WITH EFFECTIVE CONNECTIVITY BOTH WITHIN THE REGION AND TO THE REST OF THE STATE.

Strategy A The transportation system provides effective through-access to interregional destinations.

Strategy B The transportation system provides effective access to visitor destinations, including multimodal opportunities.

Strategy C The transportation system provides enhanced highway signage for key historic, cultural, scenic and recreation areas.

Strategy D The 2030 plan coordinates with surrounding regions' transportation plans, including developing corridor visions for interregional transportation corridors.

GOAL 6 THE TRANSPORTATION SYSTEM PRESERVES AND ENHANCES THE REGION'S OVERALL ECONOMIC HEALTH

Strategy A Access to goods and services is as critical to the region as general mobility and will be enhanced by implementation of the transportation plan.

Strategy B Since the economic health of the region depends in part on mobility of commercial goods, the plan evaluates and recommends implementation of improved facilities to enhance commercial goods movement, including truck routes, Intelligent Transportation Systems (ITS), truck/rail intermodal facilities and aviation cargo facilities.

Strategy C The transportation system provides enhanced tourism facilities such as rest areas, traveler information services, signage, Scenic and Historic Byway enhancements, and linkage to historic and other downtown areas by pedestrian access from parking areas.

GOAL 7 THE TRANSPORTATION SYSTEM PROVIDES NEW INTERMODAL ACCESS AND MOBILITY OPTIONS FOR INDIVIDUALS AND COMMERCE

Strategy A The plan seeks to promote the addition of intercity bus service along I-25 that provides access to Front Range metropolitan areas.

Strategy B The plan identifies transportation alternatives for the elderly, low income, and other transit dependant populations and promotes their development.

Strategy C The plan seeks to improve commercial air connections and terminal facilities.

Strategy D The plan seeks to improve general aviation facilities.

Strategy E The plan seeks to improve additional non-motorized transportation access to recreation areas including development of a continuous bike/pedestrian trail along the Highway of Legends Scenic and Historic Byway, and connection of this loop on Highway 12 to Trinidad and Walsenburg.

GOAL 8 PROVIDE A SAFE AND EFFICIENT AIRPORT SYSTEM THAT MAXIMIZES EXISTING INVESTMENT AND MEETS INTER- AND INTRASTATE TRAVEL AND EMERGENCY NEEDS WHILE SUPPORTING COLORADO'S DIVERSE ECONOMY

Strategy A Provide a system of airports that is adequate to meet existing and projected demand.

Strategy B Provide a system of airports that meets future demand levels while considering community and environmental compatibility.

Strategy C Provide a system of airports that supports economic growth and diversification.

Strategy D Provide a system of diverse airports that is convenient to Colorado residents while also supporting critical health, welfare, and emergency services within the State.

Strategy E Provide a system of airports that maximizes the useful life of airport facilities by leveraging local, state, and federal investments.

GOAL 9 THE TRANSPORTATION PLAN IDENTIFIES, EVALUATES AND PRIORITIZES TRANSPORTATION DEVELOPMENT OPTIONS THAT ENHANCE TRAVEL AND CAN BE IMPLEMENTED THROUGH EXISTING OR REASONABLY ANTICIPATED FUNDING

Strategy A The preferred plan recognizes and prioritizes transportation needs that may exceed expected revenues and plans for long term system improvements should additional funding becoming available at any time in the future.

Strategy B The plan supports the efficient use of limited financial resources.

Strategy C The fiscally constrained plan leverages available state and federal resources with public/private partnerships.

Strategy D The South Central Regional Transportation Commission supports the provision of State funds for the provision of public transportation services.

Strategy E The fiscally constrained plan recognizes that the costs of desired transportation development may exceed reasonably anticipated revenues and therefore, estimated costs of development will be constrained to those expected revenues.

GOAL 10 THE TRANSPORTATION PLAN DEVELOPS OPTIONS THAT ARE UNDERSTOOD AND SUPPORTED BY THE TRAVELING PUBLIC

Strategy A The regional transportation planning process invites full public involvement and input at key points through the use of advisory committees, public meetings, a project website, newsletters, and input opportunities for the general public and interest groups.

Strategy B The plan upholds, supports and implements the provisions of CDOT's Environmental Justice initiative, which seeks to eliminate disparities in transportation development among ethnic minority, low income and other disadvantaged populations.

Strategy C The plan supports improved and sustainable quality of life for the region's diverse population.

IV - TRANSPORTATION SYSTEM INVENTORY

This chapter provides a comprehensive overview of the existing transportation system including highway system, public transportation, bicycle, pedestrian, rail, and aviation systems. Each mode has been examined along with its infrastructure, level of service, capacity, operating, and safety characteristics. to identify existing conditions. Not only will this "picture" of the existing systems broaden our knowledge of what types of transportation serve the TPR, it also provides the base of information necessary to determine future transportation investments by allowing for the identification of deficiencies within each system.

The approach to collecting data on the existing transportation system relied to a significant degree on the Transportation Planning Data Set as developed by CDOT. The Dataset contains complete information as collected by CDOT on the highway characteristics and traffic data as well as modal components of the state's transportation system. Information from the Dataset has been mapped and displayed using the ArcView/GIS program where appropriate.

A complete inventory of transit operators and their services was undertaken during the **Transit Element** process and is fully integrated with the RTP. This document contains summary information about local transit systems; for complete information about public transportation, please see the **Transit Element** published separately**.**

HIGHWAY SYSTEM

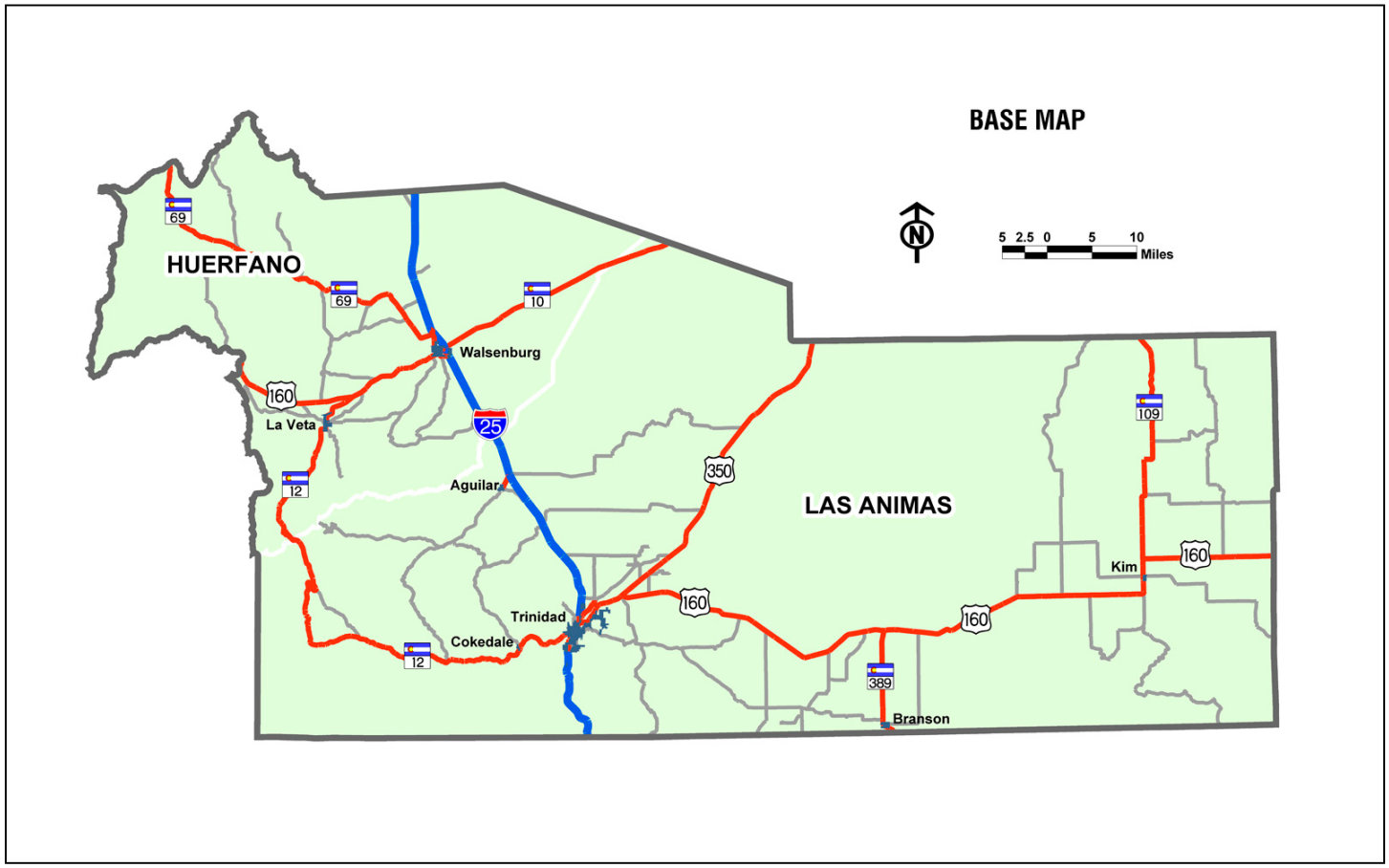
The following section utilizes the best, most current data available as provided by CDOT. Most highway information is for the year 2001. The section describes the region's highway system with the following information:

- Project Area
- National Highway System
- Scenic Byways
- Functional Classification and Mileage
- Traffic Volumes
- Surface Condition
- Bridges
- Accident Locations
- Commercial Truck Traffic
- Hazardous Materials Routes

Project Area

The project area encompasses Huerfano and Las Animas Counties. I-25 provides the most heavily traveled route as it connects communities along Colorado's Front Range with New Mexico and Wyoming. A sparse network of state highways provides regional connectivity in this sparsely populated region.

Map 2 - Base Map



National Highway System

The National Highway System (NHS) was first proposed in the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and was adopted by Congress. The NHS is a system of principal arterials that are considered significant components of a nationwide network linking major ports to commercial and industrial centers, connecting major metropolitan areas, providing access to major recreational areas, connecting major intermodal facilities, and designating a sub-component of strategic defense highways. The system contains all Interstate Highways plus other major highways and totals about 161,000 miles nationwide. Colorado has about 3,356 miles with about 96 miles in the South Central TPR on I-25 and US 160.

Map 3 - National Highway System

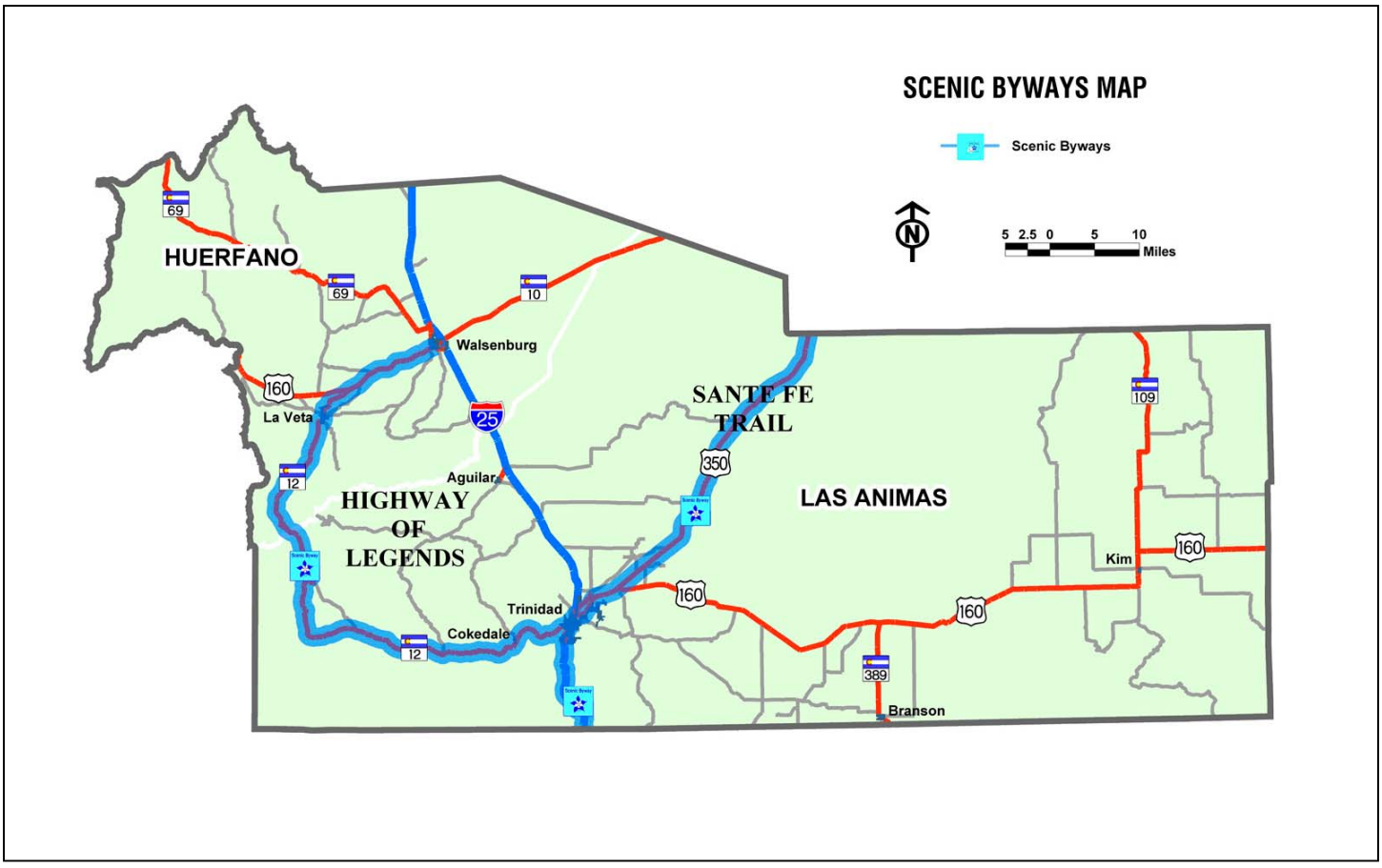
Scenic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradans and visitors. This system of outstanding touring routes in Colorado affords the traveler interpretation and identification of key points of interest and services while providing for the protection of significant resources.

Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features. (from the Official Site of Colorado's Scenic and Historic Byways - http://www.coloradobyways.org/Main.cfm) .

Two Scenic Byways are located in the region. The Highway of Legends is located on SH 12, circling the Spanish Peaks between Walsenburg and Trinidad. The Santa Fe Trail connects the Arkansas River near La Junta via SH 350 to I-25 and Raton Pass.

Map 4 - Scenic Byways



Functional Classification

The classification of the highway system is divided between rural and urban areas. The functional classification system is based on the grouping of streets and highways into classes, or systems, according to the character of the service they are intended to provide. The road classes are repeated for Urban and Rural systems:

- Arterial - a major highway primarily for through traffic usually on a continuous route. The classification is further divided into Interstate, Freeways and Expressways, Principal Arterials, and Minor Arterials.
- Collector - streets whose primary purpose is to serve the internal traffic movement within an area. The classification is further divided into Major and Minor Collector (Rural), and Collector (Urban).
- Local - streets whose primary purpose is feeding higher order systems (Collector & Arterial), or providing direct access with little or no through traffic.

Map 5 - Functionally Classified Highways and Roads

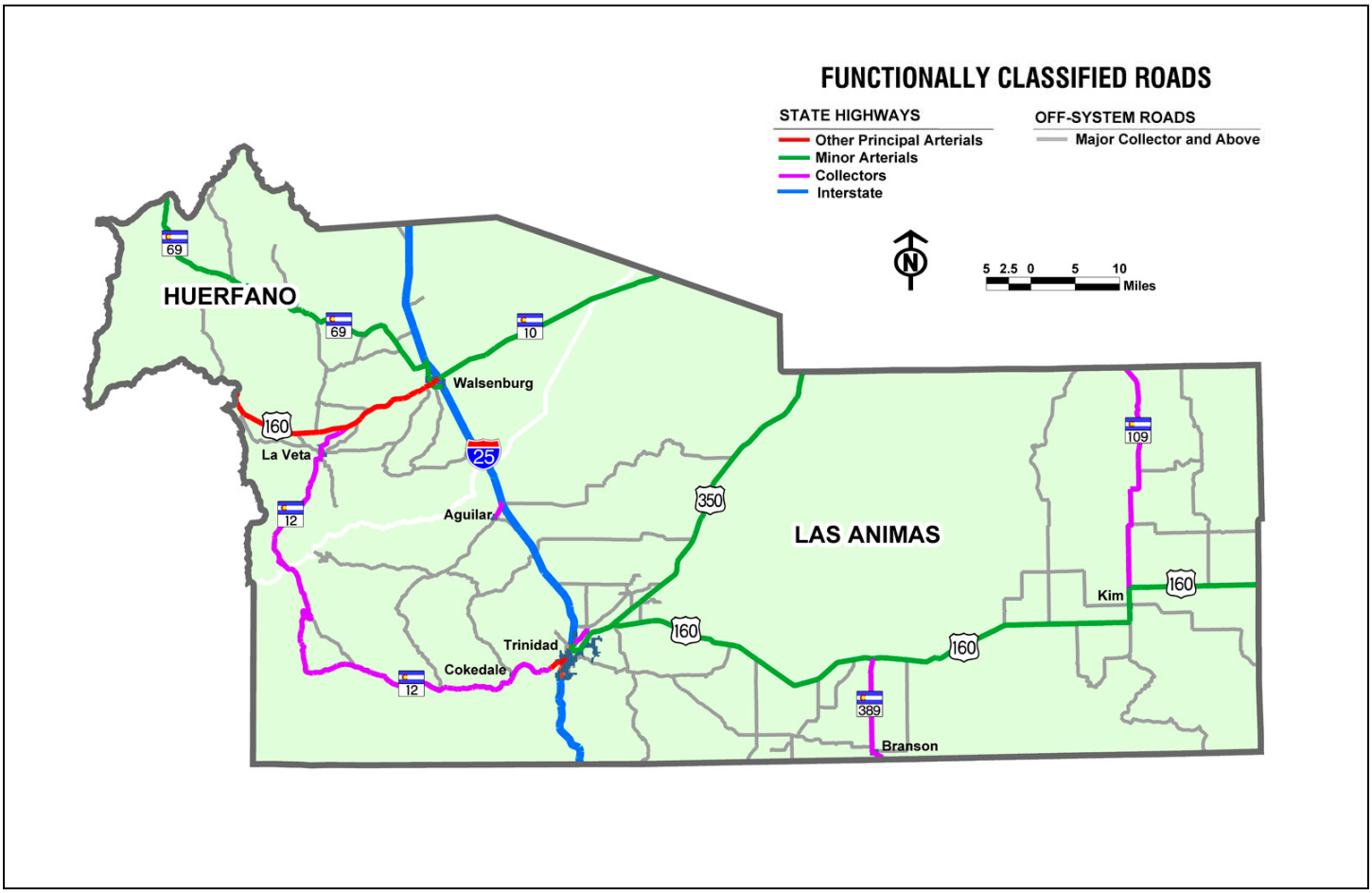


Table 4 - State Highway Functional Classification

The following table shows mileages and percent of total state highways for each functional classification within the TPR. Of just over 400 miles, approximately 48% are Minor Arterial Rural, 27% Major Collector Rural, and 16% Interstate Rural.

State Highway Functional Classification		
Highway Classification	**% of Total**	**Miles**
Freeway Urban	1.0%	4.22
Other Principal Arterial Urban	0.5%	2.15
Collector Urban	0.0%	0.00
Minor Arterial Urban	0.5%	1.98
Interstate Rural	15.7%	64.63
Other Principal Arterial Rural	6.7%	27.64
Minor Arterial Rural	48.1%	198.16
Major Collector Rural	27.4%	112.78
Minor Collector Rural	0.0%	0.00
Total	100.0%	411.56

Source: CDOT

Table 5 - Local Road Functional Classification

The following table shows mileages and percent of total local roadways for each functional classification within the TPR. Local roadways are under the jurisdiction of a county or municipality. Of just over 2,600 miles, approximately 72% are Local Rural.

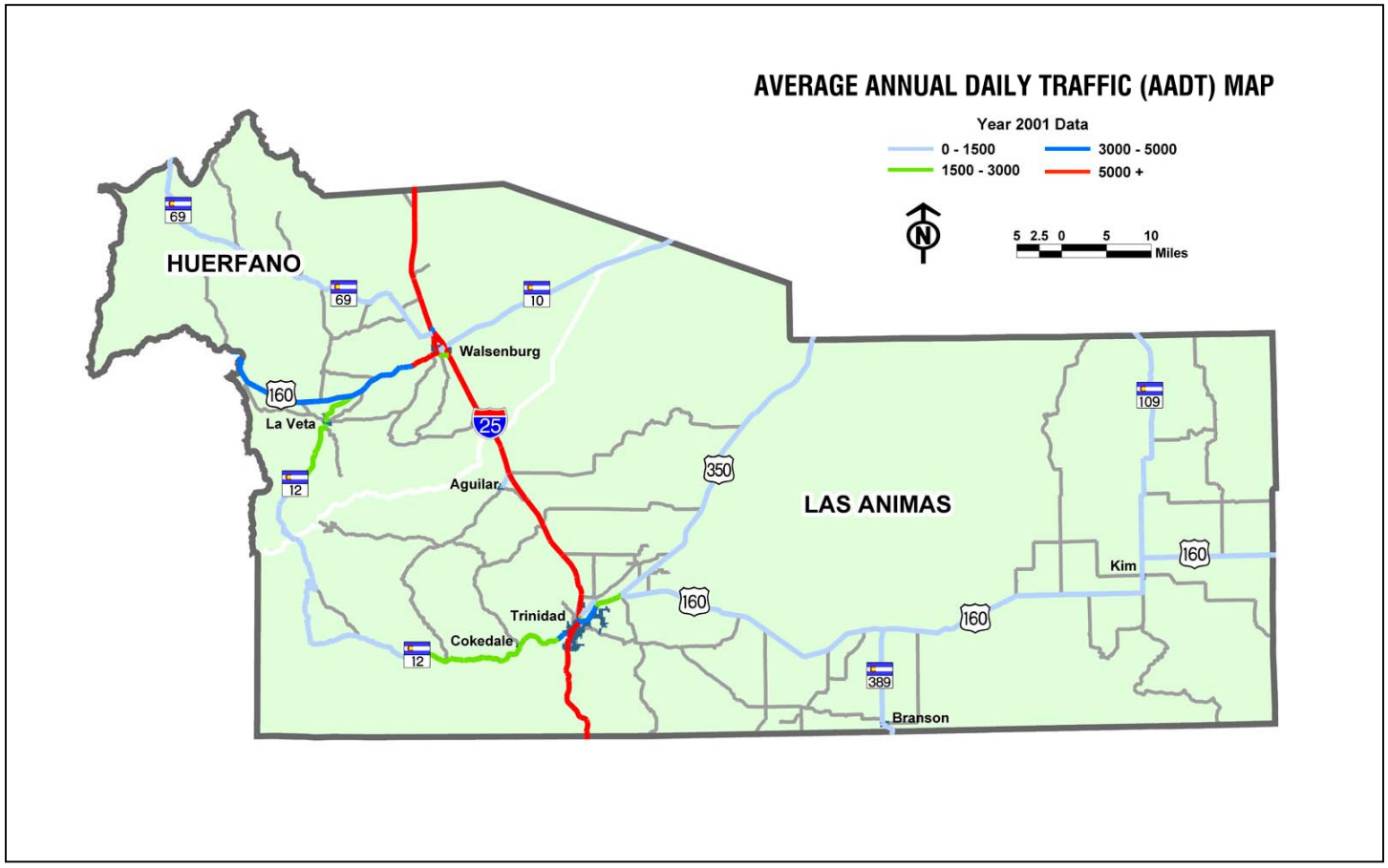
Local Road Functional Classification		
Road Classification	**Miles**	**% of Total**
Principal Arterial Rural	0	0.0%
Minor Arterial Rural	0	0.0%
Major Collector Rural	291	11.2%
Minor Collector Rural	374	14.4%
Local Rural	1,868	71.7%
Highway Urban	0	0.0%
Principal Arterial Urban	1	0.0%
Minor Arterial Urban	12	0.5%
Major Collector Urban	9	0.3%
Local Urban	50	1.9%
Total	2,605	100.0%

Source: CDOT

Traffic Volumes

Traffic volumes on state highways were generated using CDOT data for 2001, the most recent available. The data is based on a mix of permanent traffic counters, temporary (mobile) traffic counters, and a model comparing known values to similar roadways across the state. The Average Annual Daily Traffic (AADT) is a commonly used measure that provides the total number of vehicles on a highway throughout the year divided by 365. This method helps "smooth" peaks and valleys in the traffic profile that may be seasonal (recreation or agriculture) or special event triggered.

