South Central
Transportation Planning Region

2035 Regional Transportation Plan

January 2008

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South Central Regional Planning Commission
Colorado Department of Transportation

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EXECUTIVE SUMMARY

The 2035 South Central Regional Transportation Plan is the result of a comprehensive process to examine priorities established in the previous 2030 Plan and then to validate or modify those priorities as appropriate. To do so, planners solicited public input through a succession of activities and met regularly with the regional planning commission to develop this update.

The South Central Transportation Planning Region (TPR) is composed of Huerfano and Las Animas counties, including the cities of Trinidad, Walsenburg, and La Veta. In 2008, it will be home to approximately 27,364 people.

The entire region is being impacted by increasing traffic, including increased truck traffic, energy development on the SH 12 corridor, and the need for public transportation within the communities.

Major components of the process included:

- **Key Issues and Emerging Trends** – Through the Regional Transportation Forum and other input opportunities, planners identified what evolving socioeconomic and transportation factors affect transportation decision-making.
- **Vision Plan** – includes a set of visions, goals, and strategies for each corridor, including the costs to make the desired improvements.
- **Constrained Plan** – identifies available funding and matches resources with high priorities for the entire planning period from 2008 – 2035.
- **Midterm Implementation Strategies** – selects strategies that require attention during the first 10 years of the planning period.

Key Issues and Emerging Trends

The planning process identified a series of key issues and emerging trends that influenced the direction of the plan. These were the basis of discussion at public meetings and for the regional planning commission. While there are many details, the primary issues for the region can be summarized as follows:

- **Reconstruction I-25 Viaduct in Trinidad** - Increasingly high volumes of cars and trucks have contributed to the need to accelerate maintenance and repair of the existing system. Our priority is to first maintain what we've got, then address other needs.

- **Energy development SH 12 west of Trinidad** – Growing numbers of energy industry trucks are contributing to congestion, safety and maintenance issues.

- **Increasing truck traffic; improve surface conditions and shoulders** – Truck traffic has increased throughout the region on primary and secondary facilities.

- **Community and Regional public transportation** – Public transportation services within the communities provide a critical quality of life factor for those without access to automobiles. Additionally, intercity bus (and rail) options are limited and are seen as important for continued economic development, congestion relief, and modal opportunities.

Vision Plan

The Regional Planning Commission (RPC) examined all the available background data, matched unmet needs with the Regional Vision, Values and Goals, and developed a vision for each corridor that is consistent with the needs and desires of the residents.

The plan addresses these and other needs through the Vision Plan, summarized below. All dollar amounts in this plan are expressed in 2008 dollars.

Table ES-1 2035 Vision Plan Summary

Vision Plan Costs	
Highway Corridors	$0.522 B
Transit	$0.027 B
Aviation	$0.062 B
Total	**$0.611 B**

Constrained Plan

The TPR will be allocated about $49.8 million in available funds for the period 2008-2035. Since the TPR's vision plan for the region identifies needs which significantly exceed the level of available funding, the Regional Planning Commission reviewed options and priorities for funding, assigning program amounts for each corridor and mode as summarized in the table below.

Table ES-2 2035 Constrained Plan Summary

Corridor	2035 Constrained Plan Summary	
	Description	($000)
SH 112	US 160 (La Veta) to I-25 (Trinidad)	$3,787
I-25 A	I-25 New Mexico State Line to Pueblo County	$6,311
I-25 C	I-25 Business Loop (Walsenburg)	$1,262
US 160 B	US 160 Business Loop (Walsenburg)	$1,262
TPR	Community Based Transit	$13,647
TPR	Three Airports	$23,500
Total		**$49,769**

Midterm Implementation Strategy Corridors

The identification of Midterm Implementation Strategy Corridors directs currently available funds toward a set of improvements determined to be most critical. The TPR selected two corridors for priority implementation, including a set of key strategies from the respective corridor visions. These offer the most benefits to moving people, goods and services throughout the region and should form the basis for project selection and programming over the midterm or the next ten years.

Table ES-3 Midterm Implementation Strategy Corridors

Corridor	Major Issues	Selected Strategies
I-25 A – New Mexico State Line to Pueblo County Line	Heavy Traffic Volumes; Modal options in the corridor are limited	• Complete reconstruction of I-25 in Trinidad • Provide inter-modal connections • Provide and expand transit bus services • Improve ITS traveler info, traffic management & incident management
SH 12 – US 160 (La Veta) to I-25 (Trinidad)	Congestion, Safety, Roadway Deterioration, System connectivity	• Complete a Corridor Optimization Study • Improve geometrics • Intersection improvements

SOUTH CENTRAL TRANSPORTATION PLANNING REGION

Introduction

The South Central 2035 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 2008 – 2035. 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 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. Table 1 lists the South Central Regional Planning Commission.

Table 1: South Central Regional Planning Commission

Member Name	Title	Organization
Robert Valdez	Chairman	Las Animas County
Edith Sheldon	Mayor	City of Walsenburg
Carmen Sandoval	Council Member	City of Trinidad
Scott D. King	Commissioner	Huerfano County
Priscilla "Pete" Fraser	Executive Director	SC Council of Governments

Project Area

Map 1 shows the South Central TPR planning area. It includes Huerfano and Las Animas Counties with county seats Walsenburg and Trinidad. Major regional highways include US 160 and Interstate 25, as well as several other state highways.

Map 1: Project Area

Source: CDOT 2005 Dataset

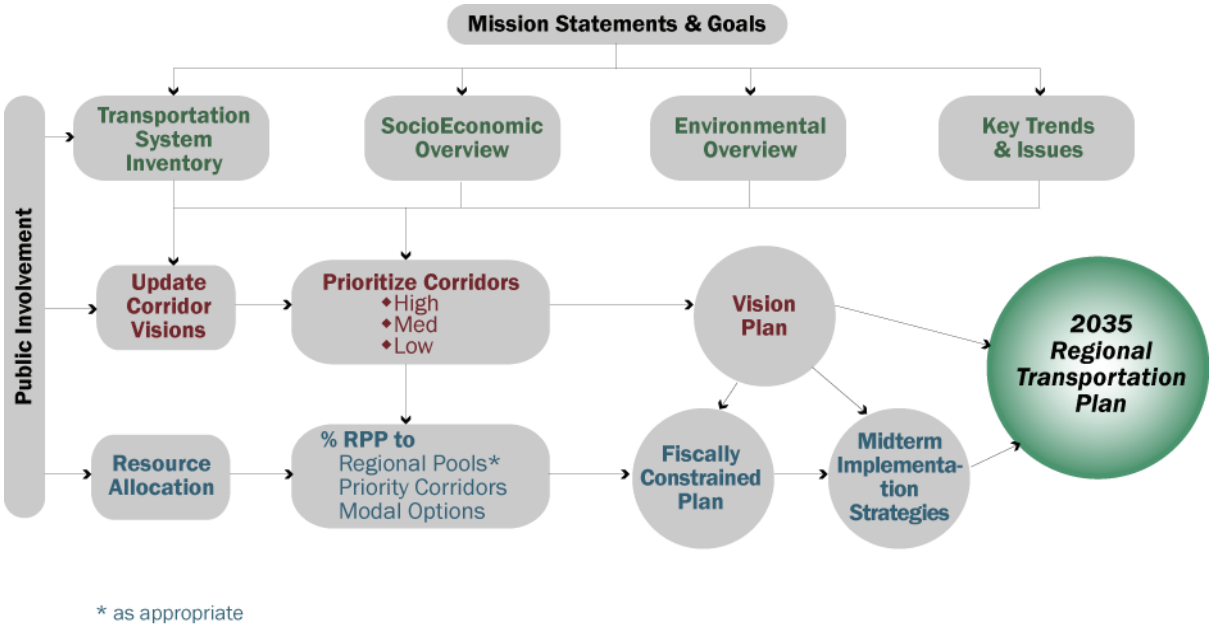
The Planning Process

Long range transportation planning is a critical element in the transportation development process. This is the first step in integrating citizen goals into a comprehensive plan, protecting and enhancing community values, and gaining access to available or potential funding. The plan is based on a number of steps, all designed as a thoughtful and efficient method to relate the wishes of the citizens to effective transportation programs and projects, within a realistic financial picture.