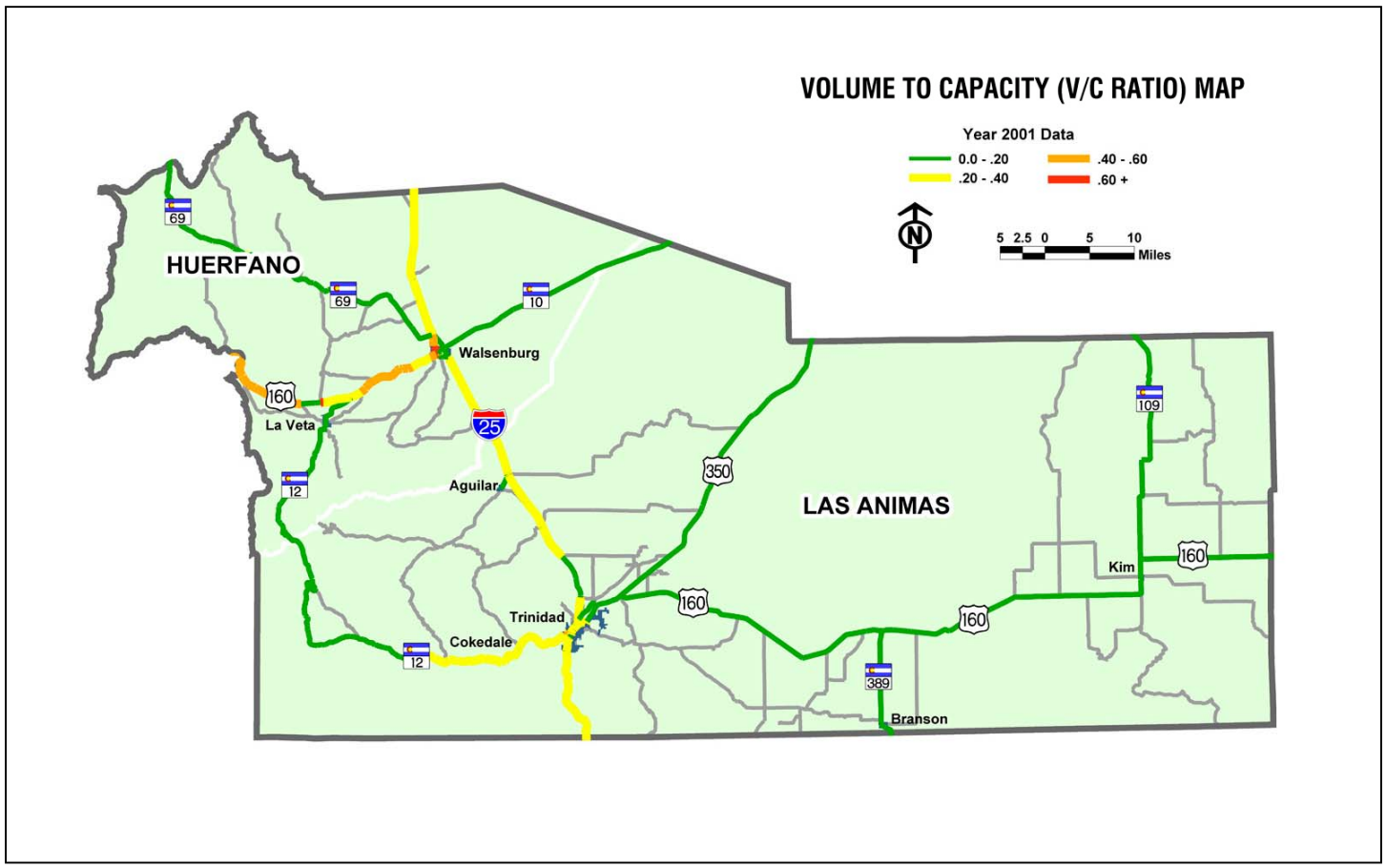
Map 6 - Average Annual Daily Traffic 2001



Volume to Capacity Ratio

The Volume to Capacity Ratio, commonly referred to as V/C (V over C), is another commonly used measure of traffic. It provides information about congestion on the facility, rather than the raw number of vehicles. For instance, 5,000 vehicles per day on a narrow, two-lane road with no shoulders is much more congested than 5,000 vehicles per day on a 4-lane interstate facility. In the following map, the Volume (AADT) is compared with the Capacity of the facility to obtain a ratio between 0 (no congestion) and 100 (gridlock). Congestion starts to become a noticeable problem in rural areas at about 0.60 or 60% of capacity. In urban areas, 0.85 is more commonly acknowledged as the lower limit of severe congestion.

Map 7 - Volume to Capacity Ratio 2001



Surface Condition

CDOT rates the condition of highway surfaces with its Pavement Management System, providing a range of years of remaining service life of the pavement of the highway segment, depending on roughness, cracking, patching, rutting and other indicators of smoothness and structure. The Colorado Transportation Commission has set a goal of maintaining the state's highway system, overall, with a minimum of 60% rated Good or Fair. Resurfacing projects are not normally chosen as part of the long-range plan, but are scheduled by CDOT according to the output of the Pavement Management System.

Figure 2 - Highway Surface Condition

Remaining Service Life

- >11 Years - Good
- 6 - 11 Years - Fair
- < 6 Years – Poor

In 2001, the region was below this goal with about 55% rated Good or Fair. CDOT has reallocated significant funding from construction programs to the surface treatment program to attempt to meet its number one goal of maintaining the existing system at an acceptable level.

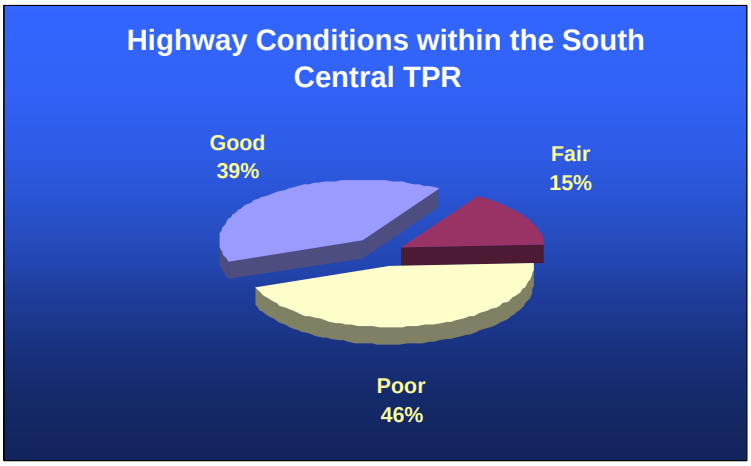


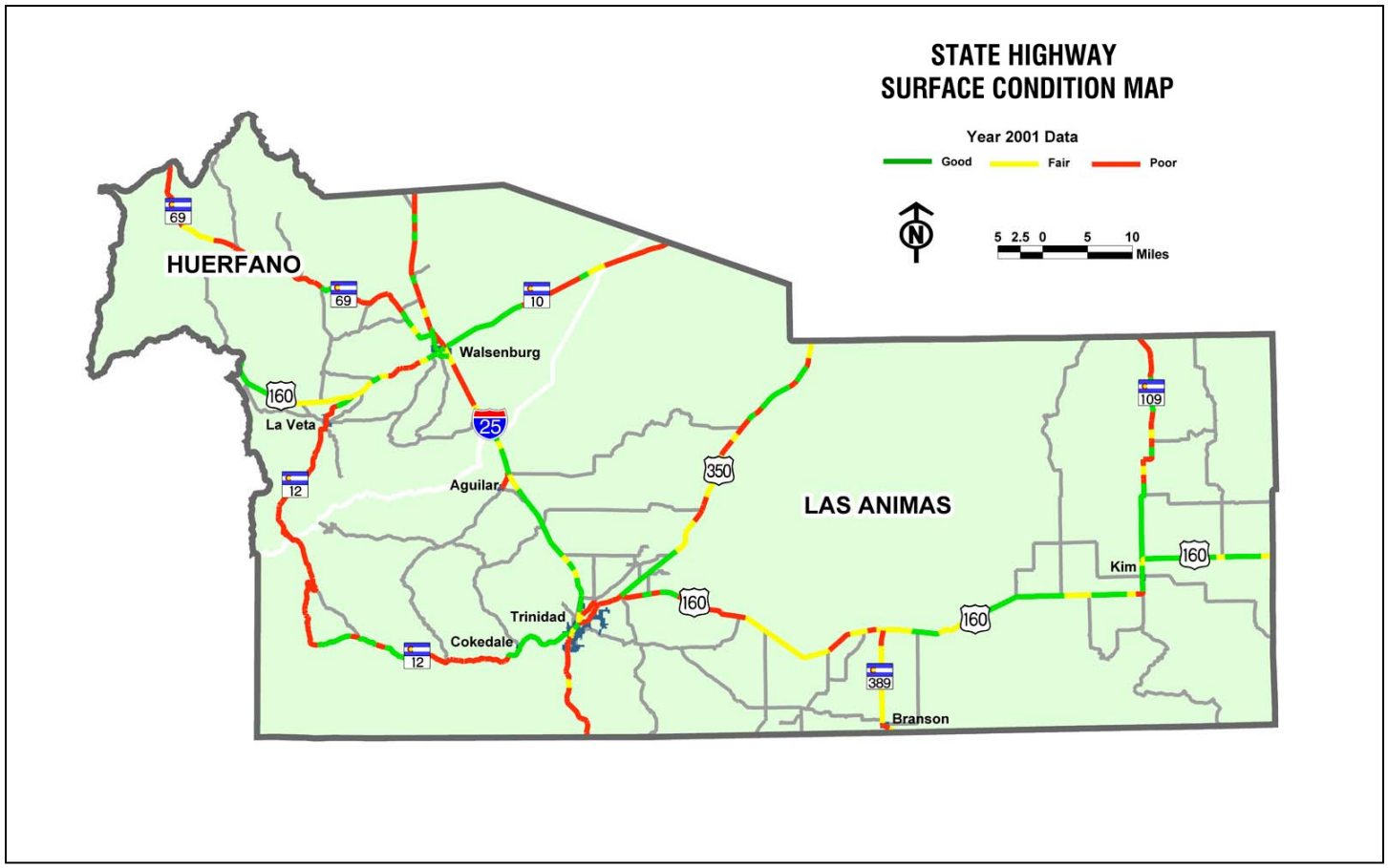
Table 6 - Highway Surface Condition

State Highway Condition							
		Miles per Condition			Percentage per Condition		
County	Miles	Good	Fair	Poor	Good	Fair	Poor
Huerfano	146.589	45.552	21.898	79.139	31.1%	14.9%	54.0%
Los Animas	264.967	116.719	41.234	107.014	44.1%	15.6%	40.4%
Total	411.556	162.271	63.132	186.153	39.4%	15.3%	45.2%

Source: CDOT 2001

Map 8 – State Highway Surface Condition

The following map shows the distribution of Good, Fair and Poor highway segments in 2001. Recent repaving projects may have changed the picture somewhat, but as some segments are being repaved, others reach the end of useable service life.

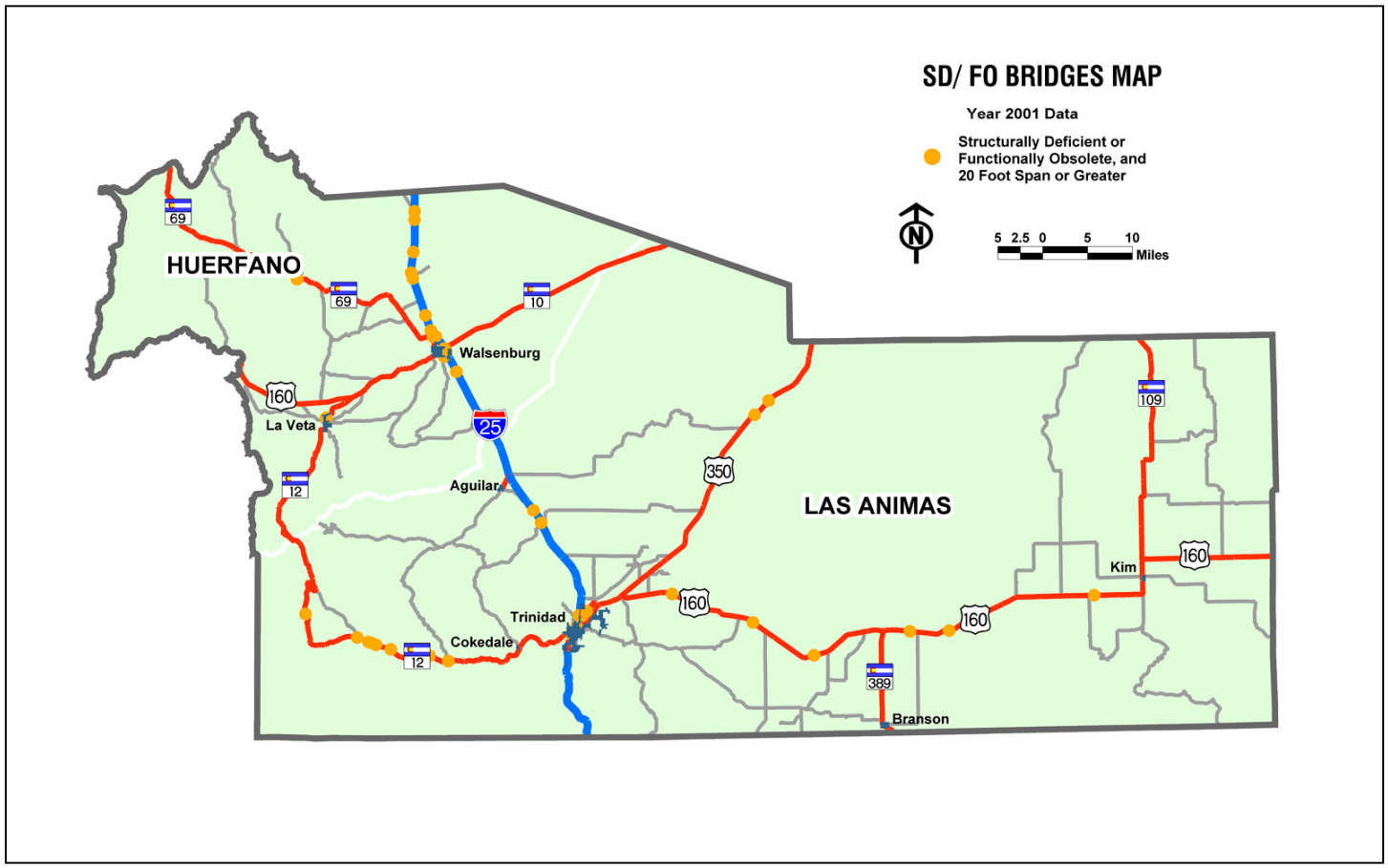


State Highway Bridges

Each bridge on the state highway system is given a Bridge Sufficiency Rating between 0 and 100 by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. Bridges more than 20 feet in length with a sufficiency rating between 50 and 80 are eligible for rehabilitation or below 50 for replacement. Those bridges are plotted on the following map. A complete listing of all bridges in the region, including Structurally Deficient or Functionally Obsolete bridges, along with the Bridge Sufficiency Rating, can be found in the Appendix.

Bridge repair and replacement projects are not a normal part of the long range planning process, but are chosen by CDOT on the basis of sufficiency rating, funding availability, and proximity to other highway projects. When highways are upgraded or have other major work performed, CDOT also upgrades the associated bridges to current standards as a matter of policy. The data presented here concerning bridges is for information only about the region's system and not intended as part of the major scope of the plan.

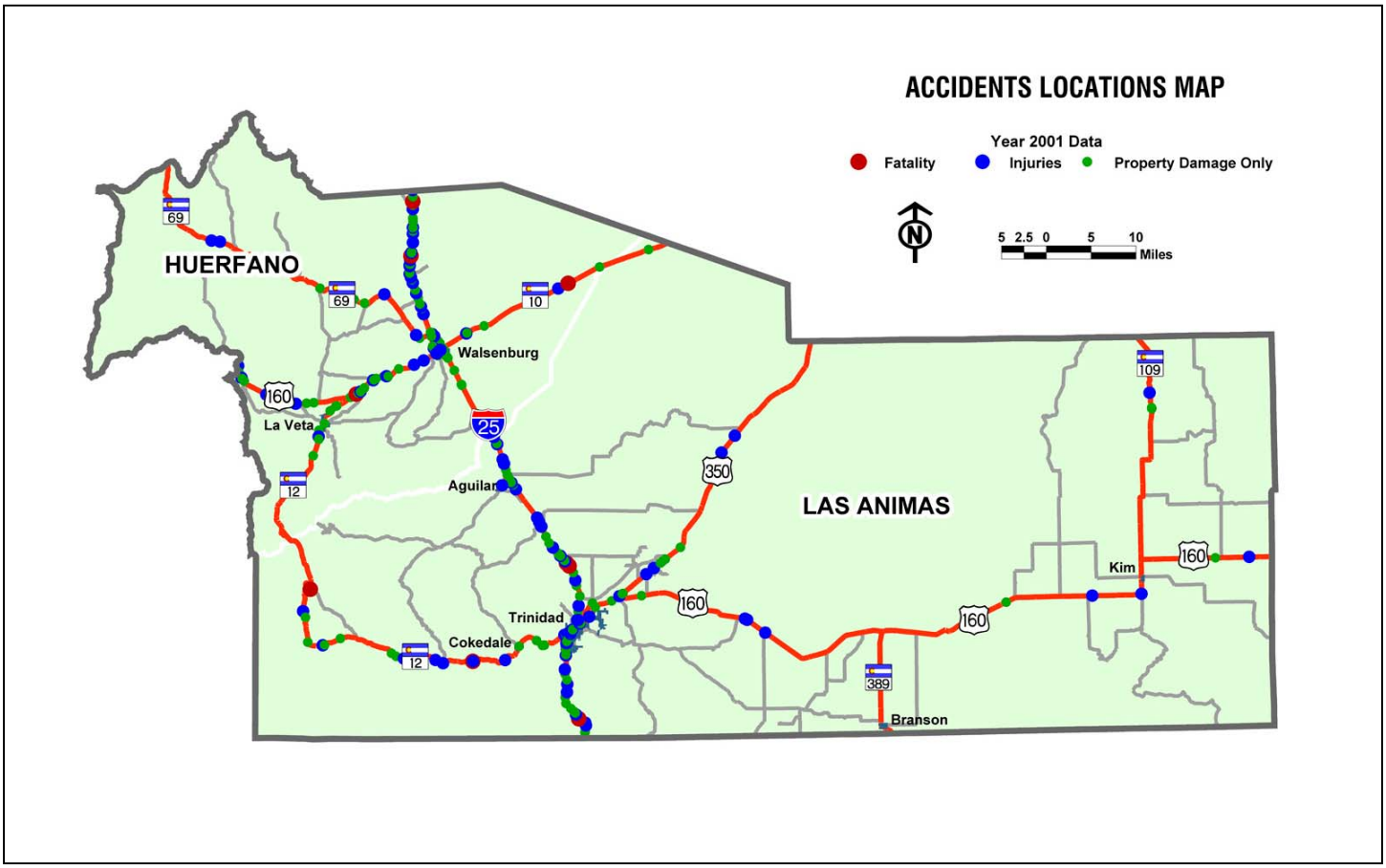
Map 9 - Structurally Deficient / Functionally Obsolete Bridges



Accident Locations

Two sources of information about highway safety and accident locations were examined for this report. CDOT provided a segment-by-segment analysis for the planning process, which showed a crash rate, an injury rate, and a fatality rate on each section of highway. This data provided information for the prioritization of corridors and about the type of work that should be done in the Alternatives Analysis chapter of this report. In addition, year 2001 crash data has been plotted in the following map to provide an overview, for one year, of the distribution and concentration of crashes in the region.

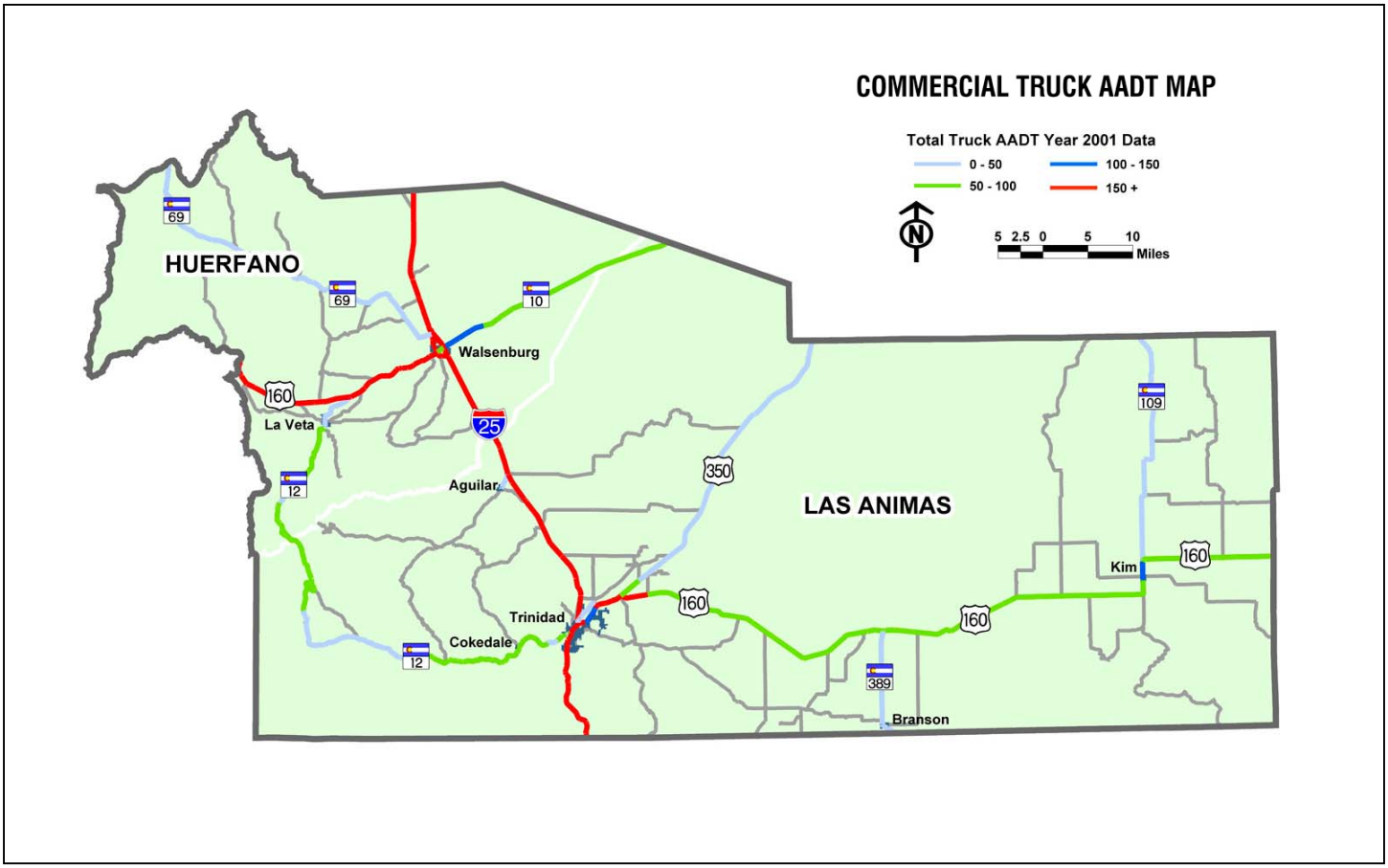
Map 10 - Accident Locations



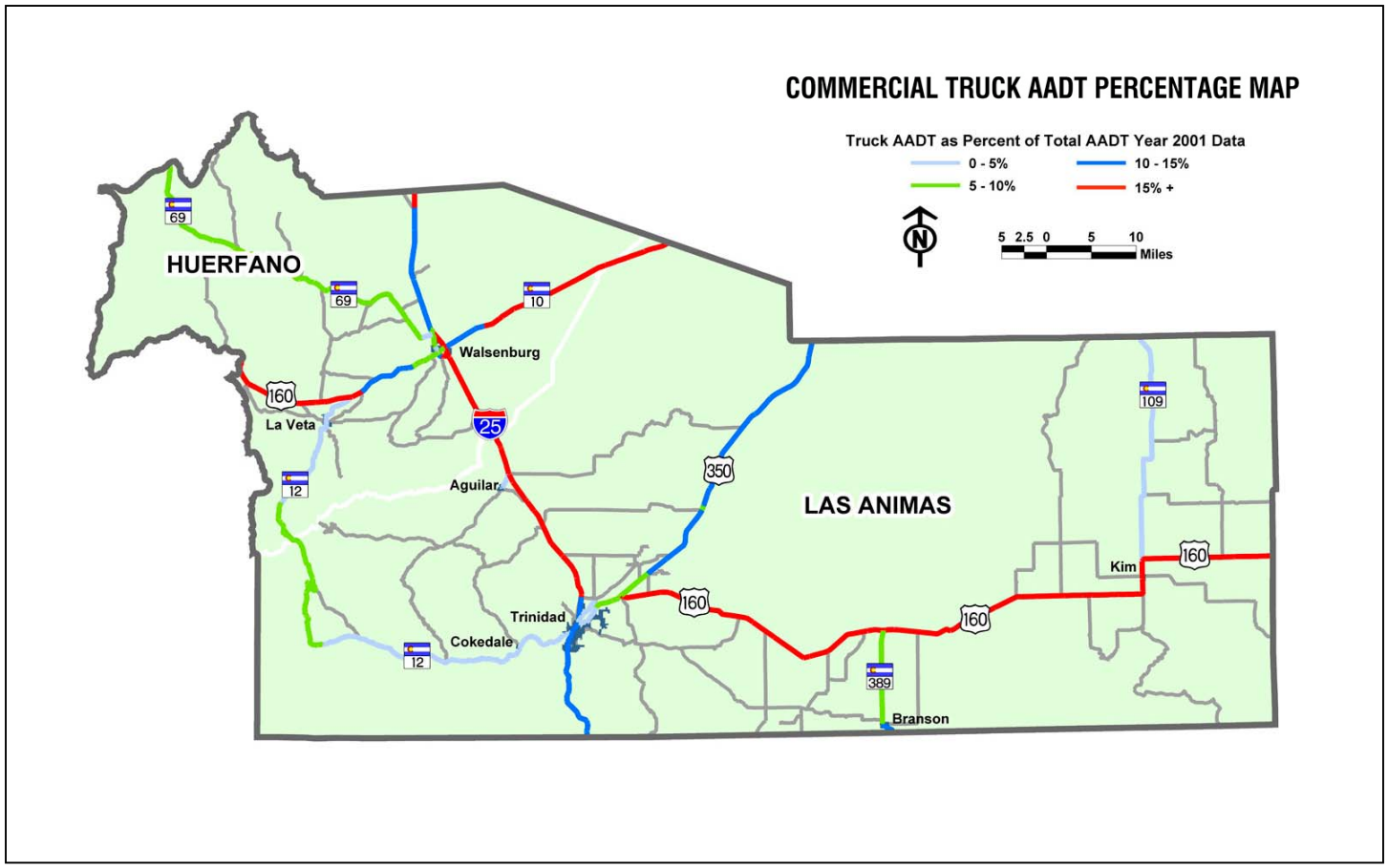
FREIGHT

The two following maps provide a picture of the level of commercial truck use on regional highways. First, Commercial Truck Average Annual Daily Traffic – 2001, shows the actual volume of trucks on highways. This shows that the most traveled highways, with more than 150 trucks per day, include I-25 and US 160 west of Walsenburg, including the business routes through town. A segment of US 160 also shows up as a more heavily used truck route. This map pairs with the second map, Commercial Truck AADT as Percentage of Total AADT, to show the volume of trucks relative to the total traffic stream. In other words, higher or lower total vehicle traffic affects the percentage of trucks. This map shows that some lower volume roads such as US 160 east of Trinidad and SH 10 carry significant percentages of trucks, in this case over 15%.

Map 11 - Commercial Truck Average Annual Daily Traffic 2001



Map 12 - Commercial Trucks Percent Total AADT 2001



Freight Analysis Framework

Additional information was acquired from existing federal and local databases as appropriate. For instance, a new federal database-reporting model, the ***Freight Analysis Framework (FAF)***, is available to assist in understanding commercial vehicle movements in relationship to inter-regional and interstate travel on the state highway system.