Figure 1 provides a diagram depicting the planning process that has been followed in developing the South Central 2035 RTP. The planning process began with a review of the mission statement and goals as established in the 2030 RTP. Representatives of the communities in the region and the general public were asked to help identify recent trends in the region that affect the transportation system and the long range needs of the region. Overviews of the existing transportation system, socioeconomics, the environment, and projected growth in the region were completed based on information provided in the CDOT planning dataset.

The inventory and initial public input were used to update the corridor visions which were established in the 2030 RTP. Each of the 14 multimodal corridors in the TPR has a vision, goals, and specific strategies to achieve the vision and goals. Since this is corridor-based plan, the corridors have been divided into high, medium, and low priority. The corridor visions and the prioritized corridors comprise the vision plan for the region. A fiscally constrained plan was then developed by assigning the estimated available funding to the corridors and to the improvement pools. Lastly, a midterm implementation strategy was developed to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next ten years, given the limited funds and increasing costs.

Figure 1: Planning Process



PUBLIC INVOLVEMENT

The public involvement process for the 2035 plan update was geared to gather information on emerging issues that have risen since the completion of the 2030 plan and that might influence a reprioritization of goals. Two major opportunities for this input were held early in the process. The Pre-Forum meeting was held to provide an opportunity for the regional planning commission, other community leaders, transportation professionals and the public to discuss the state of transportation in the region and identify key problems and issues that should be addressed in the plan. The second event, the Regional Transportation Forum, was then held to discuss those issues in more detail and begin providing input on how the transportation problems could be best addressed. Finally, a public meeting is scheduled for Fall 2007 to present this draft plan and receive comments.

Pre-Forum

The Pre-Forum Meeting was held in Trinidad on June 27, 2006. The following issues were brought to the attention of the RPC:

- Proposed new route connecting SH 12 to San Luis via Whiskey Creek Pass, Taylor Ranch
- SH 12 (Scenic/Historic Byway) is seeing more local traffic, tourism/recreation, and gas/oil development. Weston bridge under construction/width restrictions pushes heavy trucks to county road bypass. Road damage/safety issues, passing lanes, turnouts, signage, and intersection improvements are needed. Possibly expand the useage of oil/gas impact fees to fund road maintenance/construction. There are many new roads off SH 12 that access drill sites. There is concern about what happens when the energy boom is over and what roads remain when the jobs are gone.
- CR 18.3 – Trinidad State Park – cut through traffic avoiding circuitous route into Trinidad take CR 18.3 across narrow dam to Starkville and I-25 south which result in safety issues for pedestrians, and road damage.
- Stockpile of coal at New Elk Mine may be moved by truck on SH 12 to Canon City and Pueblo since railroads have been abandoned and tracks removed, the status of the abandonment is unclear.
- Piñon Canyon – Ft Carson army training site – Traffic/caravans on I-25, SH 350. Concerns about potential expansion of training site that may require acquisition of ranchland resulting in the loss of tax base in a already poor area. Truckers use SH 350 to bypass weigh station.
- State prison at Beshoar Junction has seen employee expansion, commuting, and a new subdivision.

Regional Transportation Forum

The Regional Transportation Forum was held in Trinidad on September 11, 2006 to provide a significant point of public input to the 2035 plan update. It was attended by 11 people. The primary purpose of the meeting was to review the 2030 priorities; discuss emerging regional

issues and trends; determine the audience's preferences regarding future priorities and issues; and discuss funding issues, needs, and solutions. The forum lasted approximately three hours. The meeting featured a presentation about the planning process in general; the need for the update; background on the 2030 Plan; costs of transportation and general funding expectations. An innovative audience polling technique was used to electronically solicit preferences and opinions. In addition, an interactive exercise allowed meeting participants to "spend" a set allocation of funds on their preferences. Topics included:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resources Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

The primary issues discussed at the meeting are briefly summarized below. A complete summary report is provided in Appendix A.

- US 160 is a major truck route and is vulnerable to closure which could have severe impacts on truck and other traffic.
- 2500 new gas wells are anticipated in the near future which will mean more construction and other heavy truck traffic; gas industry drivers are running people off of narrow SH 12 – many safety issues
- There has been an increase of bicyclists along SH 12, there are no shoulders/bike lanes, and this is a safety issue for both the cyclists and the motorist.
- Piñon Canyon Maneuver Site expansion is not popular
- Trinidad Lake State Park - CR 18.3 cutoff for gas and other trucks to avoid circuitous route through Trinidad; heavy truck traffic; heavy pedestrian traffic; big recreation area; big maintenance problems

Prioritization Meeting

The Prioritization Meeting was held in Trinidad on April 4, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre-Form Meeting Notes, Technical Report 1 – Regional Systems, and

Technical Report 2 mentioned above to update priorities and identify additional projects. The Corridor Visions and 2035 Vision Plan, as amended, appear later in this document.

Draft Plan Review

The Draft 2035 Plan was released on July, 2007, incorporating as appropriate all input from the public and decisions by the RPC. After a period of review, the draft plan was presented at a public meeting in Trinidad on December 3, 2007. The meeting was held jointly with CDOT to enable review of the draft Statewide Plan at that time. This approach was useful so that attendees could see the regional plan in context with other regions and the state as a whole. Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC on TBD.

Significant discussion items at the meeting included:

- Reconstruction of the I-25 northbound lanes in Trinidad is well under way. CDOT states that additional funds have been identified to apply to Phase II (southbound lanes)of the I-25 project. CDOT is optimistic that sufficient funds will be made available to complete the project in the next several years.
- The BNSF railroad company is exploring options to move operations from the Front Range to the east because of congestion, which as a result has slowed the railroad transport process. The meeting attendees strongly support the idea of commuter rail on the existing Front Range corridor. It was clarified that public funds would not be used to support new freight rail infrastructure, but that they could be used in the future to support passenger rail service.
- Many concerns were expressed for the SH 12 corridor. The issues are safety (narrow roads, lack of shoulders, rock fall, night visibility, and sight lines), impact of potential coal mine operations (increase congestion), coal bed methane gas development (congestion and road surface deterioration), school buses (need sufficient accel/decel and turn lanes). Traffic volumes are especially high during peak commuting hours(6-8 a.m. and in the evening). Due to constraints of the terrain in the narrow canyon, there is not lot of room to increase capacity. It is confined by the river, canyon walls, and existing structures.
- Concern was expressed for County Road 18.3 as it is not designed for current traffic volumes, especially in the State Park area and through the little town of Starkville. Truck and other traffic use the road as a shortcut from US 160 to I-25. The heavy traffic is not compatible with pedestrian, bicycle, and recreation traffic.
- Several attendees expressed concern about decreasing revenues available for major construction projects and that today's dollars will lose buying power over time. This makes it especially important to find new funding sources. A citizen expressed support for increasing state fuel tax or other revenue sources for state transportation funds.
- Rural Health: Many elderly or economically disadvantaged persons, especially those in poor health, may not have access to private transportation and have a need for public transportation to access healthcare and other services
- The Trinidad Historic District is a significant contributor to the regional tourism economy. It would be helpful to place signage on the Interstate to direct visitors to this area.