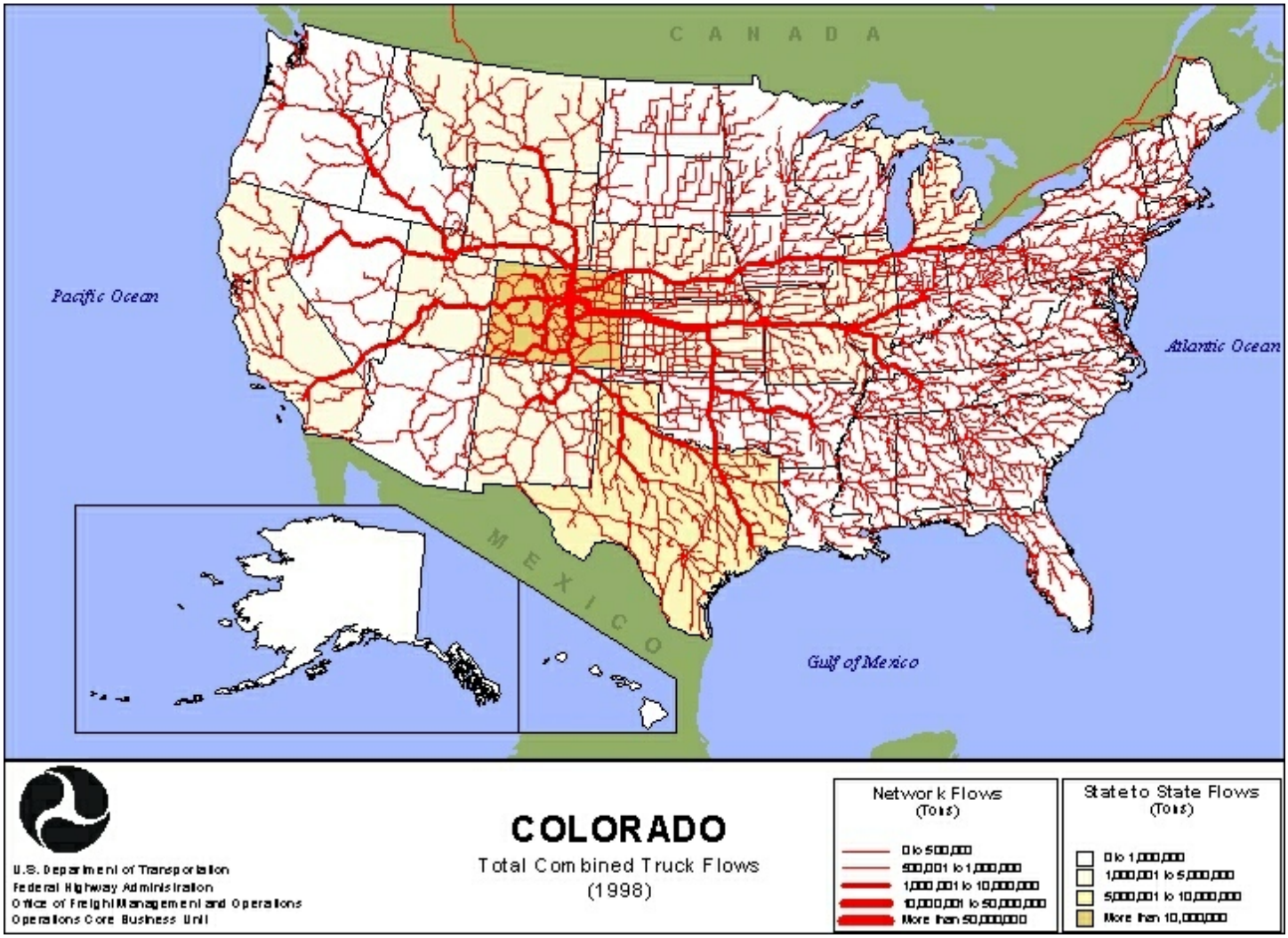
Understanding future freight activity is important for matching infrastructure supply to demand and for assessing potential investment and operational strategies. To help decision makers identify areas in need of capacity improvements, the U.S. Department of Transportation developed the FAF, a comprehensive national data and analysis tool, including county-to-county freight flows for the truck, rail, water, and air modes. FAF also forecasts freight activity in 2010 and 2020 for each of these modes. Information about the methodology used in developing FAF is available on the Office of Freight Management and Operations' website www.ops.fhwa.dot.gov/freight.

The U.S. freight transportation network moves a staggering volume of goods each year. Over 15 billion tons of goods, worth over $9 trillion, were moved in 1998. The movement of bulk goods, such as grains, coal, and ores, still comprises a large share of the tonnage moved on the U.S. freight network. However, lighter and more valuable goods, such as computers and office equipment, now make up an increasing

proportion of what is moved. FAF estimates that trucks carried about 71 percent of the total tonnage and 80 percent of the total value of U.S. shipments in 1998. By 2020, the U.S. transportation system is expected to handle about 23 billion tons of cargo valued at nearly $30 trillion.

The following map show the relative flows on a national basis that either originate or terminate in Colorado. I-25 and US 160 figure relatively prominently in this macro-level view.

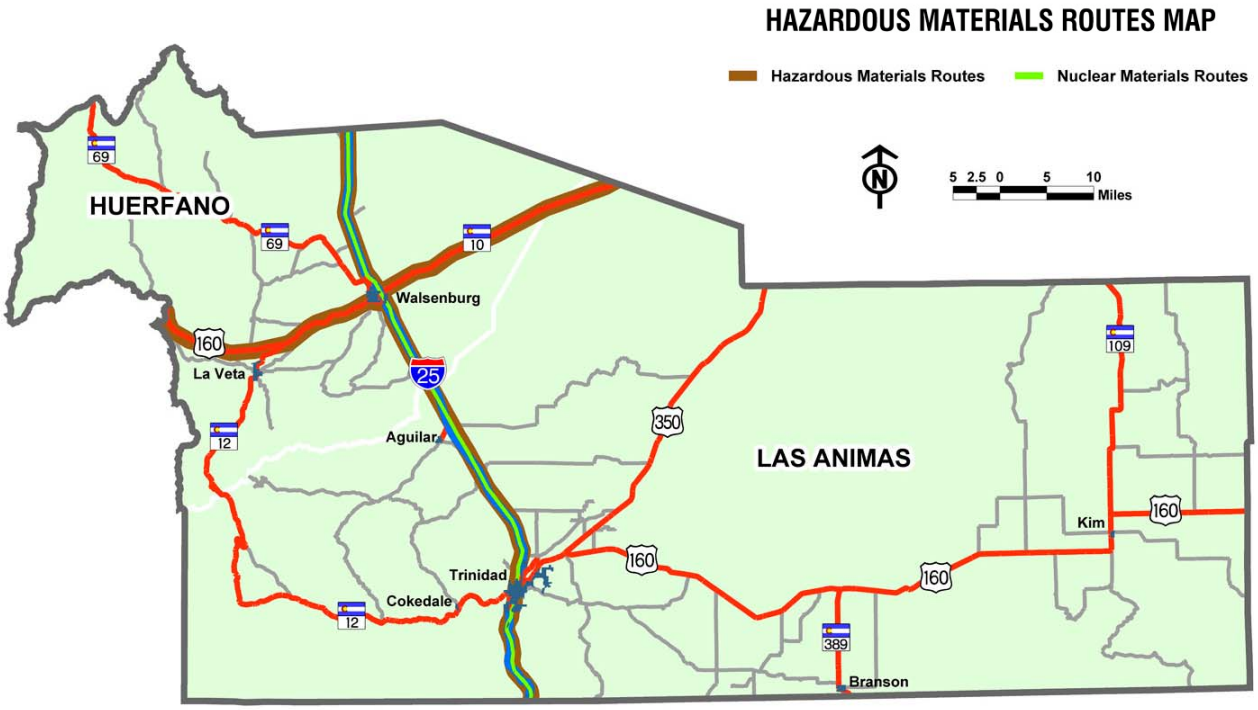
Map 13 - Freight Flows to, From, and Within Colorado by Truck: 1998 (tons)



Hazardous Materials Routes

I-25, US 160 west of Walsenburg, and SH 10 have been identified by the Colorado State Patrol as Hazardous Materials Routes. In addition, I-25 is identified as a Nuclear Materials Route. Transporters of all hazardous materials in Table 1, Colorado Code of Regulations, Part 172 must adhere to these routes. Transporters of hazardous materials in Table 2 must adhere to the designated routes if the quantities being transported are over certain regulated amounts or in certain types of containers. Exceptions may be granted under some conditions. Information, permits, and complete regulations are available from the Colorado State Patrol at http://csp.state.co.us/HazMat.htm.

Map 14 - Hazardous Materials Routes



TRANSIT SYSTEM AND SERVICES

This section discusses transportation providers within the South Central TPR study area -- Huerfano/ Las Animas counties and the communities of Trinidad and Walsenburg. The information includes public, private, and nonprofit transportation providers.

A Transportation Provider Survey was sent to all providers in the region. Table 7 lists all transit providers in the region. Table 8 shows detailed information for providers that responded to the survey. Limited data were submitted from many of the agencies because they do not currently track all transportation information.

For more detailed information on transit needs, please see the ***South Central 2030 Regional Transit Element***, published separately. The Transit Element forms an integral part of this long-range transportation plan. Summary information from the Transit Element is included in the following section.

Table 7 - Transit Providers

Transit Providers
• South Central Council of Governments
• Harry B. Sayre Senior Center
• Rocky Mountain SER Southern Colorado Head Start
• Trinidad State Nursing Home
• Corazon Square
• Walsenburg Senior Center
• Department of Human Services
• City of Trinidad Trolley
• Your Ride Transportation Service
• Walsenburg Taxi Service
• Intercity Bus Service
• Amtrak

Table 8 - Transit Operations

Transit Operations					
	Provider				
Description	SCCOG	Head Start	Trinidad Trolley	Harry Sayre Sr. Ctr	Trinidad St Nursing Hm
	M-F; 8a - 5p	M-Th; Sch Yr	Summer	M - F	As needed
Vehicle - Miles	73,750	n/a	n/a	n/a	n/a
Vehicle - Hours	9,495	n/a	n/a	n/a	n/a
One-way Trips	36,216	n/a	n/a	n/a	n/a
Operating Costs	$ 162,315	$ 89,014	$ 15,000	$ 5,000	$ 25,000
Cost per Hour	$ 17.09	n/a	n/a	n/a	n/a
Pass per Hour	3.8	n/a	n/a	n/a	n/a
Cost per Trip	$ 4.48	n/a	n/a	n/a	n/a

2002 FY data.

South Central Council of Governments

The South Central Council of Governments (SCCOG) serves as the lead agency for general public transportation services in the study area. The agency provides door-to-door demand-responsive and subscription transportation services to senior citizens, people with disabilities, and the general public. The service area includes Las Animas and Huerfano Counties. However, the service is primarily concentrated in the communities of Trinidad and Walsenburg. Service is provided five days a week, Monday through Friday.

Harry R. Sayre Senior Center

The Harry R. Sayre Senior Center, located in Trinidad, is a private, nonprofit agency providing general services to seniors age 60 and older. Currently, the only vehicle available to the Center is a 1994, 15-passenger van. Volunteer drivers and/or the staff of the Senior Center provide transportation for field trips and emergency trips to doctors. Private vehicles are frequently used. The Senior Center refers many of their members to the COG transit service.

Rocky Mountain SER – Southern Colorado Head Start

This preschool program operates in both Las Animas and Huerfano Counties. Fixed-route service is provided based on the educational schedule of the Head Start program. Service in Las Animas County is provided within approximately five miles of Trinidad REI School District boundaries. Huerfano County service is provided to Head Start children living in Walsenburg or approximately five miles outside the city limits. The school year is generally four days per week, 40 weeks per year.

Trinidad State Nursing Home

The Trinidad State Nursing Home is a public convalescent nursing facility providing residential health care to elderly and disabled residents of the community. The Colorado Department of Human Services operates the facility, accommodating approximately 140 residents. In addition, an Adult Day Service is provided for approximately six active and two drop-in clients.

Transportation for doctors trips, shopping, and other activities is provided in three cars and one wheelchair van. All vehicles are owned and licensed by the State of Colorado. Staff members drive these vehicles as part of other responsibilities. The nursing home also uses the COG transit service for clients.

Walsenburg Senior Center

Located on Russell Avenue in Walsenburg, this Senior Center is open five days a week and offers site-based meals, as well as other activities. One vehicle from SCCOG Transportation is available to the senior residents. One driver works from 9:00 a.m. to 2:30 p.m.

City of Trinidad Trolley

The City of Trinidad offers a 28-passenger rubber tire trolley as part of the City's Master Plan to attract tourism. The Trolley leaves the Colorado Welcome Center hourly and makes a loop to many of the local attractions such as Kit Carson Park, Ava Maria Shrine, and the Opera House. The driver is well versed on the local sites and provides a running commentary. The service operates from Memorial Day to Labor Day and there is no fee for the trolley tour.

Your Ride Transportation Service

Your Ride Taxi Service based out of Trinidad is a for-profit taxi service, which operates under Public Utilities Commission authority as a Call and Demand/Taxi service. Taxi service is provided in seven-passenger minivans.

Walsenburg Taxi Service

Walsenburg Taxi has been providing service for six years in the Walsenburg area. Service is available seven days a week from 7:00 a.m. to 10:00 p.m. Sunday to Thursday with service extended until midnight on Friday and Saturday. All service is provided in a four-door sedan.

Intercity Bus

TNM&O—the Texas, New Mexico, and Oklahoma—is a subsidiary of Greyhound Lines that provides service in several southwest states. In Colorado, the TNM&O primarily operates on the I-25 corridor with most service terminating in Denver but some continuing north to Wyoming. In addition, TNM&O provides service on Highway 160 between Walsenburg and Alamosa. Currently, 11 buses serve this corridor daily. The majority of these departures also serve the bus station located at the Walsenburg Video Bookstore and Bus Line.

Amtrak

Passenger service is provided by Amtrak (the Southwest Chief), which runs one westbound train and one eastbound train out of Trinidad. The westbound train travels to Raton, New Mexico and the eastbound train travels to La Junta. Amtrak travels on the Burlington Northern and Santa Fe rail line, which was formerly the Santa Fe Railway (AT&SF). The Trinidad station, which was previously the Santa Fe Railroad Station, is unstaffed with an enclosed waiting area. The westbound train arrives in Trinidad at approximately 9:40 a.m. The eastbound train arrives in Trinidad at approximately 6:40 p.m. The Amtrak schedules may change slightly on a seasonal basis.

AVIATION SYSTEM

Aviation facilities within the region are limited to general aviation services. No commercial passenger service is currently available at the three General Aviation airports. However, the region has access (two to three hours driving time) to the Pueblo or Colorado Springs airports.

These General Aviation airports contribute to the region's mobility and access to services as well as helping to support economic activity. Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flight departments, airport maintenance and administration, etc.

General Aviation airports also accommodate many visitors to the region. Like commercial service visitors, those who arrive via private aircraft partake in various recreational activities as well as business activities. The following table describes the regional airports' facilities and operations.

Table 9 - Airport Operations

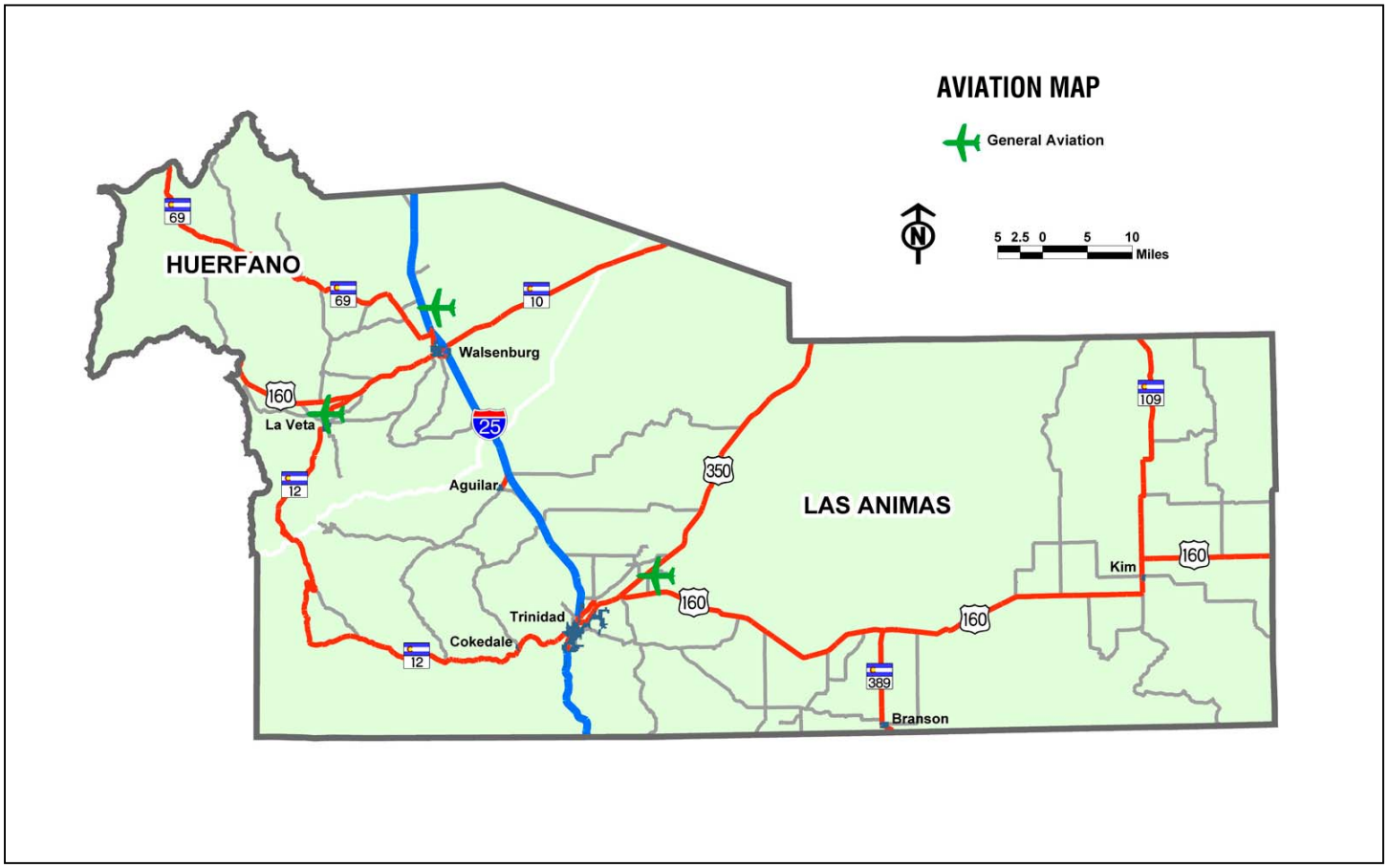
Regional Airport Operations			
Characteristic	**Municipality**		
	La Veta	Trinidad	Walsenburg
County	Huerfano	Las Animas	Huerfano
Airport	Cuchara Valley Airport	Perry Stokes Airport	Spanish Peaks Airfield
FAA Classification	General Aviation	General Aviation	General Aviation
Functional Level	Minor	Major	Intermediate
Annual Enplanements	-	-	-
Based Aircraft	3	16	26
Annual Operations *	662	10785	2480
Runway ID	6/24	3/21 and 9/27	8/26 and 3/21
Length in Feet	5798	5500 each	4900 and 2500
Width in Feet	60	100 each	60 and 40
Surface Type	Asphalt	Asphalt and Turf/Gravel	Asphalt and Turf/Dirt
# of Runways	1	2	2
Lights	MIRL	MIRL/None	LIRL/None
Approach Lights	N	N	N

Source: CDOT 2001

* Annual Operation = 1 take off, approach, or landing

Map 15 - Aviation

The following map locates the three General Aviation airports in the TPR at Walsenburg, La Veta, and Trinidad.



RAIL SYSTEM

Passenger Rail Service

Passenger rail service is provided by Amtrak's Southwest Chief route through Trinidad. This route operates between Chicago and Los Angeles on a route that serves Trinidad and La Junta in Colorado. One eastbound and one westbound train stop in Trinidad daily. The Trinidad station, in the former Santa Fe Railroad Station, is un-staffed, with an enclosed waiting area. Recent information indicates that it may be torn down and replaced with an outdoor kiosk.

Freight Rail Service

Two Class A Railroads, the Burlington Northern Santa Fe and the Union Pacific Railroad, and two Class B Railroads, RailAmerica and the Colorado Wyoming Railway provide freight rail service in and through the region. The Burlington Northern Santa Fe owns the north south mainline and shares trackage rights with the Union Pacific Railroad. RailAmerica recently purchased the La Veta Pass route to Alamosa from the Union Pacific connection in Walsenburg.

Rail Abandonments

The Colorado Wyoming Railway recently abandoned and removed its tracks west of Trinidad.

Special Issues

Multiple at-grade crossings in Walsenburg and Trinidad continue to be the focal point of many citizens' complaints. Concerns range from noise and safety concerns to access issues when long trains stop or slow in these communities. These stoppages sometimes block all cross-track movements for extended periods. This is not only disruptive to normal traffic patterns, but potentially dangerous for those needing emergency response from police, fire, or medical teams.

The following table shows the top ten rated railroad grade crossings along with the Accident Prediction Value as established by the US Department of Transportation. The Accident Prediction Value is a relative prediction of the likelihood of an accident within any one year and is based on type of crossing protection, number of trains, traffic volumes on the intersecting road, and train speed. A full inventory of all grade crossings in the region is provided in the Appendix.

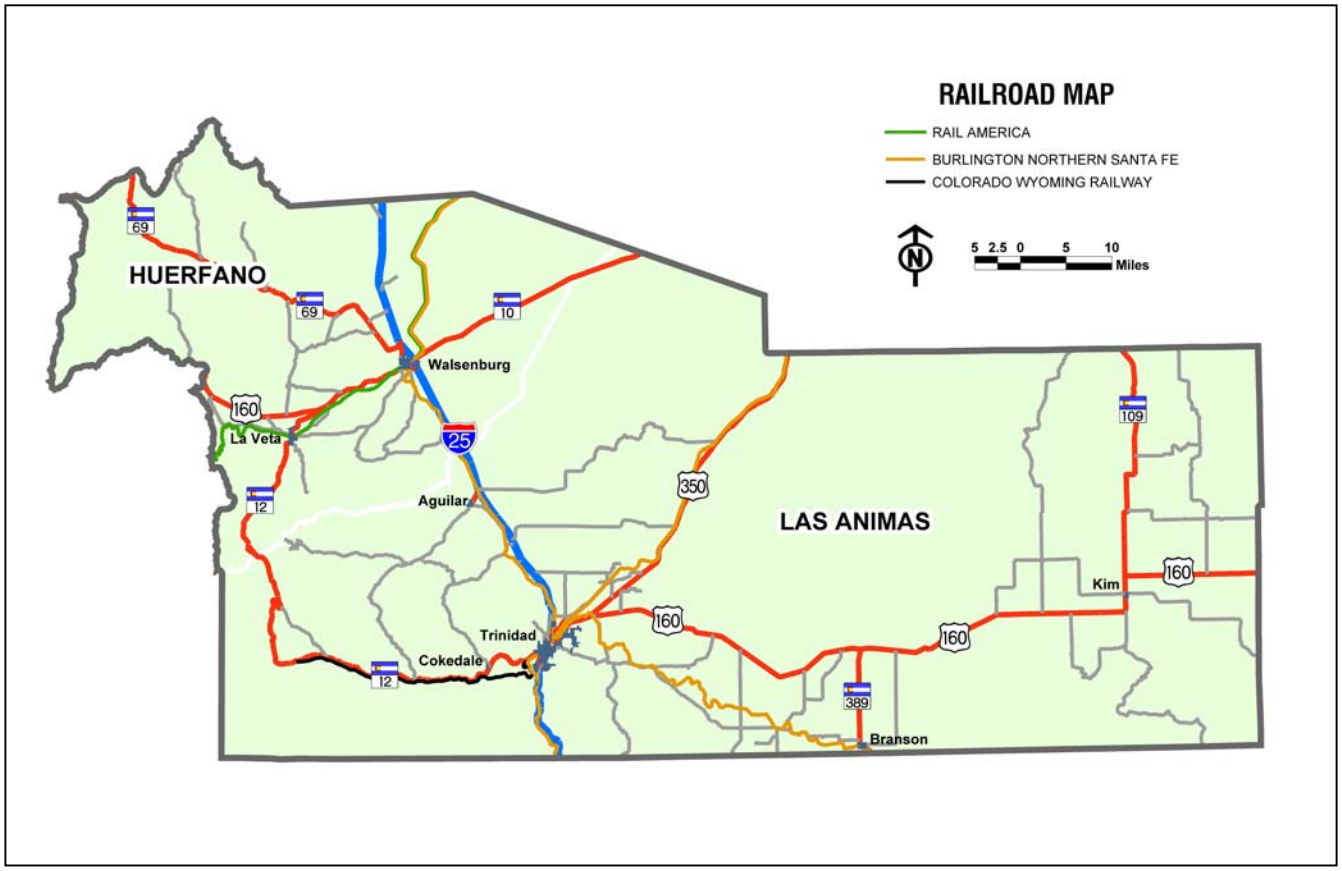
For more information about threshold levels for improvements and other procedures, see "Guidance On Traffic Control Devices At Highway-Rail Grade Crossings," U.S. Department Of Transportation, Federal Highway Administration, Highway/Rail Grade Crossing Technical Working Group, November 2002.

Table 10 - Railroad Grade Crossing Accident Prediction Rate

Railroad Grade Crossing Accident Prediction Rate							
Crossing	County	City	RR	Street	Trains per day	Warning Device	Accident Prediction Rate
245090E	Huerfano	Walsenburg	BNSF	HENDREN ST	16	stop sign	0.109739
245092T	Huerfano	Walsenburg	BNSF	6TH ST	16	stop sign	0.077285
003342K	Las Animas	Trinidad	BNSF	LINDEN SO I25	9	flashing lights	0.072542
245189P	Las Animas	Trinidad	BNSF	CO RD	16	crossbucks	0.054604
245198N	Las Animas	0010	BNSF	CO RD	16	crossbucks	0.048167
245160S	Las Animas	Trinidad	BNSF	TRNDAD EO CR	13	crossbucks	0.045178
245188H	Las Animas	Trinidad	BNSF	SH CO 239	13	flashing lights	0.044066
245087W	Huerfano	Walsenburg	BNSF	CO RD 114	16	crossbucks	0.041194
245153G	Las Animas	Trinidad	BNSF	TRNDAD NEO CR	13	crossbucks	0.038933
245155V	Las Animas	Trinidad	BNSF	N/a	13	crossbucks	0.038933

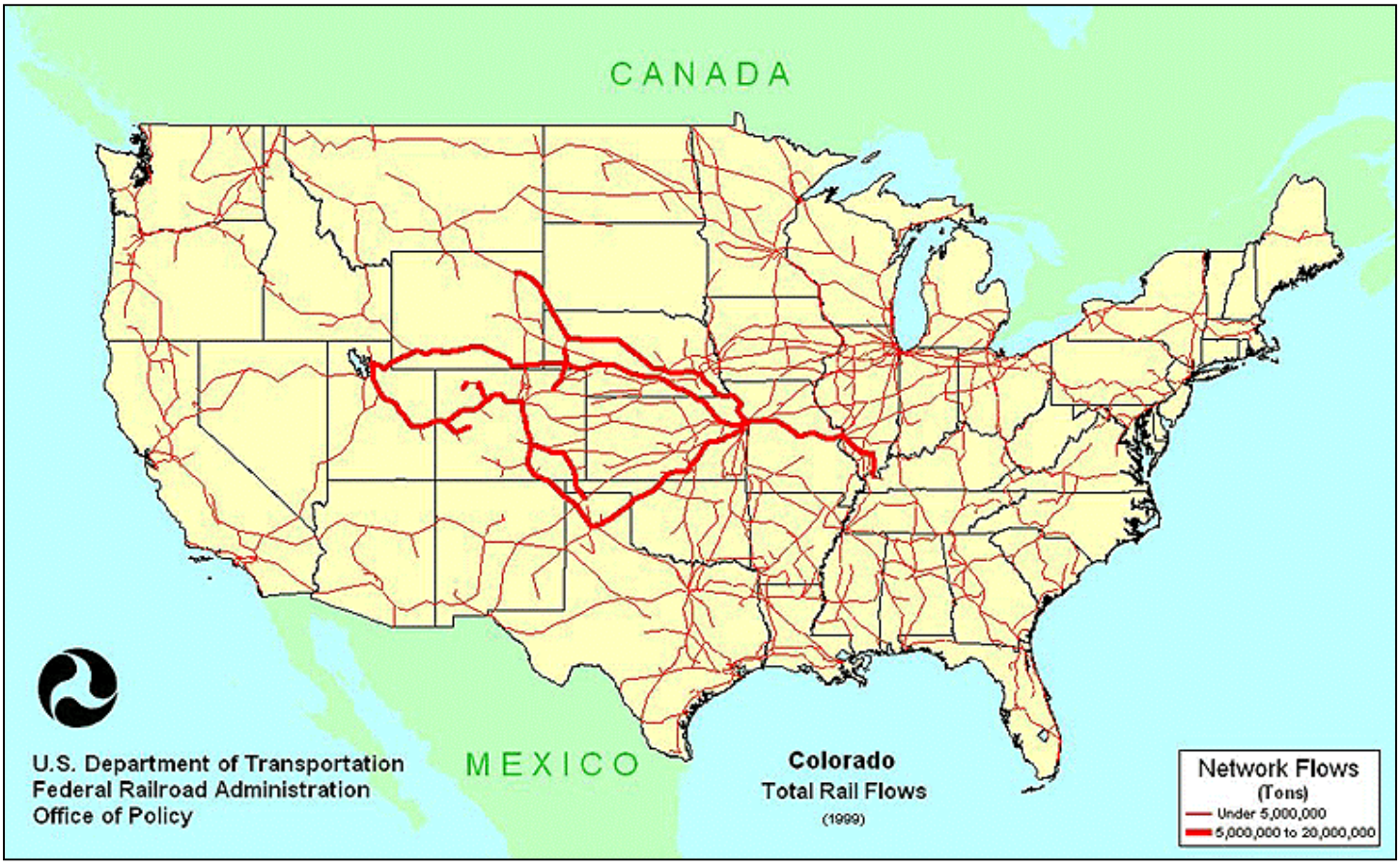
Source: Federal Rail Administration

Map 16 – Railroads



Map 17 - Freight Flows To, From, and Within Colorado by Rail: 1998 (tons)

The following map from the Freight Analysis Framework, shows the relative volumes of rail freight originating or terminating in Colorado.



BICYCLE/PEDESTRIAN SYSTEM

There are two predominant inter-regional trail systems in the TPR. The Trinidad Riverwalk, in the Purgatoire River Valley through Trinidad provides a much-needed trail in the urban corridor. It is an important link in the Santa Fe Trail providing connections along the I-25 corridor. Several segments have been built recently, with more in the planning stages. A nonprofit group is forming to support the construction of an additional segment of the Santa Fe Trail over Raton Pass.

Trail Eligibility Policy

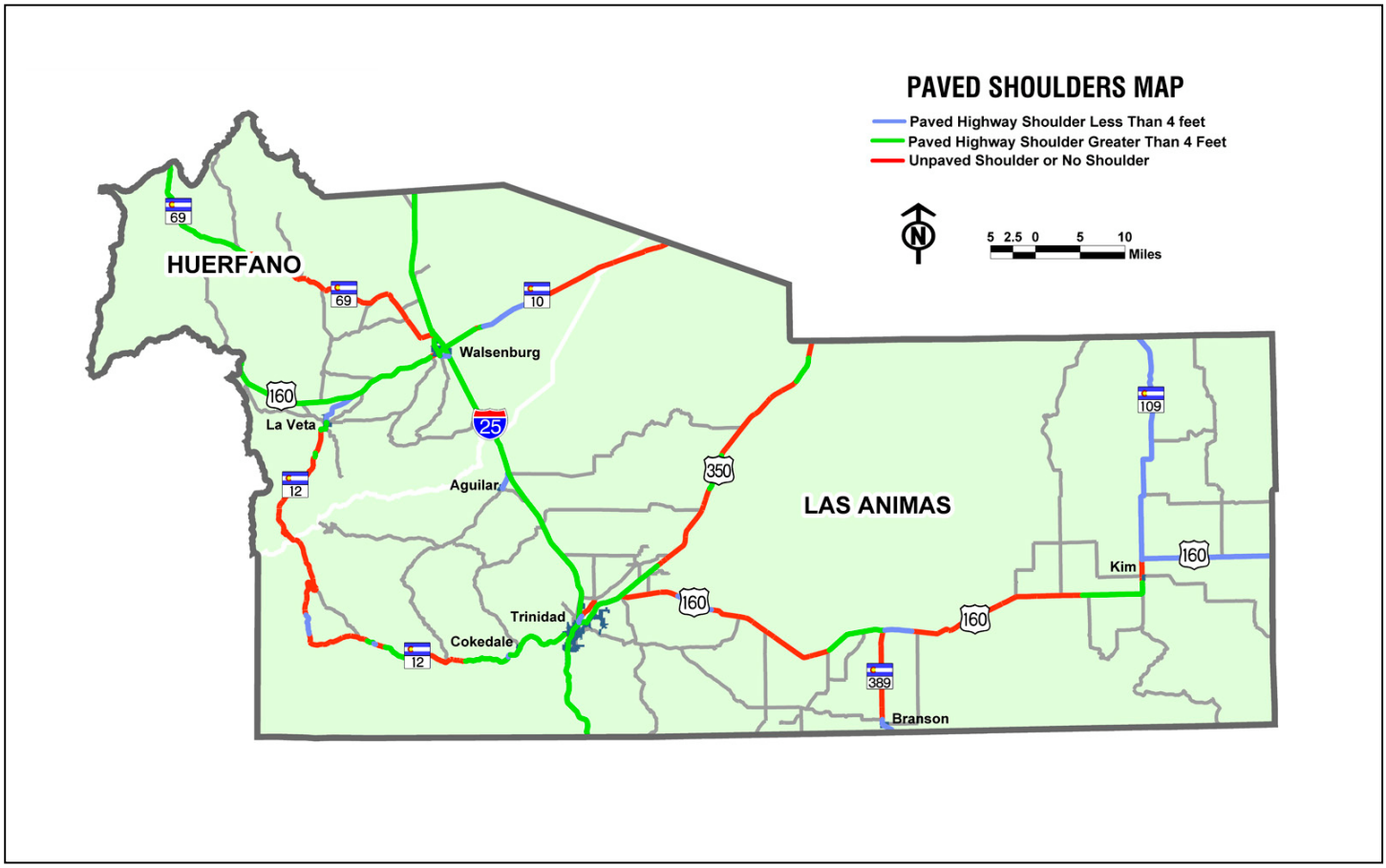
It shall be the policy of the South Central Regional Planning Commission that bicycle and pedestrian facilities that are included in local plans and are consistent with the Regional Vision Values, and Goals in Chapter III and the Corridor Visions in Chapter VII shall be eligible to compete for Transportation Enhancement Program funds through CDOT Region 2's selection process. Projects put forward for the Transportation Enhancement Program must be consistent with, not necessarily contained in, the regional long-range plan.

Paved Shoulders

Many cyclists enjoy riding on the region's highways. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. The following map shows state highways with paved shoulders wider than or narrower than four feet, the minimum perceived safety margin.

It is the policy of the CDOT to incorporate the necessary shoulder improvements to enhance safety for the motoring public and bicyclists along state highways whenever an upgrade of the roadways and structures is being implemented and is technically feasible and economically reasonable.

Map 18 - Paved Shoulders



INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

CDOT has retained a consultant team to assist with developing ITS Architecture and Strategic Plans for CDOT Regions 1, 2, 3 and 5, along with developing a plan for Statewide ITS Architecture.

The general process in considering a route for ITS Architecture includes assessing the problems confronted by a particular route and then identifying the ITS Architecture that may assist in mitigating negative situations, such as traffic congestion, safety concerns, etc.

In Regions 1 and 2, several significant ITS deployments have been initiated including the Eisenhower-Johnson Tunnel Control System, the Colorado Springs ATMS, and Pueblo. Incident Management Plans have also been developed for most of I-25 from Pueblo to Denver.

The current Architecture for Regions 1 and 2 will form the basis for the Strategic Plan and Regional Architecture effort. Additional considerations will include coordination with adjacent regions concerning mountain passes, meshing rural and urban considerations, coordination with military facilities in and around Colorado Springs, and identifying responsibilities for managing rural ITS elements.

INTERMODAL FACILITIES

Trinidad Port of Entry – The Trinidad Port of Entry on I-25 cleared over 340,000 trucks in 2003 and collected $298,000 in fees, according to the Colorado Department of Revenue 2003 Annual Report.

Trinidad Amtrak Station - The Southwest Chief stops in Trinidad, La Junta, and Lamar on its route from Chicago to Los Angeles, with service to Albuquerque, Flagstaff, Kansas City, and points in between. Connecting bus service to Denver departs to and from Union Station to Raton, New Mexico daily. The westbound train arrives in Trinidad at approximately 9:40 a.m.; the eastbound train arrives at approximately 6:40 p.m. The Trinidad state, previously the Santa Fe Railroad Station, is un-staffed with and enclosed waiting area.

No additional significant intermodal facilities were identified in this study.

V - SOCIOECONOMIC & ENVIRONMENTAL PROFILE

The Socioeconomic and Environmental Regional Profile provides the human and natural environment background necessary to help in estimating future transportation demand through 2030. It also provides the framework to assess the potential impacts of proposed transportation investments on the human and natural environment within the South Central TPR.

The plan compiles socioeconomic projections for 2030 based on U.S. Census projections, Colorado Department of Local Affairs projections and locally generated projections. Since population is integrally related to travel demand, reviewing current demographic information in relation to projected future growth will give a broad indication of future travel demand potential within the TPR.

The environmental scan provides a broad overview of the human and natural environment. Its main purpose is to identify potential areas where transportation projects may have an adverse impact on the environment. The environmental scan identifies areas of concern for both the natural and human environment. Natural environment related concerns may include air quality, wetlands, parklands, historic areas, archeological sites, threatened and endangered species sites, noise and hazardous material sites. This chapter also identifies minority and low-income populations as required by the Environmental Justice initiative and a series of demographic factors such as age, vehicle ownership, and income that are traditional indicators of transit dependence. This approach provides enough information to inform the regional planning commission and citizens within the TPR that a proposed transportation project may result in “unacceptable or significant detrimental environmental impacts.”

POPULATION

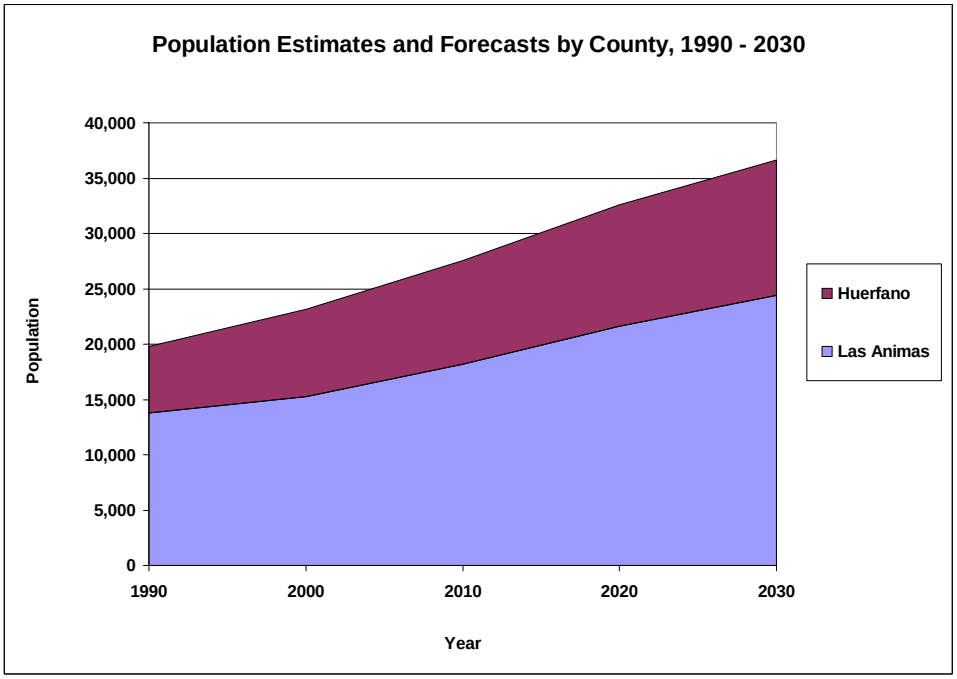
Population in the region is anticipated to grow from 23,000 in 2000 to over 36,000 in 2030, with the percent change in any ten-year period in the 18-19% range until 2020, then dropping to the 12% range. Las Animas County, with Trinidad its major city, is approximately twice the size of Huerfano County and will maintain approximately the same position throughout the planning period.

Table 11 - Population Estimates and Forecasts by County 1990 - 2030

Population Estimates and Forecasts by County, 1990 - 2030					
	July Population				
County	1990	2000	2010	2020	2030
Huerfano	6,004	7,861	9,369	11,008	12,228
Las Animas	13,772	15,276	18,216	21,593	24,396
Region Total	19,776	23,137	27,585	32,601	36,624
Colorado Total	3,304,042	4,335,540	5,137,928	6,133,491	7,156,422
		% Change			
County		1990 - 2000	2000 - 2010	2010 - 2020	2020 - 2030
Huerfano		30.9%	19.2%	17.5%	11.1%
Las Animas		10.9%	19.2%	18.5%	13.0%
Region Total		17.0%	19.2%	18.2%	12.3%
Colorado Total		31.2%	18.5%	19.4%	16.7%

Source: Colorado Department of Local Affairs

Figure 3 - Population Estimates and Forecasts 1990 - 2030



Source: Colorado Demography Section

Table 12 illustrates household characteristics. The average household size is 2.3. Approximately 30% of households have children under the age of 18; 31% of households have individuals aver the age of 65.

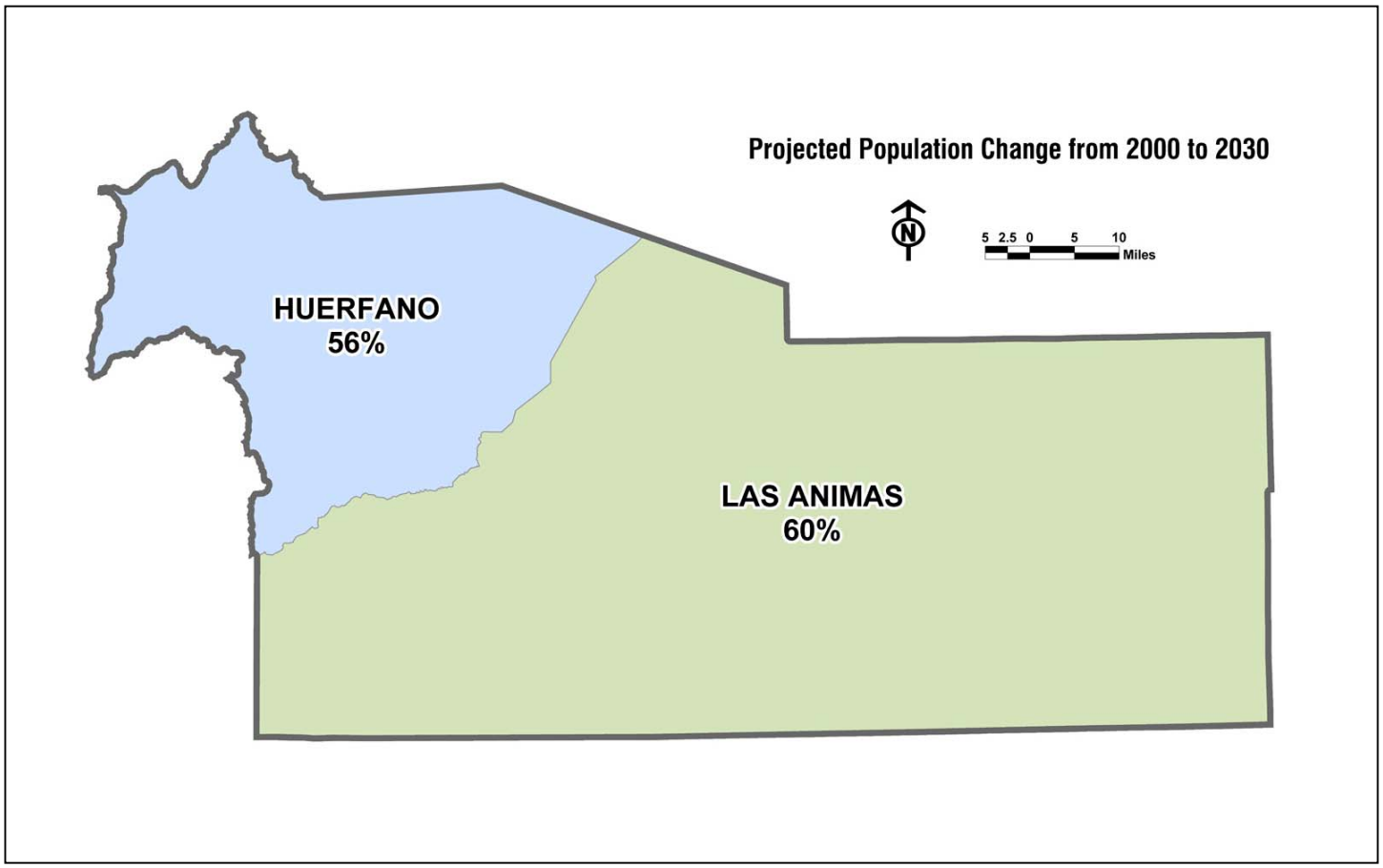
Table 12 - Household Characteristics

Household Characteristics 2000 Census				
County	Total HH	Avg HH Size	% HH Individuals < 18	% HH Individuals > 65
Huerfano	3,082	2.25	27.7%	30.5%
Las Animas	6,173	2.40	32.2%	31.9%
Total	9,255	2.33	30.0%	31.2%

Source: US Census

Map 19 - Projected Population Change 2000-2030

The following map shows the total percent growth for each county from 2000 to 2030. Las Animas County is projected to grow 60% during the planning period, while Huerfano County will grow 56%.



Source: US Census

EMPLOYMENT

Employment for the region closely parallels total population, with a labor force in Las Animas County approximately twice that of Huerfano County. Labor Force and Employment tabulates those persons living in the county. Total employment for the region in 2000 was 9,827, having grown 33% over the previous ten years. The unemployment rate in 2000 was 4.5%, as compared with the Colorado unemployment rate of 2.7%.

Table 13 - Labor Force and Employment

Labor Force and Unemployment by County, 1990 - 2000								
	Labor Force			Unemployed Persons			Unemployment Rate	
County	1990	2000	% Change	1990	2000	% Change	1990	2000
Huerfano	2,530	3,555	40.5%	199	182	-8.5%	7.9%	5.1%
Las Animas	5,504	6,739	22.4%	445	285	-36.0%	8.1%	4.2%
Region Total	8,034	10,294	28.1%	644	467	-27.5%	8.0%	4.5%
Colorado Total	1,764,181	2,275,545	29.0%	89,057	62,501	-29.8%	5.0%	2.7%

	Employed Persons			Estimated Total Jobs		
County	1990	2000	% Change	1990	2000	% Change
Huerfano	2,331	3,373	44.7%	2,227	3,820	71.5%
Las Animas	5,059	6,454	27.6%	5,879	7,787	32.5%
Region Total	7,390	9,827	33.0%	8,106	11,607	43.2%
Colorado Total	1,675,124	2,213,044	32.1%	2,021,517	2,872,899	42.1%

Source: Colorado Demography Section

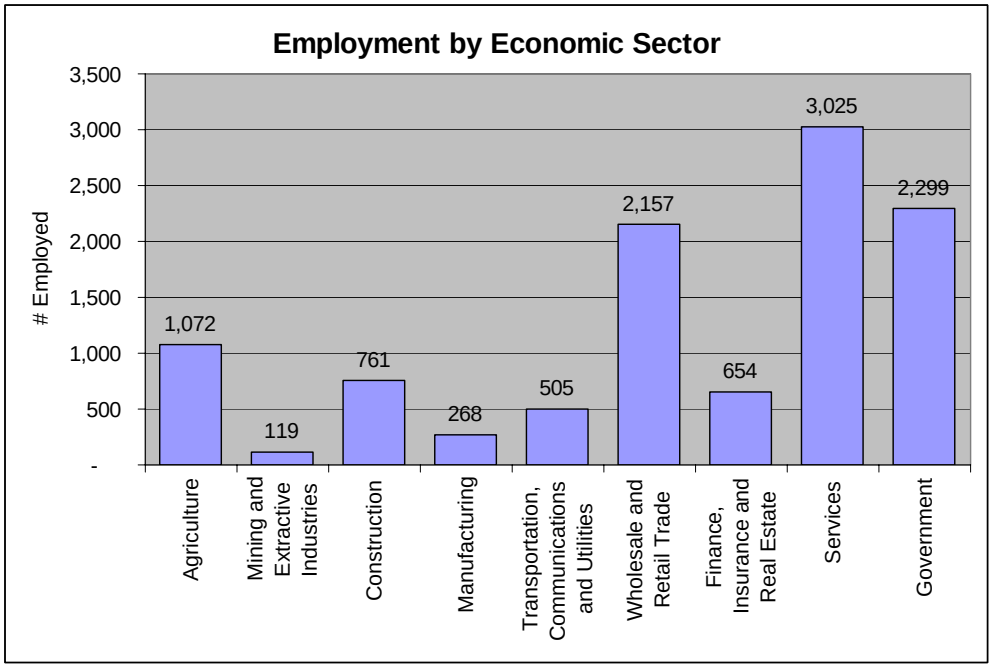
Table 14 and Figure 4, below, illustrate Employment by Economic Sector for each county and for the region as a whole. Services, Government, Wholesale and Retail Trade, and Agriculture are the largest sectors of employment. Employment includes both full-time and part-time jobs, multiple job holders and those commuting into the county for work. Thus, Employment, as tabulated below, may total more than the available local Labor Force.

Table 14 - Employment by Economic Sector

Employment by Economic Sector - 2000			
Economic Sector	Huerfano	Las Animas	Region
Agriculture	383	689	1,072
Mining and Extractive Industries	16	103	119
Construction	198	563	761
Manufacturing	106	162	268
Transportation, Communications and Utilities	82	423	505
Wholesale and Retail Trade	617	1,540	2,157
Finance, Insurance and Real Estate	224	430	654
Services	1,202	1,823	3,025
Government	476	1,823	2,299
Total	3,304	7,556	10,860

Source: Colorado Demography Section

Figure 4 - Employment by Economic Sector



Source: Colorado Demography Section

Table 15 - Place of Work by County 1990 - 2000

In 2000, 88% of workers lived and worked in the same county, as compared to 67% for the state as a whole. However, over 800 workers did travel to a different county for their job, presumably commuting on the region's highways. About 5% more workers traveled outside the county of residence for work in 2000 than in 1990.

Place of Work by County, 1990 - 2000					
	2000				
County	Workers 16 and Over	Worked in County of Residence	% Worked in County of Residence	Worked Outside County of Residence	Worked Outside State of Residence
Huerfano	2,838	2,386	84.1%	395	57
Las Animas	5,946	5,362	90.2%	421	163
Region Total	8,784	7,748	88.2%	816	220
Colorado Total	2,191,626	1,468,010	67.0%	702,583	21,033
	1990				
County	Workers 16 and Over	Worked in County of Residence	% Worked in County of Residence	Worked Outside County of Residence	Worked Outside State of Residence
Huerfano	2,045	1,734	84.8%	226	85
Las Animas	4,910	4,733	96.4%	102	75
Region Total	6,955	6,467	93.0%	328	160
Colorado Total	1,619,760	1,124,306	69.4%	495,454	17,680

Source: US Census

Table 16 - Means of Transport to Work by County 1990 - 2000

The following table provides more information about how people travel to work. Approximately 71% drove alone in their car to work, compared to 75% statewide. Carpooling is the next most common means of transportation to work, with nearly 17% riding in a multiple occupant vehicle. Public transportation provides only minimal work trips. There has been little change in mode split since 1990.

Means of Transport to Work by County, 1990 – 2000

	2000							
Means of Transport	**Huerfano**		**Las Animas**		**Region**		**Colorado**	
	Number	**% of Total**	**Number**	**% of Total**	**Number**	**% of Total**	**Number**	**% of Total**
Drove alone in car,	1,906	67.2%	4,320	72.7%	6,226	70.9%	1,646,454	75.1%
Carpooled in car, truck,	491	17.3%	988	16.6%	1,479	16.8%	268,168	12.2%
Public transportation	11	0.4%	29	0.5%	40	0.5%	69,515	3.2%
Motorcycle	0	0.0%	0	0.0%	0	0.0%	2,582	0.1%
Bicycle	2	0.1%	3	0.1%	5	0.1%	16,905	0.8%
Walked	143	5.0%	276	4.6%	419	4.8%	65,668	3.0%
Other means	44	1.6%	24	0.4%	68	0.8%	14,202	0.6%
Worked at home	241	8.5%	306	5.1%	547	6.2%	108,132	4.9%
Total	2,838	100.0%	5,946	100.0%	8,784	100.0%	2,191,626	100.0%

	1990							
Means of Transport	**Huerfano**		**Las Animas**		**Region**		**Colorado**	
	Number	**% of Total**	**Number**	**% of Total**	**Number**	**% of Total**	**Number**	**% of Total**
Drove alone in car,	1,400	68.5%	3,320	67.6%	4,720	67.9%	1,216,639	74.3%
Carpooled in car, truck,	263	12.9%	844	17.2%	1,107	15.9%	210,274	12.8%
Public transportation	15	0.7%	0	0.0%	15	0.2%	46,983	2.9%
Motorcycle	0	0.0%	8	0.2%	8	0.1%	3,825	0.2%
Bicycle	9	0.4%	15	0.3%	24	0.3%	13,140	0.8%
Walked	177	8.7%	366	7.5%	543	7.8%	69,041	4.2%
Other means	0	0.0%	74	1.5%	74	1.1%	10,349	0.6%
Worked at home	181	8.9%	283	5.8%	464	6.7%	67,189	4.1%
Total	2,045	100.0%	4,910	100.0%	6,955	100.0%	1,637,440	100.0%

Source: US Census

ENVIRONMENTAL JUSTICE

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **Environmental Justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **Environmental Justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process. The plan used a Geographic Information System to identify areas of concern based on these principles. Every attempt was made to involve those neighborhoods and/or groups in the planning process.

Transit Dependency

The following table shows the number of mobility limited, below poverty level, elderly, youth and households with no vehicle for each county, for the region as a whole, and for the state. Transit dependence can be defined as a person or household without the ability to own or operate a vehicle. This may result from a physical disability, lack of financial resources, or the inability to obtain a drivers license due to age (either young or old). This information helps provide background on those who might traditionally be dependent on public transportation, rather than a private vehicle. For instance, nearly 1,000 (10.6%) households in the two county area have no vehicle available, much higher than the state average of 6.4%. Age is also a standard measure of transit dependency; over 43% of the region is either under 15 or over 60 years of age. Not all persons enumerated in the following table are known to be transit dependent. This table gives an overview of those who **may** be transit dependent. For more information about the location of transit dependent populations, see the ***Transit Element***, published separately.

Table 17 - Transit Dependency

Transit Dependency by County, 2000					
Transit-Dependent Population Group					
County	Mobility Limited*	Below Poverty Level	Elderly (60 Years +)	Youth (0 – 15 Years)	Households with No Vehicle
Huerfano	281	1,247	1,764	1,412	351
Las Animas	724	2,573	3,630	3,212	629
Region Total	1,005	3,820	5,394	4,624	980
Colorado Total	125,994	388,952	558,918	976,064	105,926
% of County Total per Transit-Dependent Population Group					
County	Mobility Limited *	Below Poverty Level	Elderly (60 Years +)	Youth (0 – 15 Years)	Households with No Vehicle
Huerfano	3.6%	15.9%	22.4%	18.0%	11.4%
Las Animas	4.7%	16.8%	23.8%	21.0%	10.2%
Region Total	4.3%	16.5%	23.3%	20.0%	10.6%
Colorado Total	2.9%	9.0%	12.9%	22.5%	6.4%

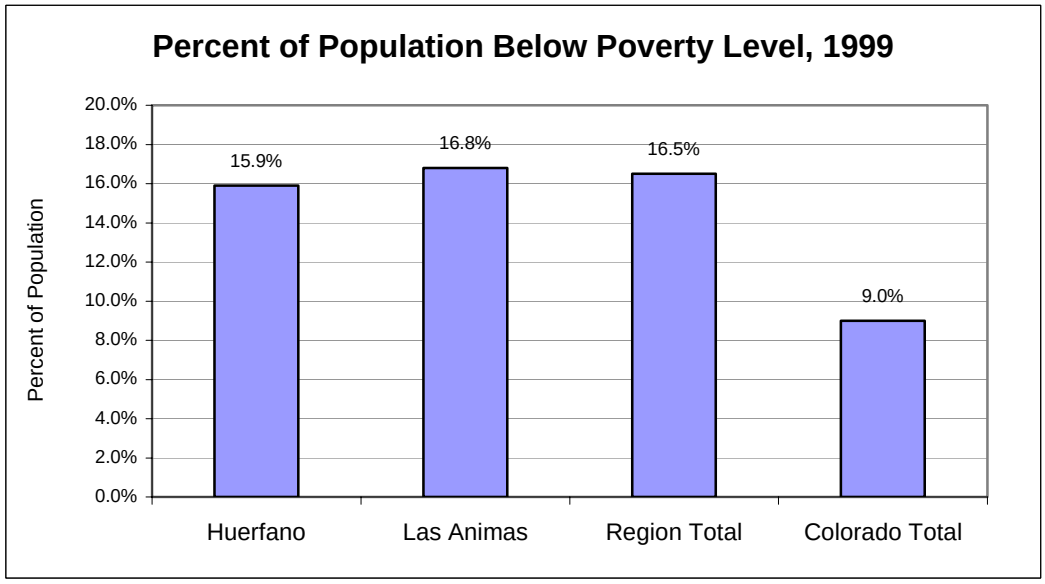
Source: US Census

*Persons are self-identified in the US Census as having a mobility limitation if they had a health condition that had lasted for 6 or more months and which made it difficult to go outside the home alone.

Low Income Areas

The following chart shows the percentage of the population with household income below the Census-defined poverty level. The 1999 definition for a family of four was income under about $17,000, depending on relative age of the residents and other factors. About 16.5% of the region falls below this line, significantly more than the statewide average of 9.0%. For more information about how the Census defines poverty, see http://www.census.gov/hhes/poverty/povdef.html.

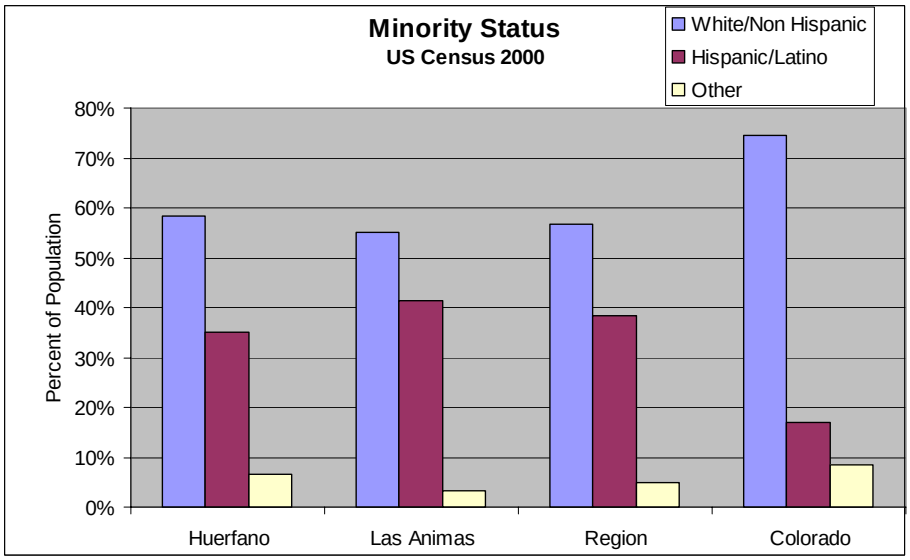
Figure 5 - Percent of Population below Poverty Level 1999



Source: US Census

Figure 6 - Minority Status

Minority status as defined for the purposes of this report is all residents who are not White/Non-Hispanic. The Hispanic/Latino population of the region is significantly large, with very small populations of Black, Asian, American Indian and other groups.



Source: US Census

TOURISM / MAJOR ACTIVITY CENTERS

Activity centers serve as major origins or destinations for trips. These may be recreational, social service, commercial, institutional, educational or health care activity centers.

Las Animas County serves as a gateway to Colorado where visitors enter the state from New Mexico on I-25. There are many points of historical interest in the downtown historic district, the "Corazon de Trinidad."

TRINIDAD RESERVOIR STATE PARK

Trinidad Reservoir State Park, west of Trinidad just off SH 12 and CR 18.3 offers a variety of recreational opportunities including fishing, swimming, hiking, and camping. Other attractions include self-guided nature hikes where visitors can choose a short walk near the Visitor Center or venture further into primitive backcountry areas. Hikers may explore the mountain branch of the historic Santa Fe Trail in nearby Trinidad. Trinidad welcomes visitors with its rich history and culture. Turkey, coyote, and deer frequent the park, providing wildlife watching opportunities. The Park attracts about 200,000 visitors each year.

LATHROP STATE PARK

Lathrop State Park, the State's first, is located just west of Walsenburg on US 160. The Park offers clear air, beautiful campsites, excellent fishing, water skiing and great views of the nearby Spanish Peaks to visitors. The park has two lakes, Martin Lake and Horseshoe Lake, which offer a variety of boating and angling opportunities. A nine-hole golf course at the park is also popular.

THE SCENIC HIGHWAY OF LEGENDS AND THE SANTA FE TRAIL

The Scenic Highway of Legends and the Santa Fe Trail over Raton Pass offer historical perspectives to the region's many visitors.

DOWNTOWN TRINIDAD

This busy downtown is not only a major employment center, but a major tourist destination. Known as *Corazon de Trinidad*, or the Heart of Trinidad, the downtown historic district is home to at least 5 museums, many art galleries, restaurants, historic hotels, brick streets, and retail shopping.

AGRICULTURE

The South Central TPR has a substantial amount of land dedicated to farming. According to 1997 data provided by the U.S. Department of Agriculture's Natural Resource Conservation Service (NRCS), 70 percent (4,463 square miles out of 6,366 square miles) of the land in the South Central TPR is farmland. The breakdown per county is shown in the table below. For more specific information on farmland see the NRCS website for Colorado at the following address - http://www.co.nrcs.usda.gov.

Table 18 - Farmlands

For transportation projects identified within the South Central TPR, project specific surveys will be required to determine the types of farmland and amounts of farmland impacts that would result from construction and plan implementation. Whenever feasible, impacts to farmlands should be avoided and/or mitigated.

Farmland by County			
Farm Attributes	Huerfano	Las Animas	Total
Number of farms	273	485	758
Acreage in farms	641,124	2,214,992	2,856,116
Average acreage/farm	2,348	4,567	3,458

Source: US Census

Table 19 - Major Crops by County

Major Crops by County				
Crop	Huerfano		Las Animas	
	Acres	State Rank	Acres	State Rank
Hay, Alfalfa	1,500	44	4,000	37
Hay, Other	2,000	53	4,000	44
Number of All Cattle	14,000	34	25,000	18

Source: Colorado Agricultural Census 2003

HISTORIC/CULTURAL RESOURCES

The South Central TPR has a wealth of cultural resources within its 6,366 square miles. Any transportation project identified for this region would require field surveys to determine which resources have cultural/archaeological significance and/or potential eligibility for listing on the National or State Register of Historic Places. The Colorado Office of Archaeology and Historic Preservation tracks sites considered significant that are listed within the region. For more information on these properties see http:www.coloradohistory-oahp.org/.

Table 20 - Historic and Cultural Resources

Historic and Cultural Resources				
County	**City**	**Resource**	**Location**	**National/State Register**
Huerfano	La Veta	Francisco Plaza	312 S. Main St.	National register 10/23/1986, 5HF.519
Huerfano	La Veta	Masonic Hall	210 S. Main St.,	State Register 06/14/2000, 5HF.369
Huerfano	La Veta	La Veta Pass Narrow Gauge Railroad Depot	East of La Veta Pass Summit, south side of road	National Register 06/06/1980, 5HF.5
Huerfano	La Veta	Lamme Hospital	314 S. Main St.	National Register 12/10/1993, 5HF.366
Huerfano	Walsenburg	Fox Theater	715 Main St.	State Register 11/09/1994, 5HF.1160
Huerfano	Walsenburg	Huerfano County Courthouse & Jail	401 Main St.	National Register 04/23/1973, 5HF.654
Huerfano	Walsenburg	Maitland Arroyo Bridge	Colo. Hwy. 69, Walsenburg vicinity	National Register 10/15/2002, 5HF.1897
Las Animas	Cokedale	Cokedale Historic District	Church, Maple, Pine, Elm, & Spruce Sts.	National Register 01/18/1985, 5LA.5782
Las Animas	Ludlow	Ludlow Tent Colony Site	Del Aqua Canyon Rd.	National Register 06/19/1985, 5LA.1829
Las Animas	Madrid	Bridge Over Burro Cañon	Colo. Hwy. 12	National Register 02/04/1985, 5LA.1825
Las Animas	Ruxton	Colorado Millennial Site/Hackberry Spring/Bloody Springs	Ruxton vicinity	National Register, 04/08/1980, 5LA.1115
Las Animas	Trinchera	Trinchera Cave Archaeological District	Trinchera vicinity	National Register 10/22/2001, 5LA.9555
Las Animas	Trinidad	Baca House	300 block of Main St.	National Register 02/26/1970, 5LA.1630
Las Animas	Trinidad	Carnegie Public Library	202 N. Animas St.	National Register 04/14/1995, 5LA.2179.21
Las Animas	Trinidad	First Baptist Church	809 San Pedro St.	National Register 01/28/2000, 5LA.8697
Las Animas	Trinidad	First Christian Church	200 S. Walnut St.	National Register 11/07/1995, 5LA.6551
Las Animas	Trinidad	Jaffa Opera House/Hausman Drug	100-116 W. Main St.	National Register 02/07/1972, 5LA.2181
Las Animas	Trinidad	Raton Pass	12 miles south of Trinidad	National Historic Landmark 12/19/1960, National Register 10/15/1966, 5LA.2182
Las Animas	Trinidad	Reilly Canyon Bridge P-18-U And P-18-7	32610 Colo. Hwy. 12, Trinidad Lake State Park	State Register 12/08/1999, 5LA.8579
Las Animas	Trinidad	Trinidad Post Office	301 E. Main St.	National Register 01/22/1986, 5LA.2l79.93
Las Animas	Villegreen	Rourke Ranch Historic District	Comanche National Grassland	National Register 09/21/2000, 5LA.8813
Las Animas	Villegreen	Torres Cave Archaeological Site	Villegreen vicinity	National Register, 04/29/1980, 5LA.1310

NATURAL ENVIRONMENT

CDOT's Environmental Ethic states: "*CDOT will support and enhance efforts to protect the environment and the quality of life for all of Colorado's citizens in the pursuit of the best transportation systems and services possible*." It encourages CDOT to consider environmental issues at the earliest stage practicable. As part of the 2030 plan, corridor-visioning process, the Transportation Planning Regions should identify the environmental context of the TPR and the corridors.

General Environmental Issues

Many people associate environmental issues with natural resources like air, water, or wildlife. However, environment actually refers to the whole context of an area. It includes the natural environment and the human environment. The natural environment would refer to a broad range of issues like wildlife, wetlands, clean air, and clean water to name just a few. Factors associated with the human environment would include historic properties, public parks and recreational facilities, communities, human and natural history resources, and cultural facilities as well as clean air and clean water issues.

Many environmental resources are protected by local, state, or federal agencies; impacts to these protected resources require consultation with the regulating agency. Other resources have no legal protection, but are still important to the community.

The regional planning process does not require a complete inventory of all potential environmental resources within the corridor. Many resources are difficult to identify, and all resources will require a more in depth analysis as part of the project planning process. However, the corridor visioning process provides the opportunity to identify the general environmental context within the corridor. Establishing this context at the corridor visioning stage provides valuable information to the project planners and designers to enable the transportation system to be more sensitive to the environment. There are three components to this analysis:

- Known regulated resources with in the TPR or corridor that have the potential to be impacted by projects.
- Known agencies with responsibilities for resources within the TPR or corridor, examples may include the US forest Service, the State Historical Preservation Office, or the City Parks Department.
- Known resources of value to the community that do not necessarily have legal protection.

The information that follows identify general environmental issues within the TPR or along a corridor. The fact that an issue is not identified in these comments should not be taken to mean that the issue might not be of concern along the corridor. This section focuses on issues that are easily identifiable or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be acted upon proactively, to identify components of the environment that can be incorporated into the values of the people and communities the TPR serves. The CDOT Environmental Stewardship guide is an excellent resource and source of guidance about ways to accomplish this.

The South Central TPR is made up of Huerfano and Las Animas Counties. Most of the TPR is rural. The eastern portion is in the Short Grass Prairie Ecosystem; the Western portion is mountainous It lies with in the Arkansas River drainage basin.

General Natural Context

- Portions of the TPR include the Front Range flyway for Bald Eagle and other migratory bird species.
- The Arkansas Darter is a candidate species that may be found in the TPR
- Many of the corridors cross rivers and riparian zones
- Portions of the San Isabel National Forest are located within the TPR.
- Lathrop and Trinidad State Parks are located within the TPR.
- Comanche National Grasslands is located within the TPR.

General Human Context

- The Santa Fe Trail runs through the TPR.
- Many registered or potentially eligible sites are associated with the trail.
- There are known archeological resources within the TPR
- There are known to be paleontogical resources with in the TPR
- The TPR may contain lands that qualify as prime farm or ranch lands

MINERAL RESOURCES

The South Central TPR contains a number of economically valuable mineral resources. The Colorado Department of Mining and Geology monitors mining activity throughout the state. For the South Central TPR the table below indicates the number of mines containing the referenced commodity.

Table 21 - Mineral Resources

Mineral Resources		
Commodity	**Huerfano**	**Las Animas**
Borrow Pits	4	11
Coal Mines	28	73
Sand, Gravel, Aggregate, Stone	60	114
Blank	3	7
Silver, Gold, Copper	2	0
Clay	0	2
Other Minerals/Metals Mined	0	1
Total	97	208

For more information on the location of mines throughout Colorado see:

http//:www. mining.state.co.us/operatordb

AIR QUALITY

The South Central Region is considered an air quality attainment region of the state and is not listed by CDOT as an Air Quality At-Risk Area according to CDOT Memo dated March 1, 1998, and has no Air Quality Non-Attainment Areas.

However, future air quality in the SCTPR is a concern due to the elevation and confined basins. The following information is included as background and as a reference for planners and residents of the area. Major sources of air pollution found within the region result from the use of or activities related to: wood stoves, unpaved roads and street sanding, coal mining, oil shale production, refineries, and power plants.

The 1990 Clean Air Act (CAA) renewed and intensified national efforts to reduce air pollution in the United States. These amendments presented a monumental challenge for regulatory officials, regulating industries, and others involved in this environmental control undertaking. The primary purposes of the actions mandated by the CAA were to improve public health, preserve property, and benefit the environment.

The CAA addresses interstate movement of air pollution, international air pollution, permits, enforcement, deadlines, and public participation. The CAA identifies air pollutants and sets primary and secondary standards for each. The primary standard protects human health, and the secondary standard is based on potential environmental and property damage. An area that meets or exceeds the primary standard is called an attainment area; an area that does not meet the primary standard is called a non-attainment area. An estimated 90 million Americans live in non-attainment areas.

The main or "criteria" air pollutants covered by the CAA are ozone, sulfur dioxide (SO_2), particulate matter (PM), lead, nitrogen oxides (NO_x), and carbon monoxide (CO). The CAA includes specific limits, timelines, and procedures to reduce these criteria pollutants. The CAA also regulates what are called "hazardous air pollutants" (HAPs). HAPs are released by chemical plants, dry cleaners, printing plants, and motor vehicles. They can cause serious health and environmental effects.

The CAA includes specific goals for reducing emissions from all mobile sources. The comprehensive approach to reduce pollution from mobile sources includes requiring cleaner fuels; manufacturing cleaner cars, trucks, and buses; establishing inspection and maintenance (I/M) programs; and developing regulations for off-road vehicles and equipment.

Air pollution is the contamination of air by the discharge of harmful substances. Air pollution can cause health problems, including burning eyes and nose, itchy irritated throat, and difficulty breathing. Some contaminants found in polluted air (e.g., benzene, carbon dioxide, carbon monoxide, lead, nitrogen oxide, particulate matter, and sulfur dioxide) can cause cancer, birth defects, brain and nerve damage, and long-term injury to the lungs and breathing passages. Above certain concentrations and durations, air pollutants can be extremely dangerous and can cause severe injury or death.

The Colorado Air Quality Control Commission, under the Colorado Department of Health and Environment, distributed a “Report to the Public 2001-2002” addressing air quality issues and attainment designations in the state of Colorado. When discussing air quality in Colorado, the Air Quality Control Commission separates the state into six regions to more clearly address each region’s air quality conditions and activities. The South Central TPR falls within the boundaries of South Central air quality region (Huerfano, Las Animas and Pueblo Counties).

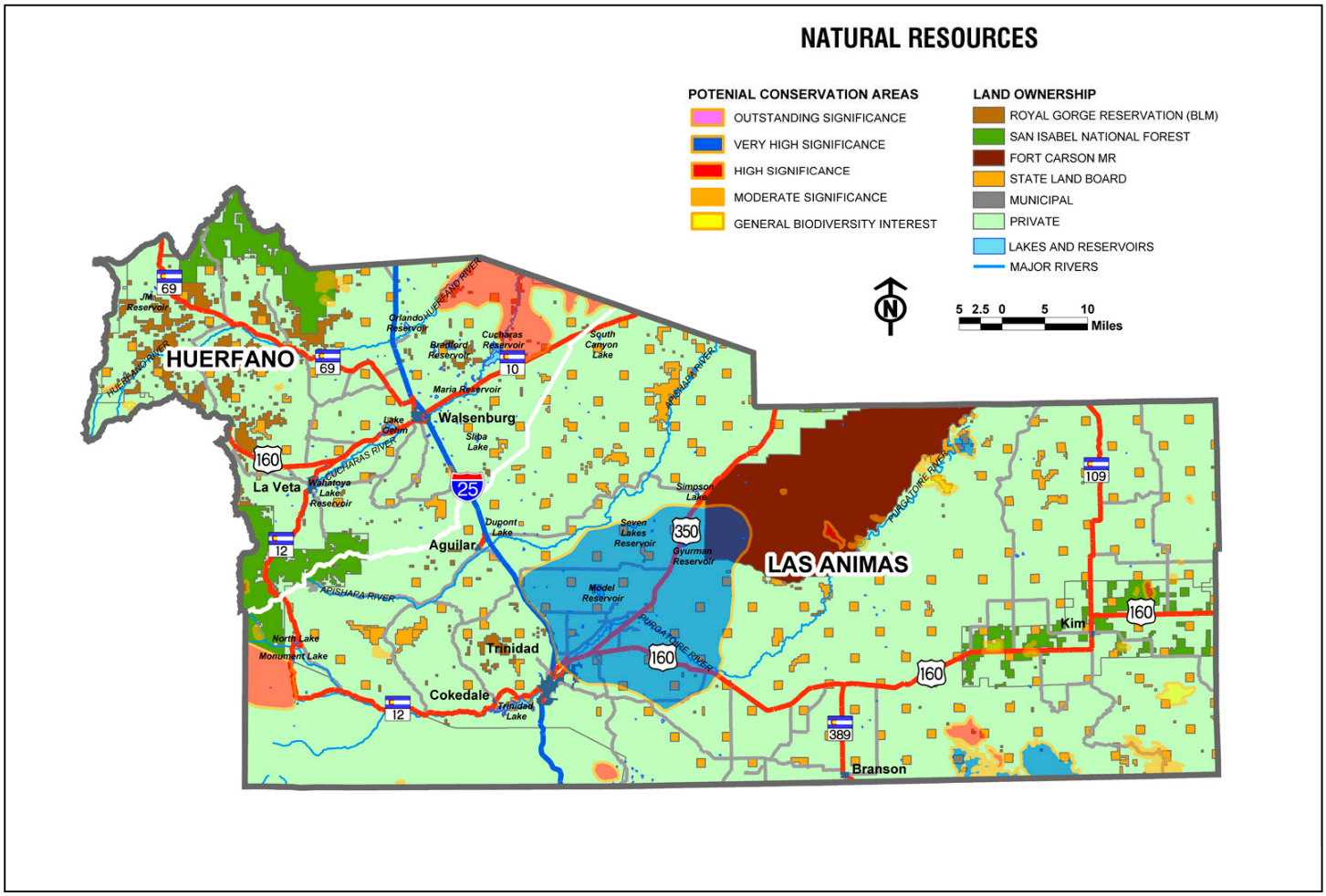
Within the South Central air quality region, pollution is emitted from various sources including: fugitive dust (area contribution), mobile sources, and stationary sources. The major sources that have been identified as contributors to air pollution for this region are mobile and area sources. Mobile sources are motor vehicle emissions. Area sources are those related to open burning and dust from unpaved roads. Other sources in the region are point sources such as power plants, concrete batch plants, and sand/gravel mining and processing operations.

For more specific details on Colorado Air Quality Regulations see www.cdphe.state.co.us/regulate.asp.

RESOURCE CONSERVATION AREAS

The following map utilizes the Colorado Natural Diversity Information Source (NDIS) database. This database and mapping facility is commonly used within CDOT and other state agencies to identify areas of environmental concern. The NDIS is a combined effort of the Colorado Division of Wildlife, the Colorado Department of Natural Resources, the Colorado Natural Heritage Program, and Colorado State University. Several tools are available within the NDIS, including the System for Conservation Planning, which identifies specific sites of concern with respect to Threatened and Endangered (T& E) species and the Species Occurrence and Abundance Tool, which lists occurrences by location of T & E species.

Map 20 - Natural Resources



HAZARDOUS WASTE SITES

Map 21 - Hazardous Waste Sites

The South Central TPR encompasses a land area of approximately 6,366 square miles. Until specific transportation corridors and/or improvement projects are identified, no specific data collection at hazardous material sites is recommended at this time. Certain land uses frequently result in a higher potential for location of hazardous waste or materials. Examples of land uses often associated with hazardous materials include industrial and commercial activities such as existing and former mining sites; active and capped oil and gas drilling operations and pipelines; agricultural areas using chemical fertilizers, insecticides, and pesticides; and railroad crossings which have experiences accidental cargo spills. Active, closed and abandoned landfill sites are also potential problem areas for transportation facility construction as are gasoline stations that potentially have leaking underground storage tanks.

The Colorado Department of Health & Environment tracks Federally listed Superfund sites within the state of Colorado. The Environmental Protection Agency (EPA) designates Federal Superfund sites in Colorado. There are no federally listed superfund sites within the South Central TPR. For more details on Colorado Federal Superfund sites see www.chphe.state.co.us/hmsf_sites.asp. The following map shows locations of EPA designated Resource Conservation Recovery Sites (RCRA) in the South Central TPR.

SUMMARY POTENTIAL ENVIRONMENTAL CONCERNS BY CORRIDOR

Table 22 - Potential Environmental Concerns by Corridor

Potential Environmental Concerns by Corridor		
Highway	Corridor Name	Potential Environmental Concerns
SH 389	CO/NM state line north to 160	Prime farm or ranch land, short grass prairie species
SH 350	SH 350 from 160 (Beshoar Jct) to La Junta	Prime farm or ranch land, short grass prairie species, Comanche National Grasslands, Santa Fe Trail and its associated Historical sites
SH 239	SH 239 from US 160 (Trinidad) to Road E (Trinidad)	Prime farm or ranch land, short grass prairie species
US 160	I-25 (Trinidad east) to Kansas	Prime farm or ranch land, short grass prairie species, Comanche National Grasslands, are there historic districts in Walsenburg and other towns, are there known historic bridges
SH 109	US 160 to Cheraw (Otero County)	Prime farm or ranch land, short grass prairie species
SH 69	Walsenburg north to US 50 (Texas Creek)	Are there historically eligible properties on this corridor
I-25	I-25 New Mexico to Pueblo	Prime farm or ranch land, short grass prairie species
SH 12	SH12 160 (La Veta) to I-25 (Trinidad)	San Isabel Nat'l Forest, Trinidad State Park, Scenic Byway, Are there historic properties along the corridor
SH 10	SH 10 from I-25 (Walsenburg) to US 50 (La Junta)	Prime farm or ranch land, short grass prairie species

VI - MOBILITY DEMAND ANALYSIS

MOBILITY DEMAND PROCESS

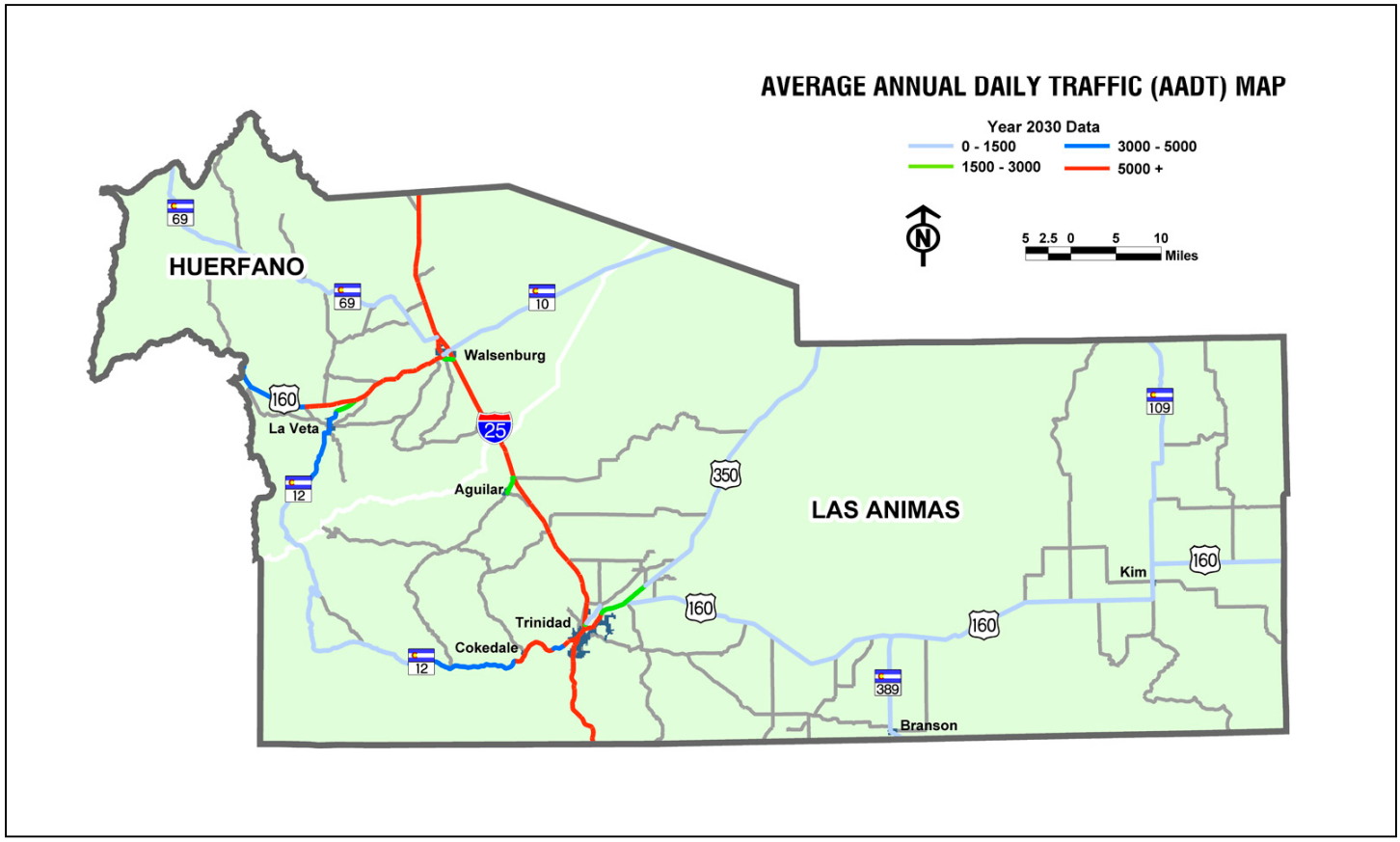
This purpose of this chapter is to estimate future travel demand for each mode through 2030. Results from the Mobility Demand Analysis provide the necessary information for the *Alternatives Analysis* step in Chapter VII to develop transportation alternatives to serve future mobility needs.

The method for forecasting future demand on the state highway system was based on available CDOT data. The model used in forecasting future traffic volumes is based on a regression analysis equation developed by CDOT that uses past traffic trends in forecasting future traffic.

HIGHWAY

The 2030 highway traffic volumes are based on CDOT's "expansion factor," the best available statewide tool to predict traffic volumes over the long term and for large areas. It is based on historic growth in traffic volumes by using Average Annual Daily Traffic (AADT) for the facility and helps provide a relative measure of growth for planning purposes. Note the growth in AADT 5000+ on US 160 west of Walsenburg and SH 12 west of Trinidad.

Map 22 - Average Annual Daily Traffic 2030



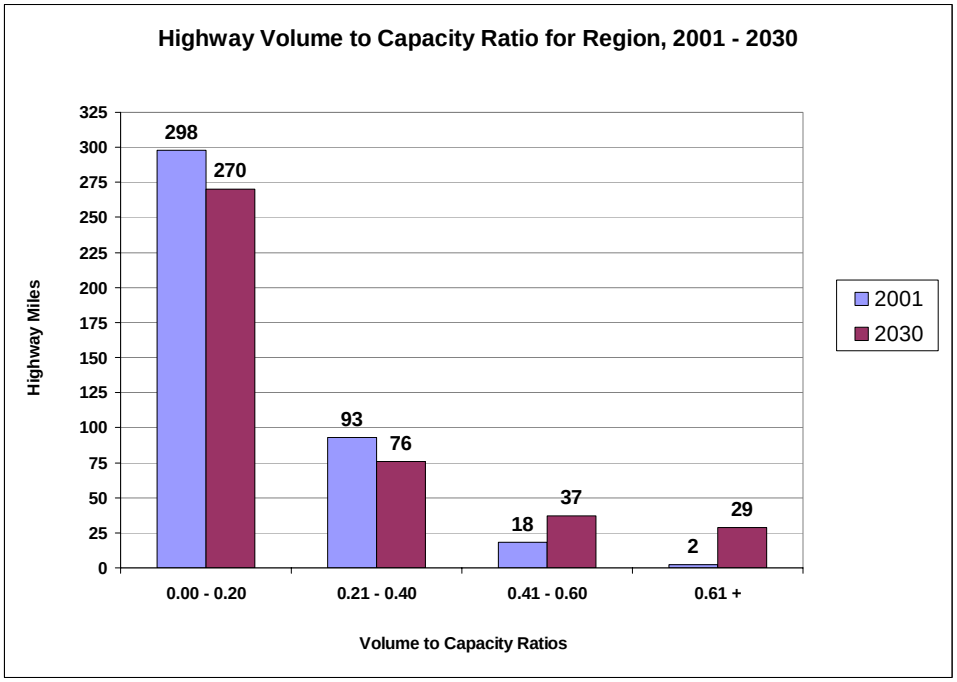
The following table and chart show that, while the current level of congestion is low, it grows considerably by 2030. Only 2 miles of state highway have a V/C over 0.60 in 2001, but increases to 29 miles by 2030. In urban areas, 0.85 is more commonly acknowledged as the lower limit of severe congestion.

Table 23 - Volume to Capacity Ratio 2001-2030

Highway Volume to Capacity Ratio 2001 - 2030			
Volume to Capacity Ratio	**2001 Miles**	**2030 Miles**	**% Change 2001 – 2030**
0.00 - 0.20	298	270	-9.4%
0.21 - 0.40	93	76	-18.9%
0.41 - 0.60	18	37	103.4%
0.61 +	2	29	1140.0%
Region Total	412	412	0.0%

Source: CDOT

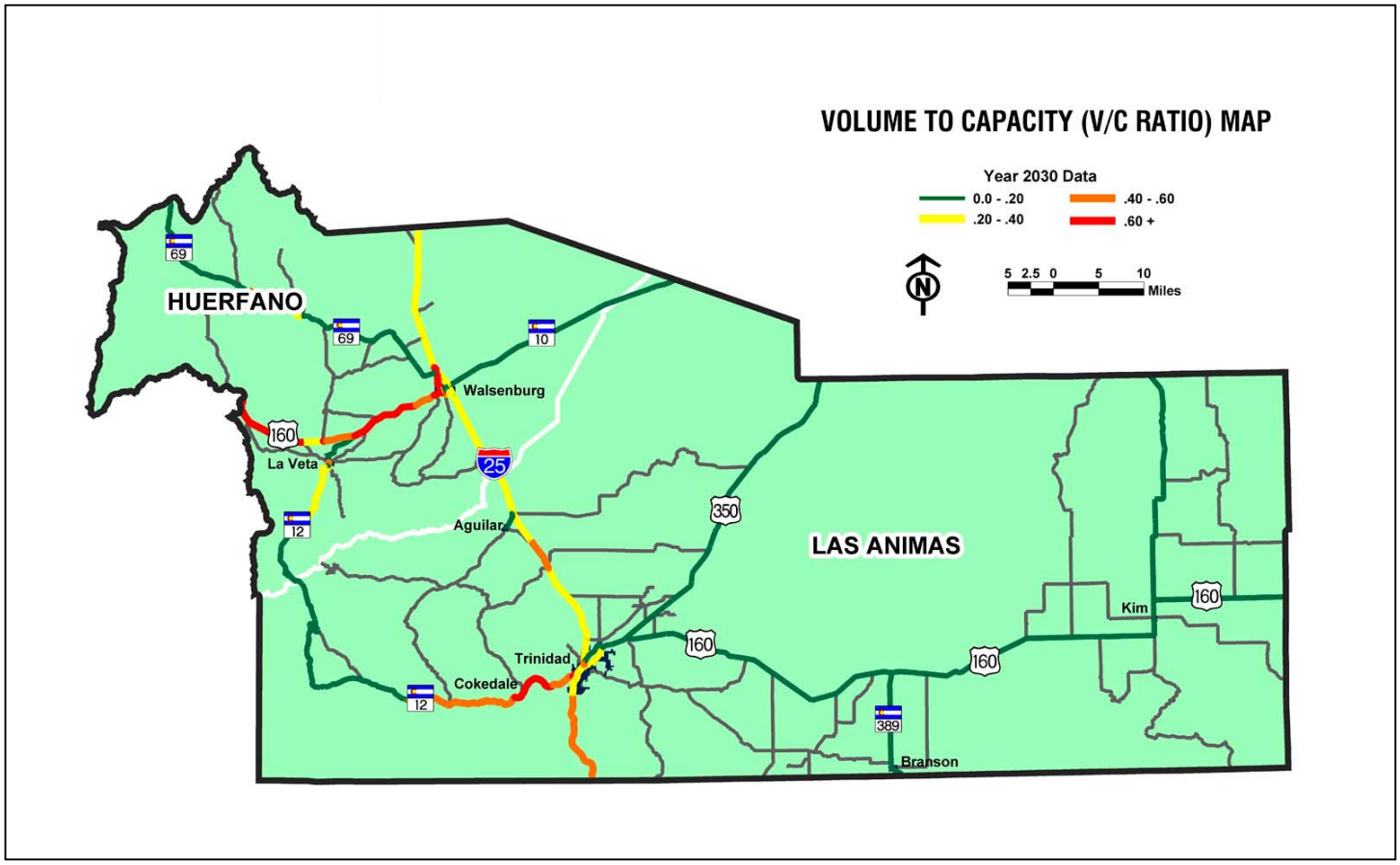
Figure 7 - Volume to Capacity Ratio 2001-2030



Source: CDOT

Map 23 - Volume to Capacity Ratio 2030

The following map shows the location of projected increases in V/C greater than 0.60.Note that little, if any V/C is shown on the following map exceeding 0.60 in 2001, but does begin to show up on US 160 west of Walsenburg and SH 12 west of Trinidad by 2030.

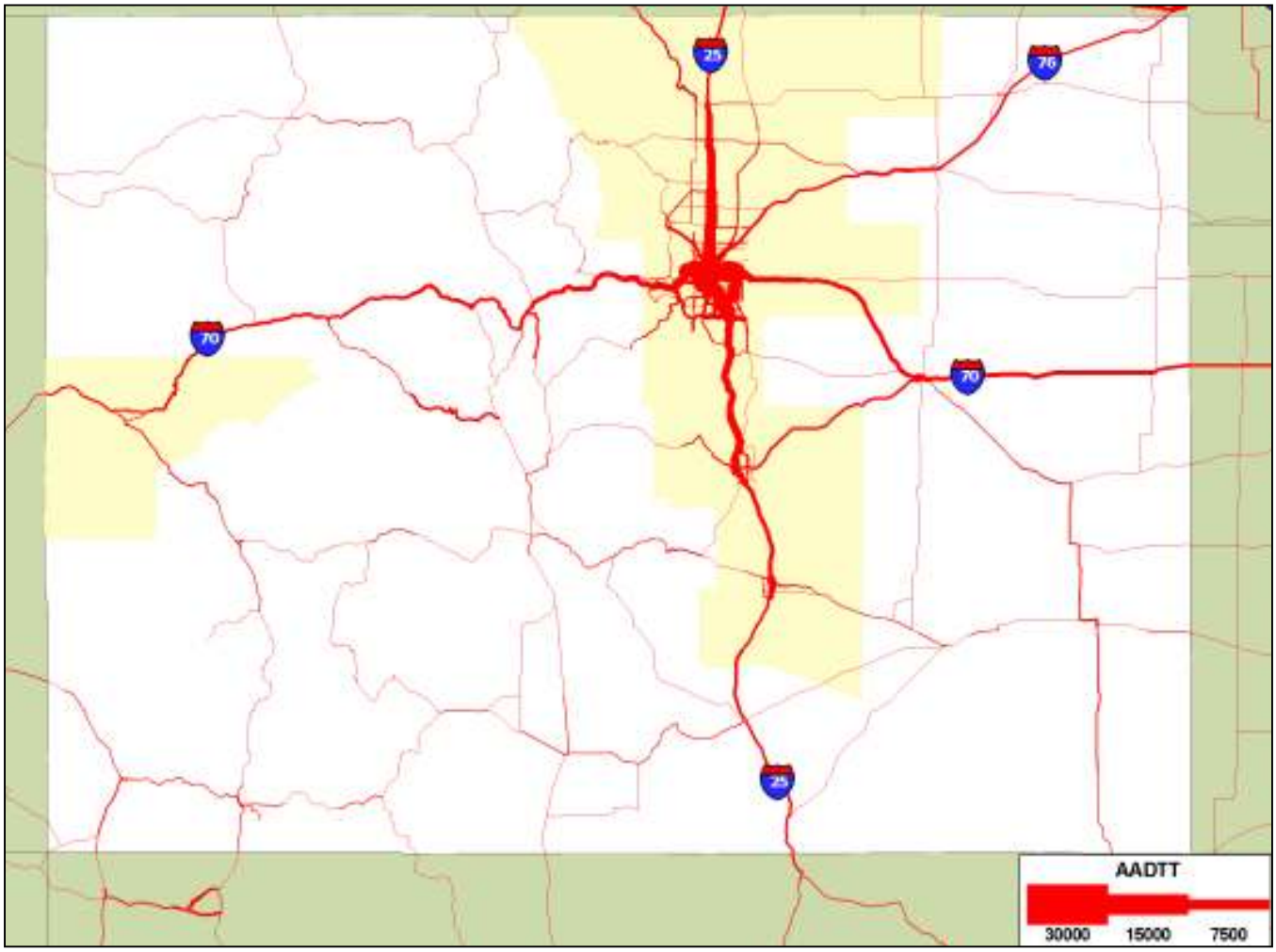


Source: CDOT

FREIGHT

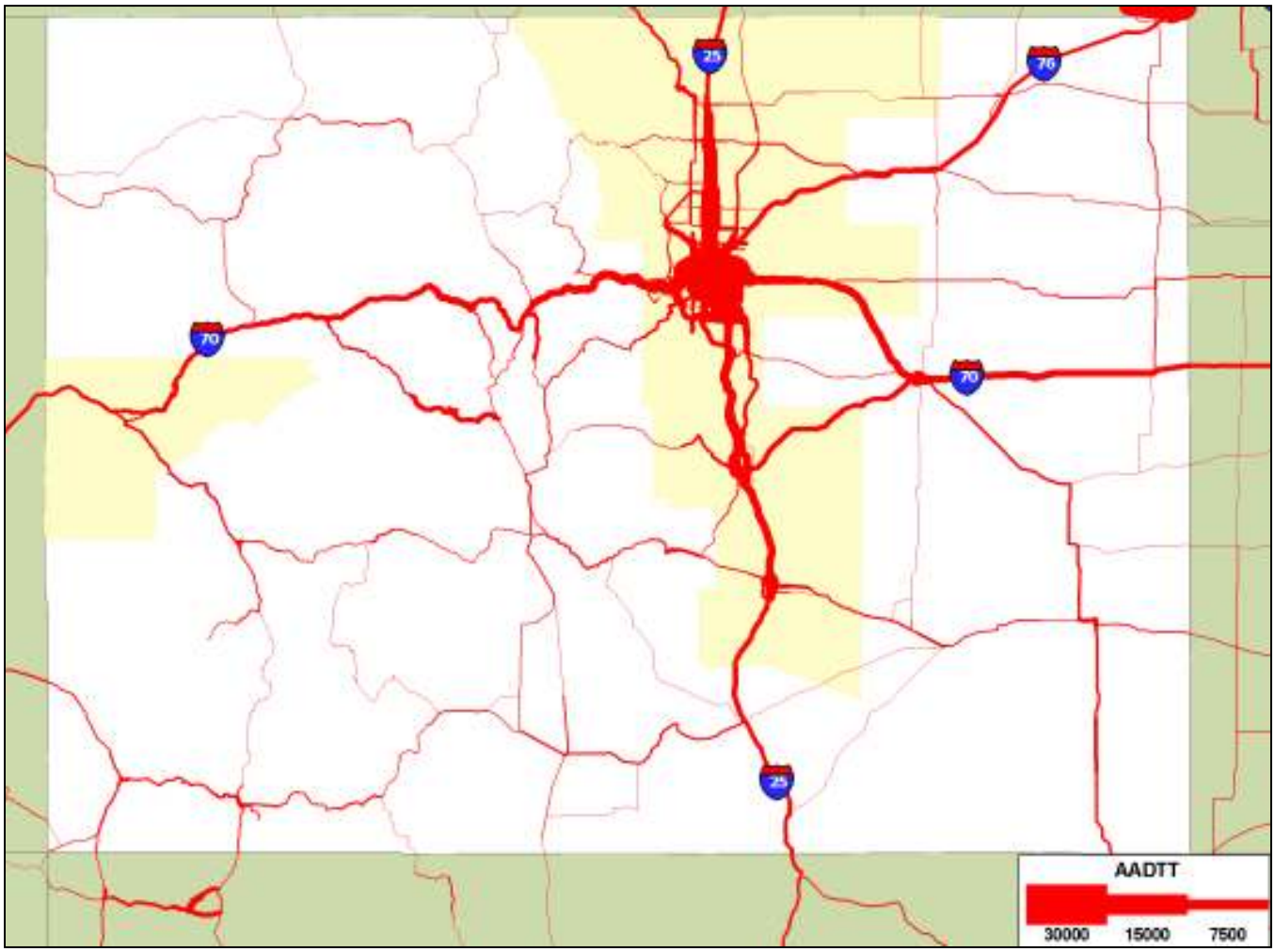
The following two maps show the estimated growth in daily truck traffic from 1998-2020 from a statewide basis as determined by the FHWA's Freight Analysis Framework. The major role of I-25 and more limited role of US 160 as truck routes becomes more clear as truck traffic growth is projected between 1998 and 2020.

Map 24 - Estimated Average Annual Daily Truck Traffic 1998



Source: FHWA

Map 25 - Estimated Average Annual Daily Truck Traffic 2020



Source: FHWA

Table 24 - Freight Shipments To, From, and Within Colorado 1998, 2010, and 2020

The following table presents information on freight shipments that have either an origin or a destination in Colorado. As shown in the table, in 1998 trucks moved a large percentage of the tonnage (73%) and value (68%) of shipments, followed by rail (26% tonnage, 7% value) and air (<1% tonnage, 25% value).

Colorado	Tons (millions)			Value (billions $)		
	1998	2010	2020	1998	2010	2020
By Mode						
Air	<1	1	2	33	84	147
Highway	142	208	257	90	178	296
Other[a]	<1	<1	<1	<1	<1	<1
Rail	51	67	76	9	17	26
Water	0	0	0	0	0	0
Grand Total	194	276	335	132	279	469
By Destination/Market						
Domestic	190	270	327	127	268	447
International	4	6	8	5	11	22
Grand Total	194	276	335	132	279	469

Note: Modal numbers may not add to totals due to rounding.
a The "Other" category includes international shipments that moved via pipeline or by an unspecified mode.
Source: FHWA

Truck traffic is expected to grow throughout the state over the next 20 years. Much of the growth will occur in urban areas and on the Interstate highway system. Truck traffic moving to and from Colorado accounted for 10 percent of the average annual daily truck traffic (AADTT) on the FAF road network. Approximately 10 percent of truck traffic involved in-state shipments, and 20 percent involved trucks traveling across the state to other markets. About 60 percent of the AADTT were not identified with a route-specific origin or destination." *(Freight Transportation Profile – Colorado Freight Analysis Framework)*

Table 25 - Top Five Commodities Shipped to, From, & Within Colorado by All Modes 1998 & 2020

The following table shows the top five commodity groups shipped to, from, and within Colorado by all modes. The top commodities by weight are nonmetallic minerals and coal. By value, the top commodities are transportation equipment and mail or contract traffic." *(Freight Transportation Profile – Colorado Freight Analysis Framework)*

Colorado Commodity	Tons (millions)		Colorado Commodity	Value (billions $)	
	1998	2020		1998	2020
Nonmetallic Minerals	40	44	Transportation Equipment	17	24
Coal	35	42	Mail or Contract Traffic	15	47
Farm Products	26	30	Food or Kindred Products	13	26
Clay, Concrete, Glass or Stone	24	47	Freight All Kinds (FAK)	11	23
Food or Kindred Products	15	23	Chemicals or Allied Products	10	21

a U.S. mail or other small packages.
b The "Freight All Kinds" category refers to general freight shipments.
Source: FHWA

PUBLIC TRANSPORTATION NEEDS ASSESSMENT

The following section discusses an analysis of the demand for transit services in the South Central TPR based upon standard estimation techniques and comments from residents. The transit demand was used in the identification of transit service for the next 25 years. Different methods are used to estimate the maximum transit trip demand in the South Central Region:

- Rural Transit Demand Methodology
- Transit Needs and Benefits Study
- Ridership Trends

Feedback from residents within the community also plays a critical role in the regional planning process. Public meetings throughout the region allowed citizens to express their ideas and provide suggestions to the planning document. Chapter 2 provides detailed information regarding the public meetings held within the region.

For more detailed information on transit needs, please see the South Central 2030 Regional Transit Element, published separately. The Transit Element forms an integral part of this long-range transportation plan. Summary information from the Transit Element is included in the following section.

Rural Transit Demand Methodology

An important source of information and the most recent research regarding demand for transit services in *rural areas* and for persons who are elderly or disabled is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC, represents the first substantial research into demand for transit service in rural areas and small communities since the early 1980s.

The TCRP Methodology is based on permanent population. Thus, the methodology provides a good look at transit demand for the South Central Region. The ***Transit Element*** presents the transit demand for 2002 and for year 2030, based on population projections from the Colorado Department of Local Affairs. Using the TCRP Methodology, current transit demand is approximately 61,860 annual trips, growing to 97,670 trips in 2030 not including program trips for agencies like Head Start and Mental Health Services. For more information on program demand, see ***the Transit Element.***

Table 26 – Estimated Public Transit Demand

Estimated Public Transit Demand					
Area	2002 Trips		2030Trips		Total Change
	Per Day	Annual	Per Day	Annual	
Huerfano County	78	19,940	121	30,860	54.8%
Las Animas County	164	41,920	262	66,810	59.4%
Region	243	61,860	383	97,670	57.9%

Source: LSC, 2003

Transit Needs and Benefits Study (TNBS)

The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis.

The LSC Team updated the TNBS transit need estimates using the recently released 2000 census data. The following table provides a summary of the needs using the 1996, 1999, and 2000 data. The TNBS approach used a combination of methodologies and aggregated the need for the South Central Region. However, the approach used factors based on statewide characteristics and is not specific to this region. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

Table 27 - TNBS Updated Transit Need Estimates

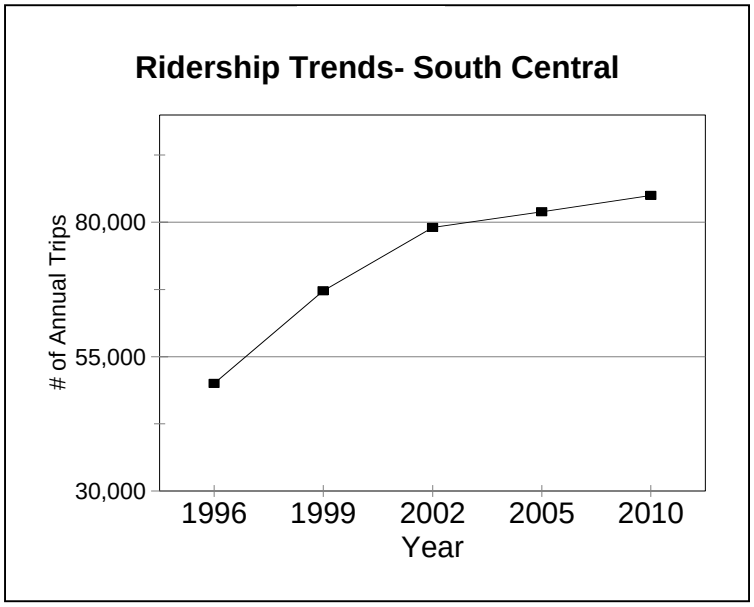
TNBS Updated Transit Need Estimates			
Transit Category	**1996 Trips**	**1999 Trips**	**2002 Trips**
Rural General Public	602,940	688,324	626,990
Disabled	2,710	3,240	5,185
Program Trips	316,094	316,094	320,773
Urban Area	n/a	n/a	n/a
Resort Area	n/a	n/a	n/a
Annual Need	921,744	1,007,658	952,948
Annual Trips Provided	50,000	67,259	79,050
Need Met (%)	5%	7%	8%
Unmet Need (%)	95%	93%	92%

Source: LSC, 2003

Ridership Trends

The final approach looking at short-term transit demand is to evaluate recent trends in ridership. This approach is valid in areas where transit services do exist such as in the South Central Region. The following chart shows the past ridership trends and ridership projections based on recent trends for the South Central Region - including all public and private providers such as taxi service, Head Start, public transit, etc. This section is based on existing ridership and is projected to the year 2010. The ridership trends and projections *do not* estimate the transit need within the study area.

Figure 8 - Ridership Trends



Source: LSC, 2003

As can be seen in Figure 8, the transit ridership is expected to increase slightly over the next few years. Demand will also be affected by the increases or decreases in population for the study area. Transit ridership for year 2005 is estimated at approximately 83,000 and for 2010 is estimated at 85,000 annual trips for the South Central Region.

VII - CORRIDOR VISIONS - ALTERNATIVES ANALYSIS

CORRIDOR VISION PROCESS

This plan makes a break from past regional planning process. In the past, the plan has been a strictly "project specific" plan, focusing on detailed needs and plans at precise locations. This led to an unwieldy plan that might address very specific needs, but sometimes failed to address regional needs from a systems perspective.

The 2030 Long Range Transportation Plan begins to build a "corridor-based" plan that will more effectively envision the long term needs on any given corridor, rather than focusing on specific intersections, safety issues or capacity issues from milepost X to milepost Y. This part of the plan examined what the final build-out needs might be given population growth, traffic growth, truck movements, and other operational characteristics of the facility. Then, an effort was made to give some level of priority for implementation. These steps will help guide investment decisions throughout the planning period.

Several steps were followed in order to achieve this goal:

1. Identify corridor segments with common operating characteristics and future needs
2. Develop a Corridor Vision for each corridor segment
3. Develop Goals/Objectives for each corridor segment
4. Develop Strategies to achieve the Goals for each corridor segment
5. Assign a Primary Investment Category

Corridor Vision Purpose

- Integrates community values with multi-modal transportation needs
- Provides a corridor approach for a transportation system framework
- Strengthens partnerships to cooperatively develop a multi-modal system
- Provides administrative and financial flexibility in the Regional and Statewide Plans
- Links investment decisions to transportation needs
- Promotes consistency and connectivity through a system-wide approach
- Creates a transportation vision for Colorado and surrounding states

Primary Investment Category

CDOT allocates funds to various programs, including System Quality (Preservation of the Existing System), Mobility, Safety, Program Delivery, Statewide Programs, and Priority Projects. The Corridor Vision process is designed to investigate the first three –System Quality, Mobility, and Safety in terms of regional priorities. The remaining programs are under the authority of CDOT where the Transportation Commission makes programming decisions.

For the purposes of this plan, the RPC examined all the available background data as presented in Chapter IV – Transportation System Inventory, matched unmet needs with the Regional Vision, Values and Goals

expressed in Chapter III, and determined what the ultimate needs are on each corridor segment that are consistent with the needs and desires of the community. With this in mind, the RPC assigned a Primary Investment Category to each segment. This does not in any way imply that other types of projects may be needed on any given corridor. For instance, if Safety was determined to be the Primary Investment Category, the most pressing need may be for Safety type projects – passing lanes, straightening, signage, intersection improvements, etc. But, there may also be spot locations in the corridor that need to be addressed from a congestion or capacity standpoint, the main focus of the Mobility category. Likewise, if a segment has been selected primarily for System Quality improvements, there may also be a need for spot Safety or Mobility improvements. The goal has been to identify the primary set of needs given the corridor's place in the regional system hierarchy.

Goal Selection

The following types of goals can be achieved within each category:

Mobility

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Maintain statewide transportation connections
- Coordinate transportation and land use decisions
- Support economic development while maintaining environmental responsibility
- Support commuter travel
- Support recreation travel
- Provide for tourist-friendly travel
- Improve access to public lands
- Accommodate growth in freight transport
- Provide improved freight linkages
- Expand transit usage
- Increase bus ridership
- Provide for bicycle/pedestrian travel
- Increase air travel availability
- Increase Transportation Demand Management, i.e., carpool, telecommute
- Provide information to traveling public

Safety

- Reduce fatalities, injuries and property damage crash rate
- Promote education to improve safe driving behavior
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Improve signing/striping

System Quality

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Promote transportation improvements that are environmentally responsible
- Maintain transit vehicles and facilities in good condition
- Maintain airport facilities in good condition

- Maintain responsible water quality procedures

Representative Projects

Throughout the course of the planning process, numerous specific projects were identified to address very specific and real needs. These project ideas have, in some cases been on the table for some time, even years, awaiting the right time and the right funding opportunities. During this transition to a "corridor based" plan, it is important to keep sight of these needs. In order to do so, this chapter also identifies Representative Projects.

These projects are listed to provide examples of projects that might be constructed in the corridor. This list is not intended to be all-inclusive, but to provide a means of keeping regionally significant potential projects as part of the long-range plan. Listing here does not imply any priority among these projects or among other projects that are consistent with the Corridor Vision, but not listed. Transit projects listed here are significant regional projects and may compete for Regional Priority Program funding. All local transit projects are included in the 2030 Transit Element. Aviation projects listed here may be generated at the local community level and are not necessarily endorsed or supported by either CDOT or the FAA. A complete list of Representative Projects, with estimated costs, has been included in the Appendix.

Corridor Vision Discussion Questions

The following questions were used to help facilitate a Corridor Vision discussion to identify local values and transportation needs.

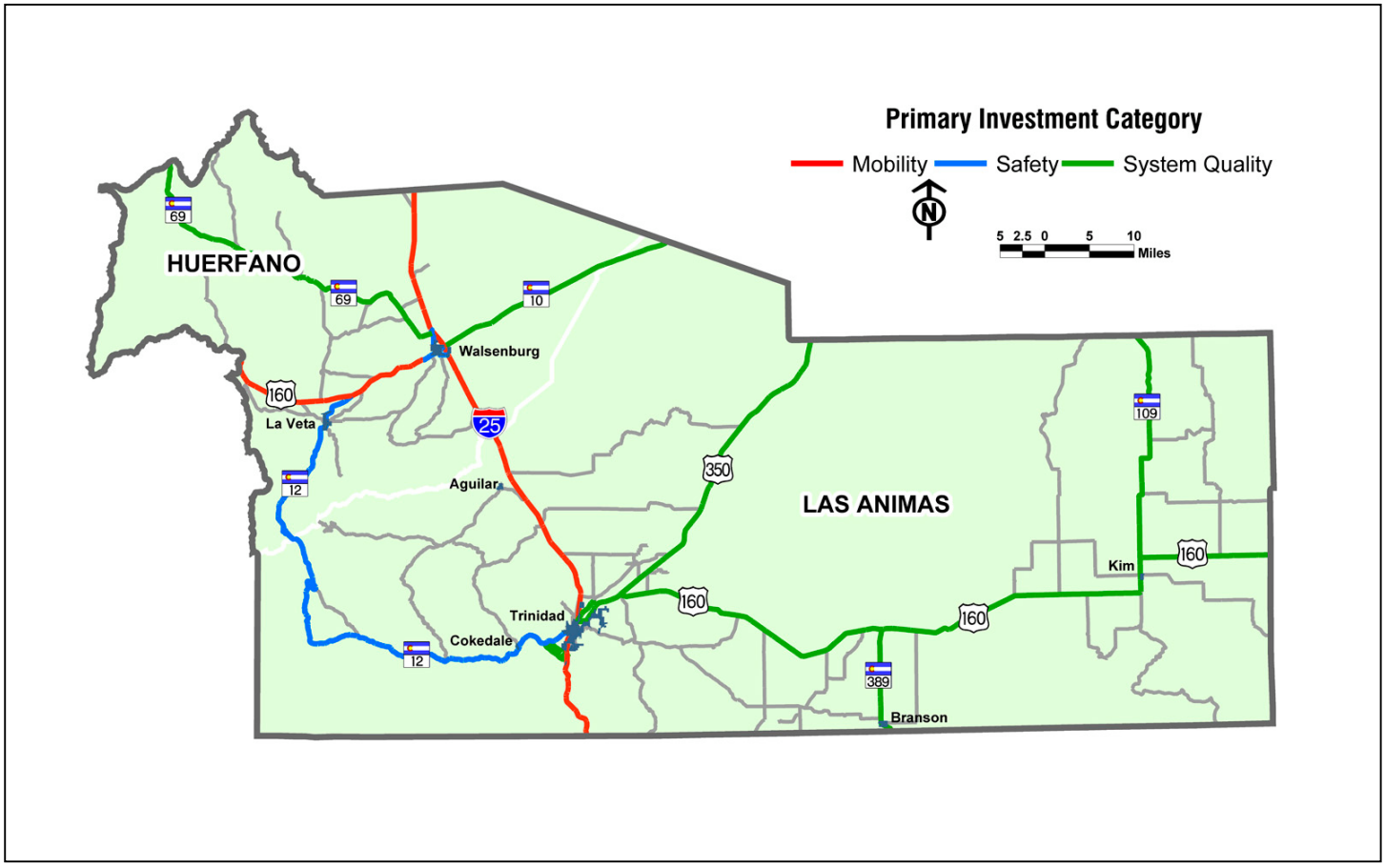
1. What purpose does transportation serve for the community?
2. What are the transportation needs for your community in the future?
3. Do you expect major growth in population, recreation, employment, and or commercial sectors?
4. Are there congested areas?
5. Are there areas with safety problems in the corridor?
6. Are there areas that will need work, i.e., pavement conditions?
7. Is there a need for transit, bicycle/pedestrian, aviation, transportation demand management, and local roadway networks?
8. Are there natural resources, environmental concerns or areas of special interest to protect?

Table 28 - Corridor Segments

The following corridor segments and Primary Investment Category were identified by the RPC:

South Central TPR Corridor Segments				
Corridor Name	Description (from / to)	Milepost w/in TPR		Primary Investment Category
		begin	end	
10	I-25 (Walsenburg) to Pueblo County Line	0.000	28.586	System Quality
12	US 160 (La Veta) to I-25 (Trinidad)	0.000	70.386	Safety
25 A	I-25 New Mexico state line to Pueblo County Line	0.000	68.851	Mobility
25 B	I-25 Business Route (Aguilar)	0.000	1.948	System Quality
25 C	I-25 Business Loop (Walsenburg)	0.000	3.947	Safety
69	US 160 (Walsenburg) north to Custer County Line	0.000	42.156	System Quality
109	US 160 to north to Bent County Line	0.000	27.526	System Quality
160 A	La Veta Pass east to UPRR (Walsenburg)	278.625	303.445	Mobility
160 B	US 160 Business Loop (Walsenburg)	303.445	306.350	Safety
160 C	I-25 (Trinidad) east to Baca County Line	344.612	431.691	System Quality
239	US 160 (Trinidad) to Rd. E (Trinidad)	0.000	3.250	System Quality
350	US 160 (Beshoar Jct) north to Otero County Line	0.000	37.357	System Quality
389	CO/NM state line north to US 160	0.000	12.803	System Quality
CR 18.3	SH 12 at Trinidad Lake State Park east	SH 12	I-25	System Quality

Map 26 - Primary Investment Category



CORRIDOR VISIONS

Corridor	**SH 10**	**Primary Investment Category SYSTEM QUALITY**
Description	**I-25 (Walsenburg) to Pueblo County Line**	
Beg MP 0.000		**End MP 28.856**

Vision Statement

The Vision for the **SH 10 - I-25 (Walsenburg) to Pueblo County Line** corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region, making east-west connections within the southern plains area. Current and future travel modes include passenger vehicle and truck freight. The highway could provide a major link between US 160 west of Walsenburg, I-25, and US 50 east to Kansas, connecting to US 287, the Ports to Plains Corridor. This could form the "backbone" of an east-west freight corridor in southern Colorado. The corridor primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase slightly. The communities along the corridor place high value on system preservation and safety. They depend on agriculture for the majority of economic activity in the area. Users of this corridor want to preserve the agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

Goals / Objectives

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support economic development while maintaining environmental responsibility
- Improve signing/striping

Strategies

- Add/improve shoulders
- Add surface treatment/overlays
- Improve geometrics
- Construct intersection improvements
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Post informational signs
- Replace old signs

Representative Projects - SH 10

	Investment Category
• Safety related geometrics	Safety
• Repair or replace SD or FO bridges	System Quality

Corridor	**SH 12**	**Primary Investment Category SAFETY**
Description	**US 160 (La Veta) to I-25 (Trinidad)**	
Beg MP 0.000		**End MP 70.386**

Vision Statement

The Vision for the **SH 12 - US 160 (La Veta) to I-25 (Trinidad)** corridor is primarily to improve safety, but also includes maintaining system quality and mobility goals. This corridor serves as a multi-modal local facility and traverses the Spanish Peaks area via Cucharas Pass. Current and future travel needs include passenger vehicle, bus service, bicycle, pedestrian and airport facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor place a high value on safety. They depend on tourism and mining for economic activity in the area. Many new gas wells are planned in the area. Users of this corridor want to preserve the rural mountain and agricultural character of the area while supporting the movement of tourists, mining trucks and machinery, and farm-to-market products in and through the corridor. Transportation development must recognize the environmental, economic and social needs of the surrounding area.

The SH 12 corridor was identified as part of the 2003 Strategic Programming effort conducted by CDOT in cooperation with the South Central TPR. This developing corridor is critical to the region's tourism, recreational, resource recovery and other economic development. It should be considered in future strategic programming efforts.

The Colorado Wyoming Railroad recently abandoned and removed its tracks in this corridor.

Goals / Objectives

- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Support recreation travel
- Improve pedestrian safety
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Realign highway in Trinidad
- Bridge repairs/replacement
- Add passing lanes
- Intersection improvements
- Add/improve shoulders
- Add roadway pullouts for trucks, breakdowns and slow vehicles
- Add surface treatment/overlays
- Improve geometrics (straightening)
- Post informational signs

- Provide and expand transit services
- Provide bicycle/pedestrian facilities
- Traffic calming in urban zones
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Representative Projects - SH 12

	Investment Category
• Repair or replace SD or FO bridges	System Quality
• Safety related geometrics	Safety
• Shoulder improvements	Safety
• Intersection improvements - Primero School at Segundo	Safety
• Signage for Scenic Highway of Legends	System Quality
• Cuchara Valley Airport (La Veta)	System Quality
• Cuchara Valley Airport (La Veta)	Safety
• Cuchara Valley Airport (La Veta)	Mobility
• Trail from US 160 to Cuchara	System Quality

Corridor	**I-25 A**	**Primary Investment Category MOBILITY**
Description	**New Mexico State Line to Pueblo County Line**	
Beg MP 0.000		**End MP 68.851**

Vision Statement

The Vision for the **I-25 - New Mexico State Line to Pueblo County Line** corridor is chiefly to increase mobility as well as to maintain system quality and improve safety. This corridor serves as a multi-modal Interstate facility and makes north-south connections to the southern Colorado urban corridor. Current and future travel mode needs include passenger vehicle, bus service, passenger rail, truck freight, rail freight, and aviation. The I-25 corridor serves as the state's highest volume corridor for passenger vehicles, trucks, and rail freight. Many visitors to Colorado enter on this gateway corridor. Based on historic and projected population and employment levels, and growth profiles along the Front Range, both passenger and freight traffic volumes are expected to increase dramatically. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and access to services at urban centers. They depend on tourism, agriculture, and commercial activity for economic activity in the region. Users of this corridor want to preserve the social character of the area while supporting the movement of tourists, freight, and interregional access to major urban centers in and through the corridor.

The current 4-lane cross section of I-25 is likely to be adequate to handle future demand. While New Mexico may consider capacity improvements south of the state line, such improvements would not likely add significantly to traffic volumes. Colorado is not likely to consider additional capacity improvements in the foreseeable future. Mobility or capacity improvements are most needed on public transportation, rail, truck freight, interchange improvements, ITS, and aviation modes.

Goals / Objectives

- Support commuter travel
- Accommodate growth in freight transport
- Increase air travel availability
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands
- Maintain transit vehicles and facilities in good condition
- Support economic development while maintaining environmental responsibility

Strategies

- Construct interchange improvements
- Provide inter-modal connections
- Add/improve rest areas
- Improve ITS Core Service Management System
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Re-align rail lines

- Construct and maintain passenger rail terminal facilities
- Expand air service
- Bridge repairs/replacement
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Construct separated bike facilities

Representative Projects - Interstate 25 A

	Investment Category
• Reconstruction through Trinidad	Mobility
• Aguilar - Highway of Legends interpretive site	System Quality
• Interchange improvements at exit 49	System Quality
• Interchange improvements at exit 50	System Quality
• Interchange improvements at exit 52	System Quality
• Safety related geometrics	Safety
• Repair/replace SD or FO bridges (31)	System Quality
• Pedestrian Facilities - Trinidad River	System Quality
• Spanish Peaks Airport (Walsenburg)	Safety
• Spanish Peaks Airport (Walsenburg)	System Quality
• Spanish Peaks Airport (Walsenburg)	Mobility

Corridor	**I-25 B**	**Primary Investment Category SYSTEM QUALITY**
Description	**I-25 Business Loop (Aguilar)**	
Beg MP 0.000		**End MP 1.948**

Vision Statement

The Vision for the **I-25 Business Loop (Aguilar)** corridor is primarily to maintain system quality as well as to improve safety. This corridor acts as Main Street, and makes north-south connections within Aguilar. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. The transportation system in the area primarily serves local access. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community values system preservation and safety. Users of this corridor want to preserve the small town character of the area while supporting the movement of commercial and visitor traffic in and through the town.

GOALS / OBJECTIVES

- Improve pedestrian and vehicle safety
- Preserve the existing transportation system

Strategies

- Construct intersection/interchange improvements
- Improve signage
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Construct/improve rest areas
- Add truck parking areas
- Develop access management plans

Representative Projects - Interstate 25 B

	Investment Category
• Improve interchange	System Quality
• Safety related geometrics	Safety
• Access management plan	System Quality
• Intersection improvements	Safety

Corridor	**I-25 C**	**Primary Investment Category SAFETY**
Description	**Business Loop (Walsenburg)**	
Beg MP 0.000		**End MP 3.947**

Vision Statement

The Vision for the **I-25 Business Loop (Walsenburg)** corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, acts as Main Street, and makes north-south connections within the downtown Walsenburg area. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community values safety and system preservation. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the small urban character of the area while supporting the movement of trucks and cars through the commercial business district.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Improve pedestrian and vehicle safety
- Reduce impacts of truck traffic in downtown area
- Preserve the existing transportation system
- Maintain transit vehicles and facilities in good condition
- Maintain airport facilities in good condition
- Improve railroad crossings

Strategies

- Construct intersection/interchange improvements
- Improve railroad grade crossings
- Add traffic signals
- Synchronize/interconnect traffic and pedestrian signals
- Improve signage
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Expand air service
- Provide inter-modal connections
- Construct/improve rest areas
- Rail crossing safety study
- Add truck parking areas
- Develop access management plans

Representative Projects - Interstate 25 C

	Investment Category
• Rail line construction Walsenburg	Safety
• Repair/replace SD or FO bridges (3)	System Quality
• Rail line relocation study	Safety
• Rail crossing upgrade Walsenburg	Safety
• Landscaping improvements - Walsenburg	System Quality
• Safety related geometrics	Safety
• Access management plan	System Quality
• Intersection improvements	Safety

Corridor	**SH 69**	**Primary Investment Category SYSTEM QUALITY**
Description	**(Walsenburg) north to Custer County Line**	
Beg MP 0.000		***End MP 42.156***

Vision Statement

The Vision for the **SH 69 - (Walsenburg) north to Custer County Line** corridor is principally to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes north-south connections within the southern foothills of Colorado. The predominant travel mode is and will be passenger vehicles. The transportation system primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The corridor includes Red Rock Road and Pass Creek Road. These heavily used off-system facilities carry significant traffic and provide regional connections between state highways. Significant development in these areas creates additional traffic burdens both on the facility and at their junction with the highway.

The communities along the corridor place a high value on safety and system preservation and depend on tourism and agriculture for economic activity in the area. Users of this corridor wish to preserve the rural mountain and agricultural character of the area while supporting the movement of tourists and services to urban centers throughout the corridor.

Goals / Objectives

- Preserve the existing system
- Eliminate shoulder deficiencies
- Support recreation travel
- Provide access to services
- Maintain or improve pavement to optimal condition
- Provide for safe movement of bicycles and pedestrians

Strategies

- Improve geometrics
- Construct intersection improvements
- Add passing lanes
- Add/improve shoulders
- Add accel/decel and turn lanes
- Add surface treatment/overlays
- Use improved striping paint / beads
- Improve signage
- Provide bicycle/pedestrian facilities

Representative Projects - SH 69

	Investment Category
• Safety related geometrics	Safety
• Repair/replace SD or FO bridges (4)	System Quality

Corridor	**SH 109**	**Primary Investment Category SYSTEM QUALITY**
Description	**US 160 north to Bent County Line**	
Beg MP 0.000		**End MP 27.526**

Vision Statement

The Vision for the **SH 109 - US 160 north to Bent County Line** corridor is primarily to maintain system quality while improving safety. This corridor provides local access and makes north-south connections within the Southeastern plains area. Current and future travel modes are largely passenger vehicles. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor place a high value on system preservation. They depend mainly on agriculture for economic activity. Users of this corridor want to preserve the rural and agricultural character of the area that supports the movement of farm-to-market products in and through the corridor.

Goals / Objectives

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Access to services at urban centers

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Construct, improve and maintain the system of local roads
- Use improved striping paint / beads
- Improve signage

Representative Projects - SH 109

	Investment Category
• Safety related geometrics	Safety
• Repair/replace SD or FO bridges (1)	System Quality

Corridor	**US 160 A**	**Primary Investment Category MOBILITY**
Description	**La Veta Pass east to UPRR (Walsenburg)**	
Beg MP 278.625		**End MP 303.445**

Vision Statement

The Vision for the **US 160 - La Veta Pass east to UPRR (Walsenburg)** corridor is primarily to increase mobility while maintaining system quality and improving safety. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the southern Colorado mountain area. Current and future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area serves towns, cities, and destinations within the corridor as well as providing access between southwestern Colorado and the Front Range. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The corridor will continue to serve as a major freight route connecting I-25 and US 50 with southwest Colorado. The communities along the corridor value high levels of mobility and connections to other areas. They depend economically on tourism and efficient access to urban service centers. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

Goals / Objectives

- Accommodate growth in freight transport
- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Rehabilitate/replace deficient bridges
- On time delivery of projects

Strategies

- Add passing lanes
- Construct new travel lanes east of SH 12
- Add travel lanes in congested segments
- Construct intersection improvements
- ITS traveler information
- Improve hot spots
- Provide and expand transit bus and rail services
- Provide inter-modal connections
- Improve geometrics
- Bridge repairs/replacement

Representative Projects - US 160 A

	Investment Category
• Construct passing lanes between junction with SH 12 and La Veta Pass	System Quality
• Safety related geometrics - west of Walsenburg	Safety
• Intersection improvements CR 510	System Quality
• Construct new travel lanes between junction with SH 12 and Walsenburg	Mobility
• Repair or replace SD or FO bridges (1)	System Quality
• Trail from Walsenburg to Lathrop State Park	System Quality
• Trail Lathrop State Park to Hwy 12/US 159	System Quality

Corridor	**US 160 B**	**Primary Investment Category SAFETY**
Description	**US 160 Business Loop (Walsenburg)**	
Beg MP 303.445		**End MP 306.350**

Vision Statement

The Vision for the **US 160 - I-25 Business Loop (Walsenburg)** corridor is primarily to improve safety, but also includes maintaining system quality and increasing mobility. This corridor serves as a multi-modal National Highway System facility, acts as a main street for Walsenburg, and makes east-west connections within the downtown area. Current and future travel needs include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the corridor serves towns, cities, and destinations within the city. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The community values safety improvements for the corridor. The predominant economic activity is commercial businesses. Users of this corridor want to preserve the small town character of the area while supporting the movement of freight and access to services in and through the corridor. The long range need for improvements of US 160 through Walsenburg, connecting to I-25 may become necessary in order to achieve a balance of mobility on the corridor with impacts to the town and downtown businesses.

Goals / Objectives

- Maintain statewide transportation interconnectivity
- Accommodate growth in freight transport
- Provide for safe movement of vehicles, bicycles and pedestrians
- Reduce fatalities, injuries and property damage crash rate
- Expand transit usage

Strategies

- Construct intersection/interchange improvements
- Improve hot spots
- Improve grade railroad crossings
- Study and change speed limits
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Improve traffic signals for vehicles, pedestrians, and bicycles
- Implement safety education programs

Representative Projects - US 160 B

	Investment Category
• Intersection improvements	Safety

Corridor	**US 160 C**	**Primary Investment Category SYSTEM QUALITY**
Description	**I-25 (Trinidad) east to Baca County Line**	
Beg MP 344.612		**End MP 431.691**

Vision Statement

The Vision for the **US 160 - I-25 (Trinidad) east to Baca County Line** corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections within the southeast Colorado plains area. Current and future travel modes include passenger vehicles and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor value safety and system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

Goals / Objectives

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Provide improved truck freight facilities

Strategies

- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Improve geometrics
- Construct intersection/interchange improvements
- Improve visibility/sight lines
- Add accel/decel lanes
- Add turn lanes
- Improve signage

Representative Projects - US 160 C

	Investment Category
• Repair or replace SD or FO bridges (7)	System Quality
• Interchange improvements SH 350 @ SH 160	System Quality
• Safety related geometrics Trinidad to Beshoar Jct	Safety
• Safety related geometrics Trinidad east	Safety

Corridor	**SH 239**	**Primary Investment Category SYSTEM QUALITY**
Description	**US 160 (Trinidad) to Rd. E (Trinidad)**	
Beg MP 0.000		**End MP 3.25**

Vision Statement

The Vision for the **SH 239 - US 160 (Trinidad) to Rd. E (El Mora Rd.)** corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and making north-south connections between El Mora and Trinidad. This primarily local arterial could be considered for a trade with CDOT for other off-system corridor segments. Current and future travel needs are primarily for passenger vehicles, school buses, and farm vehicles. The transportation system in the area mainly serves local land uses within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The community depends on agriculture and want to preserve the rural and agricultural character of the area. The corridor will continue to support the movement of farm-to-market products and access to local services. Improvements to this currently ill-maintained roadway could provide an alternate route to the school district offices and to the more heavily traveled SH 350.

Goals / Objectives

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Eliminate shoulder deficiencies
- Coordinate transportation and land use decisions

Strategies

- Construct intersection improvements
- Construct geometric improvements
- Add surface treatment/overlays
- Repair/rehab SD/FO bridges
- Consolidate and limit access and develop access management plans
- Market transit services and provide incentives

Representative Projects - SH 239

	Investment Category
• Repair or replace SD or FO bridges (2)	System Quality

Corridor	**SH 350**	**Primary Investment Category SYSTEM QUALITY**
Description	**US 160 (Beshoar Jct) north to Otero County Line**	
Beg MP 0.000		**End MP 37.357**

Vision Statement

The Vision for the **SH 350 - US 160 (Beshoar Jct) north to Otero County Line** corridor is primarily to maintain system quality. This corridor provides local access and makes east-west connections within the southeast Colorado plains area. The primary travel mode is by passenger vehicle and freight rail. The transportation system in the area serves towns, cities, and destinations within the corridor. They depend on agriculture, Department of Defense access to the Pinon Canon Maneuver Site, and the Department of Corrections facility 14 miles east of Beshoar Junction for economic activity. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about same. The Perry Stokes Airport is located within this corridor. This facility should maximize existing investment while also meeting the current and future needs of the traveling public. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

Goals / Objectives

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

- Construct intersection improvements
- Add/improve shoulders
- Add passing lanes
- Add surface treatment/overlays
- Improve geometrics
- Bridge repairs/replacement
- Improve rail crossing devices
- Promote rail studies
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Representative Projects - SH 350

	Investment Category
• Intersection improvements	System Quality
• Safety related geometrics	Safety
• Repair or replace SD or FO bridges (3)	System Quality
• Perry Stokes Airport (Trinidad)	Mobility
• Perry Stokes Airport (Trinidad)	Safety
• Perry Stokes Airport (Trinidad)	System Quality

Corridor	**SH 389**	**Primary Investment Category SYSTEM QUALITY**
Description	**CO/NM state line north to US 160**	
Beg MP 0.000		**End MP 12.803**

Vision Statement

The Vision for the **SH 389 - CO/NM state line north to US 160** corridor is primarily to maintain system quality and secondarily to improve safety. This corridor provides local access and makes north-south connections within the southeast Colorado plains area and into New México. Current and future travel needs include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor and connects to corridors accessing external destinations. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor value system preservation and safety. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

Goals / Objectives

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Improve visibility/sight lines
- Add/improve shoulders
- Add surface treatment/overlays
- Construct intersection improvements
- Add passing lanes
- Improve signage
- Improve railroad crossing devices
- Bridge repairs/replacement

Representative Projects - SH 389

	Investment Category
• Safety related geometrics (various)	Safety
• Safety related geometrics (Branson)	Safety

Corridor	**CR 18.3**	**Primary Investment Category SYSTEM QUALITY**
Description	**Off-system road serves Trinidad Lake State Park**	
Beg MP		**End MP**

Corridor Vision

The Vision for the **CR 18.3 corridor** is primarily to improve system quality and safety on the narrow road. This corridor includes a 1.5 mile segment under the jurisdiction of the U.S. Army Corps of Engineers and provides access to Trinidad Lake State Park as well as residential development in the area. The State Park averages 160,000 to 200,000 visitors annually. The road is currently under-designed for the volume of traffic seeking access to the Park and an alternate route between I-25 at Starkeville and SH 12 west of Walsenburg. The alternate route avoids the circuitous path of SH 12 through the central part of town. Future travel needs include geometric and safety improvements for passenger vehicles, bicycles, and pedestrian facilities. An abandoned rail facility adjacent to the south side of the reservoir has the potential to be developed as a multi-use trail.

Goals / Objectives

- Improve access to public lands
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Promote transportation improvements that are environmentally responsible

Strategies

- Construct, improve and maintain the system of local roads
- Improve geometrics
- Construct intersection improvements
- Add surface treatment/overlays
- Reconstruct roadways

Representative Projects - CR 18.3

	Investment Category
• Safety related geometrics	Safety

VIII - PREFERRED TRANSPORTATION PLAN

MULTIMODAL CORRIDORS

Based on the alternatives analysis conducted for each corridor, the planning team assisted the RPC in identifying a set of representative projects for each mode to be included in the preferred plan. The projects in the existing (2020) list were reviewed to identify projects that have been completed, those that need to be moved forward in the updated plan to address current needs, and include new projects not on the list to address new or developing needs anticipated in the current planning period. All reasonable and appropriate modes were considered. The projects were grouped by corridor. The representative projects for each corridor have been included in the Corridor Visions and the Appendix.

All projects identified through the planning process were subjected to a preliminary screening process, which included the following questions:

- Do improvements on the corridor aid in the attainment of the vision and goals developed by the RPC?
- Is there a justifiable need?
- How does the corridor provide a viable contribution to a system that meets the RPC's transportation needs?
- Are the corridor improvements realistic based on the human and natural environment and the physical constraints of the area?

The resulting multi-modal preferred project list was entered into CDOT's new on-line project database, PlanSite, which will greatly increase the efficiency and accuracy of project listings at the statewide level. The list comprehensively addresses mobility, safety and system quality needs for the region, while supporting economic growth and development, protecting the human and natural environment, and sustaining the quality of life as defined in the TPR's values, vision, and goal statements.

Each corridor was evaluated during the corridor visioning process to determine the primary investment category. The corridor was then evaluated in terms of the mobility, safety and system quality needs of the corridor and compared to needs on other corridors throughout the region. A relative priority was then established as High, Medium, or Low for each corridor. These estimated costs will be more fully explained in Chapter IX – Prioritization Process.

PUBLIC TRANSPORTATION

Each provider in the South Central study area submitted operational and capital projects for the next 25 years to address long-range transit needs. The Preferred Plan presented in the following section is based on unrestricted funding for the transit providers. The data include costs to maintain the existing system and to enhance the current transit services. The transit information assumes that primary funding will not be derived from Regional Priority Project (RPP) funds – however, all of the projects are eligible.

Available funding is expected to be far short of meeting all the identified needs. Therefore, it is important to provide a Preferred Plan that is not constrained by financial resources. The unconstrained transit

information could be advanced through the amendment process to the Constrained Plan, if new or additional funds were identified—subject to the approved performance and environmental considerations. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future.

For more detailed information on transit needs, please see the South Central 2030 Regional ***Transit Element***, published separately. The Transit Element forms an integral part of this long-range transportation plan. Transit needs have been incorporated n the Preferred Plan in Table 29, along with highway corridor needs.

AVIATION PREFERRED PROJECT PLAN

The preferred list of airport projects and their associated cost estimates were developed utilizing several sources of information:

Six Year Capital Improvement Program

Every airport in the State of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year capital improvement program (CIP) list. That list contains major capital projects that the airport anticipates could take place over the six-year planning period. The CIP will show the year the project is anticipated to occur and further identifies anticipated funding sources that will be used to accomplish the project. Those funding sources may include local, FAA and Aeronautics Division funds.

CDOT-Aeronautics and FAA staff work very closely with those airports that anticipate funding eligible projects with grant funds from the FAA. Since the FAA and CDOT – Aeronautics are concerned with the Statewide system of airports, it is very important that individual airport projects be properly planned and timed to fit within the anticipated annual Federal funding allocation.

FAA and CDOT-Aeronautics staff meet on a regular basis to evaluate the Federal CIP program and make any adjustments as may be required. Therefore, projects shown on the individual airport CIP that identify FAA as a source of funding for the project have already been coordinated with FAA and CDOT – Aeronautics for programming purposes.

The costs of the projects are estimates and are typically provided to airports through either their own city staff, consulting firms, engineering firms, planning documents, FAA, CDOT-Aeronautics or other similar sources.

National Plan of Integrated Airport Systems (NPIAS)

The NPIAS identifies more than 3,000 airports nationwide that are significant to the national air transportation system and thus are *eligible* to receive Federal grants under the Airport Improvement Program (AIP). The projects listed in this document include those that have been identified in the near term and have been programmed into individual airport CIP's as well as long term projects that have only been identified as a need but not programmed into the Federal grant process. The plan also includes cost estimates for the proposed future projects. The projects included in the NPIAS are intended to bring these airports up to current design standards and add capacity to congested airports.

The NPIAS comprises all commercial service airports, all reliever airports and selected general aviation airports. The plan draws selectively from local, regional and State planning studies.

Colorado Statewide Airport Inventory and Implementation Plan 2000 (State Airport System Plan)

In 1999, CDOT-Aeronautics contracted with a consulting firm to develop an Airport System Plan. This plan, done by Wilbur Smith and Associates, was completed in 2000.

The State of Colorado is served by a system of 78 public-use airports. These 78 airports are divided into two general categories, commercial service and general aviation. The Statewide Airport Inventory and Implementation Plan was designed to assist in developing a Colorado Airport System that best meets the needs of Colorado's residents, economy and visitors. The study was designed to provide the Division of Aeronautics with information that enables them to identify projects that are most beneficial to the system, helping to direct limited funding to those airports and those projects that are of the highest priority to Colorado's airport system.

The report accomplished several things including the assignment of each airport to one of three functional levels of importance: Major, Intermediate or Minor. Once each airport was assigned a functional level, a series of benchmarks related to system performance measures were identified. These benchmarks were used to assess the adequacy of the existing system by determining its current ability to comply with or meet each of the benchmarks.

Airport Survey Information

As a part of the CDOT 2030 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits occurred requesting updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2030 planning period. Letters were mailed out to each airport manager or representative that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet whereby airports could list their anticipated projects through the year 2030. Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information.

Most airports responded to this information request. Some of the smaller airports with limited or no staff did not respond.

Joint Planning Conferences

One of the methods utilized by the CDOT-Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport. CDOT-Aeronautic and FAA staff attend these meetings. The JPC allows an opportunity for all of the aviation community to contribute into the planning process of the airport. Many good ideas and suggestions are generated as a result of these meetings.

Table 29 - Preferred Aviation Projects

South Central TPR 2030 Preferred Aviation Projects*				
Airport	**Corridor Number**	**Projects**	**CDOT Investment Category**	**Cost Estimate**
Cuchara Valley Airport - La Veta	SH 12 La Veta to Trinidad	1. Runway maintenance	System Quality	$80,000
		2. Security Fence	Safety	$12,000
		3. Relocate tie down area	Mobility	$200,000
		4. Terminal Building, public restrooms	System Quality	$60,000
Perry Stokes Airport - Trinidad	SH 350 Beshoar Jct to La Junta	1. Expand tie-down area	Mobility	$170,000
		2. Taxiway turnarounds	Safety	$50,000
		3. Widen road to airport	Safety	$25,000
		4. ALP Update	Safety	$111,111
		5. Apron expansion	Mobility	$2,000,000
		6. Taxilane	Safety	$350,000
		7. Access road improvements	Safety	$200,000
		8. Runway overlay	System Quality	$500,000
		9. Helicopter pad	Mobility	$400,000
		10. Security fencing	Safety	$400,000
		11. Const cross wind runway	Mobility	$3,000,000
		12. Snow removal equipment	Safety	$300,000
Spanish Peaks Airport - Walsenburg	I 25 New Mexico border to Pueblo	1. Install Super Unicom	Safety	$39,000
		2. Runway Maintenance	System Quality	$30,000
		3. Expand Tie Down area	Mobility	$42,000
		4. Construct new runway - Design	Mobility	$288,888
		5. Construct New Runway Phase I	Mobility	$4,444,444
		6. Construct New Runway Phase II	Mobility	$2,000,000
		7. Construct runway turnarounds	Safety	$299,000
		8. Apron Rehab	System Quality	$350,000
		9. Rehab MIRL	Safety	$700,000
TOTAL PREFERRED AVIATION PROJECT COSTS				**$16,051,443**

*Note: In many cases the projects identified above are local community generated and are not necessarily endorsed or supported by either CDOT or the FAA

** Projects that have been identified in the 2000 Colorado Statewide Airport System Plan (These projects are not necessarily endorsed or supported by either CDOT or the FAA)

PREFERRED PLAN

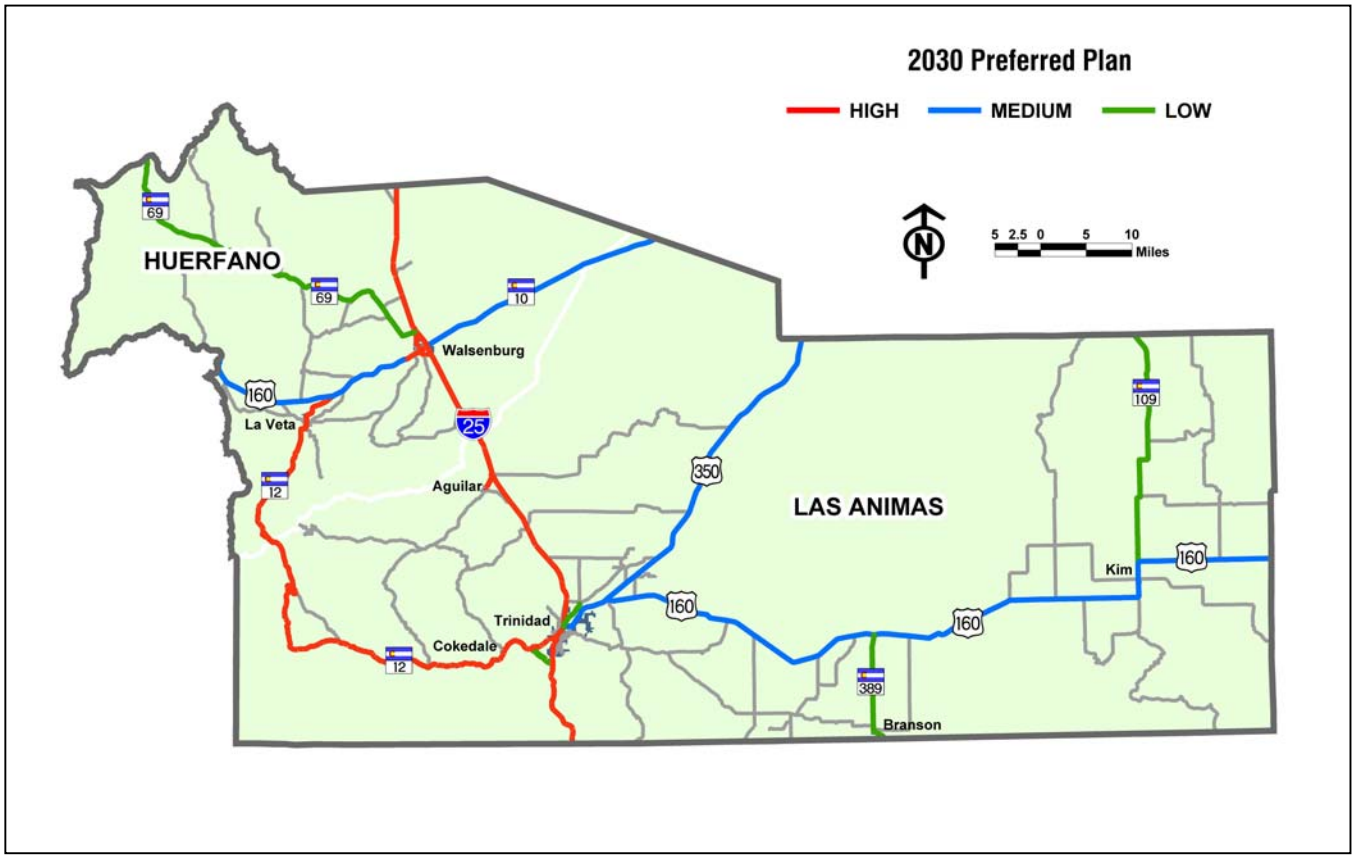
Each corridor was evaluated during the corridor visioning process to determine the primary investment category. The corridor was then evaluated in terms of the mobility, safety and system quality needs of the corridor and compared to needs on other corridors throughout the region. A relative priority was then established as High, Medium, or Low for each corridor. These estimated costs will be more fully explained in Chapter IX – Prioritization Process. This Preferred Plan assumes a prioritization based on the use of Regional Priority funds, typically only used for state highways. Other funds may be used for Transit, Aviation, or Transportation Enhancements as indicated.

Table 30 - Preferred Plan

South Central TPR 2030 Preferred Plan						
Corridor	Project Description	Primary Investment Category	Overall Priority	Investment Category Priority		
				Mobility	Safety	System Quality
25 A	Mobility improvements	Mobility	**H**	H	H	H
12	Safety Improvements	Safety	**H**	M	H	H
25 C	Safety Improvements	Safety	**H**	M	H	H
160 B	Safety improvements	Safety	**H**	H	H	M
TPR	Transit Capital (existing service)	System Quality	**H**[T]	H	M	H
TPR	Transit Operating (existing service)	System Quality	**H**[T]	H	M	H
10	Safety Improvements	System Quality	**M**	M	H	M
160 A	Safety improvements	Mobility	**M**	H	M	M
160 C	System Quality improvements	System Quality	**M**	M	M	H
350	Safety improvements	System Quality	**M**	M	M	H
TPR	Transit Capital (new service)	Mobility	**M**[T]	M	L	M
TPR	Transit Operating Funds (new service)	Mobility	**M**[T]	M	L	M
25 B	System Quality Improvements	System Quality	**L**	L	L	M
69	System Quality Improvements	System Quality	**L**	L	L	M
109	Safety Improvements	System Quality	**L**	L	L	M
239	System Quality improvements	System Quality	**L**	L	L	M
389	Safety improvements	System Quality	**L**	L	L	M
CR 18.3	System Quality improvements	System Quality	**L**	L	L	L
12	Cuchara Valley Airport (La Veta)	Safety	**L**[A]	L	L	L
25 (i)	Spanish Peaks Airport (Walsenburg)	Mobility	**L**[A]	L	L	L
350	Perry Stokes Airport (Trinidad)	System Quality	**L**[A]	L	L	L

[T] Transit Funds
[A] Aviation Funds

Map 27 - Preferred Plan Priorities



IX - PRIORITIZATION PROCESS

In this step in the planning process, costs for the preferred plan list were developed and became part of the analysis. The RPC was asked to assign a priority of High, Medium, or Low to each corridor, using all available background material to assist in decisions. The following criteria were developed to assist the RPC in determining priorities.

CORRIDOR PRIORITIZATION CRITERIA

These criteria reflect the regional vision, goals and strategies and ensure that corridor priorities identify the best improvements to meet those goals.

Mobility/Congestion

- Significant current congestion (0.85 v/c urban or 0.60 v/c rural)
- Significant projected congestion (0.85 v/c urban or 0.60 v/c rural)
- Elevated current or projected AADT
- Mobility improvements contribute to significant reduction in congestion
- Mobility improvements contribute to access for low income, elderly, or physically disabled
- Significant interregional or interstate corridor
- Preserve options to anticipate future transportation needs in major mobility corridors

Safety

- High accident rate
- Services and programs that reduce fatalities, injuries and property damage
- Substandard shoulder width
- Dangerous curves/intersections, etc.
- Signalization or other Transportation System Management expected to reduce crashes contributes to bicycle/pedestrian safety

System Quality

- Maintains the functionality and aesthetics of existing transportation infrastructure
- Heavily used truck route
- Remaining Service Life is Low (Poor Surface Condition)
- Optimize life cycle costs with timely maintenance
- Develop a “travel friendly” transportation system that incorporates customer desires
- Ensure that investments into the transportation system sustain and/or improve quality of life

Ability to Implement

- Perceived cost/benefit
- Generally acceptable engineering parameters

- Funding availability
- Dedicated funding program

Public Support

- Strategic Project Program (7th Pot)
- Programmed in 2005-2010 STIP
- Documented in 2020 Constrained Plan
- Documented in 2020 Preferred Plan
- High-level public support demonstrated through public meetings, letters, etc.
- Contributes to geographic equity

Environment

- Completed environmental study or documentation
- Significant environmental improvements result from project

Economic Impact

- Important tourist or recreational route
- High volume interstate or interregional truck route
- Critical to regional economy

PLANNING LEVEL RESOURCE PROJECTIONS

The Prioritized Plan deals primarily with funds available from CDOT's Regional Priority Program (RPP) as allocated to each of the six CDOT Regions. The South Central TPR is in CDOT Region 2. The TPR's target for planning level RPP resource projections is $41 million. While this was acknowledged to be more than the TPR would reasonably expect to receive over the planning period, it was agreed to be an acceptable amount for the prioritization exercise. This allowed the RPC to prioritize funding beyond what is currently projected in an admittedly conservative economic climate. If additional funds are made available in the future, it may be possible to draw from this prioritized list without completing a full, and time consuming, plan update.

Other reasonably expected funds are available from Transit, Aviation, and Enhancement programs. The following table identifies a Planning Allocation only for the Regional Priority Program (RPP), CDOT's allocation used for roadways only.

Assumed Unit Costs

The following table shows the unit cost for basic roadway improvements used to calculate total needs on each corridor.

Table 31 - Assumed Costs per Strategy

Assumed Costs per Strategy				
Strategy	Unit	Cost	PE/CE *	Total
Intersections	ea	$ 750,000	50%	$ 1,125,000
Reconstruction (2)	mi	$ 1,250,000	50%	$ 1,875,000
Reconstruction (4)	mi	$ 2,500,000	50%	$ 3,750,000
Minor Widening/Shoulders/Geometrics (2)	mi	$ 750,000	50%	$ 1,125,000
Minor Widening/Shoulders/Geometrics (4)	mi	$ 1,500,000	50%	$ 2,250,000
Interchange Reconstruction	ea	$ 10,000,000	50%	$ 15,000,000
Interchange (new)	ea	$ 20,000,000	50%	$ 30,000,000
Bike/ped Reconstruction	mi	$ 250,000	50%	$ 375,000
Bike/ped Construction	mi	$ 500,000	50%	$ 750,000

* PE/CE includes studies, utilities, ROW and contingencies

PRIORITIZED (PREFERRED) PLAN

The following table presents a multimodal list of the preferred plan by corridor with the assigned priority (High/Medium/Low) and the projected costs of improvements. The total cost of the plan is $486.9 million. Given an assumed availability of $41.0 million in RPP funds only, the funding would be allocated as a percentage to the top four projects as indicated below. If more funds become available, they can be allocated to these corridors in the percentages indicated. Transit and Aviation projects are assumed to have funds available from other sources.

Table 32 - South Central TPR 2030 Prioritized Plan

South Central TPR 2030 Prioritized Plan ($41 M Total)						
Corridor	**Project Description**	**Primary Investment Category**	**Preferred Plan**		**Prioritized Plan RPP Only**	
			Priority	Corridor Cost	% RPP	Planning Allocation
25 A	Mobility Improvements	Mobility	H	$115,450,000	78%	$ 32,016,055
12	Safety Improvements	Safety	H	$90,450,000	12%	$ 4,925,547
25 C	Safety Improvements	Safety	H	$ 9,000,000	5%	$ 2,052,311
160 B	Safety improvements	Safety	H	$ 22,125,000	5%	$ 2,052,311
TPR	Vehicle Purchase (existing service)	System Quality	H[T]	$ 1,500,000		
TPR	Transit Operating (existing service)	System Quality	H[T]	$ 4,980,513		
10	Safety Improvements	System Quality	M	$ 32,625,000		
160 A	Safety improvements	Mobility	M	$ 16,125,000		
160 C	System Quality improvements	System Quality	M	$ 11,250,000		
350	Safety improvements	System Quality	M	$ 41,625,000		
TPR	Transit Capital (new service)	Mobility	M[T]	$ 635,000		
TPR	Transit Operating Funds (new service)	Mobility	M[T]	$ 2,903,4003		
25 B	System Quality Improvements	System Quality	L	$ 2,250,000		
69	System Quality Improvements	System Quality	L	$ 22,500,000		
109	Safety Improvements	System Quality	L	$ 16,875,000		
239	System Quality improvements	System Quality	L	$ 2,643,750		
389	Safety improvements	System Quality	L	$ 14,625,000		
CR 18.3	System Quality improvements	System Quality	L	$ 8,437,500		
12	Cuchara Valley Airport (La Veta)	Safety	L[A]	$ 352,000		
25 A	Spanish Peaks Airport (Walsenburg)	Mobility	L[A]	$ 8,193,000		
350	Perry Stokes Airport (Trinidad)	System Quality	L[A]	$ 7,506,000		
25 A	Bicycle/Pedestrian Improvements	System Quality	L[E]	$ 3,000,000		
12	Bicycle/Pedestrian Improvements	System Quality	L[E]	$ 12,600,000		
25 C	Rail Improvements	Safety	L	$24,250,000		
160 A	Bicycle/Pedestrian Improvements	System Quality	L[E]	$ 7,500,000		
Total				**$486,901,163**	**100%**	**$ 41,046,224**

[A] Aviation Funds

[T] Transit Funds

[E] Enhancement Funds

X - FISCALLY CONSTRAINED PLAN

BACKGROUND

This chapter identifies those transportation projects and programs that can be reasonably expected to receive funding within the planning period 2005 through 2030.

The first step in the process of defining a Fiscally Constrained Plan was to obtain an estimate of reasonably expected revenues from CDOT. CDOT provided these financial projections for the entire state as well as by CDOT region based on its Resource Allocation formula.

At a joint meeting of all TPRs within Region 2, CDOT and the other TPRs met to prioritize all projects from the Region based on "reasonably expected" revenues from federal, state, regional, local, and private sources. The I-25 project to reconstruct the interstate through Trinidad, along with associated interchanges, was determined to be the number one priority for the entire CDOT Region 2, along with the Eagle Ridge interchange reconstruction in Pueblo, and a sub-allocation to the Colorado Springs metropolitan area. It was determined that the Trinidad reconstruction was of such significance and urgency that, even though its cost exceeds the "planning level" priorities outlined in Chapter IX – Prioritization Process, all available RPP funds would be directed to this project. The total constrained plan including highway, aviation, and transit is $66.2 million.

Table 33 - South Central TPR 2030 Fiscally Constrained Plan

South Central TPR 2030 Fiscally Constrained Plan *		
Corridor Segment	**Description**	**Amount**
25 A	Mobility Improvements	$54,700,000
	Subtotal Regional Priority Program	$54,700,000
25 A	Spanish Peaks Airport (Walsenburg) **	$4,733,332
350	Perry Stokes Airport (Trinidad) **	$331,111
TPR	Subtotal Aviation	$5,064,443
TPR	Transit Capital	$1,500,000
	Transit Operating	$4,980,513
	Subtotal Transit	$6,480,513
Total		**$66,244,956**

* includes 2005 - 2010 STIP

** Fiscally constrained considers only projects that are currently programmed within the airport's Capital Improvement Program through 2009. Refer to State Plan for additional information.

TRANSIT FUNDING

The Transit Element of the Financially Constrained Plan relies on funding sources that are currently being used by the transit agencies or are likely to be realized over the planning horizon. Funding for transit services within the region will come from federal and local (public and private) sources.

The following table shows the funding source for the Transit Element in the financially constrained transit plan. The long-range constrained plan includes the continuation of existing services. The estimated total for the existing services over the next 25 years is approximately $6.5 million.

Table 34 - Transit Funding Sources

Transit Funding Sources	
Funding Source	Amount
Local Funding	$3,446,134
FTA 5310	$1,083,398
FTA 5311	$1,950,982
2030 Total	$6,480,513

ASSESSMENT OF IMPACTS OF PLAN IMPLEMENTATION

The impacts from implementation of this plan are mixed. The currently acute shortage of transportation funding will continue to provide challenges for the TPR. The most positive result is that CDOT has made a firm commitment to complete the I-25 project in Trinidad. This badly needed project will provide welcome relief to safety issues on a series of interchanges that have outlived their design life as well as a more inviting gateway to southern Colorado on the State's busiest interregional highway.

Due to high cost of this project, the TPR will expect to see little additional major construction work in the near term due to future planning allocations to equally important needs in other areas. While CDOT Region 2 will continue to address safety, bridge and resurfacing needs on many of the region's highways, other major work will have to wait for the funding scenario to improve. Congestion and railroad grade crossing safety issues in Trinidad and Walsenburg, any significant expansion on SH 12 in the Spanish Peaks area, and major work on US 160 fall into this category of significant need, but insufficient funding.

As a result, congestion will continue to deteriorate in spot locations in Trinidad and Walsenburg, and many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists.

Reasonably expected transit funding will keep the existing transit providers operating at existing levels, with little opportunity for expansion of services beyond the current clientele. Fixed route transit and improved intercity bus or rail may be needed in the future, if not sooner, but funding availability will make implementation difficult in the near term.