REGIONAL VISION, GOALS & STRATEGIES

Background

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. The Vision provides the basis to compare projects for consistency with the final adopted 2035 plan.

Goal development, and achievement of the goals, is seen as on-going processes of regional improvement. The regional vision, goals, and strategies from the previous 2030 plan, completed in 2004, were reviewed as a starting point for this task. The previous goals were found to be generally consistent with the current needs of the region.

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 multimodal 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.*

Upon review of the 2030 Plan by RPC members, the previous visions, goals and strategies were found to be consistent with the current needs of the region; therefore, they were not changed and were incorporated into the 2035 plan.

2035 Vision for Transportation

The transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the environmental conditions that make this a great place to live, work and visit. The transportation system supports economic development by providing mobility for people and goods as well as multimodal access to services. The 2035 Regional Transportation Plan envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the South Central Transportation Planning Region.

2035 Goals and Strategies

The South Central 2035 Regional Transportation Plan provides for the following:

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 existing 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 2035 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 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 2035 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 reasonable 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.

ACCOMPLISHMENTS

Since the completion of the 2030 plan in 2004, CDOT has focused most of its effort on beginning reconstruction of I-25 through central Trinidad.

- Phase 1 constructed a new Purgatoire River bridge, extended SH 12 to Main Street, and closed the original SH 12/I 25 interchange loop ramps. Construction began in September 2003 and was completed in late-summer 2004. The project cost about $5 million.
- CDOT has begun replacement of the aging elevated portion of I-25 through Trinidad to provide safe, acceptable access to and from the City – and Colorado. The project includes the reconstruction of several major interchanges. Along with the new facility, the project incorporates aesthetic features that tie into the City's historical architecture and natural surroundings. When completed, I-25 will present an attractive gateway to Colorado for visitors, improve safety, and protect the significant investment in transportation infrastructure.

TRANSPORTATION SYSTEM INVENTORY

Introduction

This section provides an 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 the Colorado Department of Transportation (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.

System Inventory

The following sections utilize the best, most current data available as provided by CDOT. Most highway information is for the year 2005, the most recent data available. However, URS consultants worked closely with CDOT staff to update the 2005 dataset to reflect the most current data. The following sections describe the region's highway system with the following information:

- National Highway System
- Functional Classification and Mileage
- Scenic Byways
- Traffic Volumes
- Surface Condition
- Bridges
- Accident Locations
- Paved Highway Shoulders
- Commercial Truck Traffic
- Hazardous Material Routes
- Airports
- Rails
- Bicycle/Pedestrian Facilities
- Transit System

Highway and Local Road System

National Highway System

The National Highway System (NHS) was first created in the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. 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 on the NHS with about 97 miles in the South Central TPR on Interstate 25 and US 160. See map 2 for the NHS.

Functional Classification

The classification of the highway system, as defined by the Federal Highway Administration (FHWA), and 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. Map 3 shows the State Highways (SH) for the South Central Range. The road classes are used for urban and rural systems:

- Arterial - a major highway primarily for through traffic usually on a continuous route. The classification is 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 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.

State Highways

Table 2 shows mileages and percent of total state highways for each functional classification within the TPR. Of 676 miles, approximately 53% are Rural Minor Collector, 43% Rural Major Collector, nearly 4% are a combination of Urban Minor Arterial and Urban Collector.

Table 2: State Highway Functional Classification

	Highway Classification	Percentage of Total	Miles
Rural	Interstate	15.3%	63
	Other Principal Arterial	6.7%	28
	Minor Arterial	48.6%	200
	Major Collector	27.1%	111
	Minor Collector	0.0%	0
	Local	0.0%	0
Urban	Interstate	1.5%	6
	Freeway	0.0%	0
	Other Principal Arterial	0.6%	2
	Minor Arterial	0.2%	1
	Collector	0.0%	0
	Local	0.0%	0
	Total	**100.0%**	**411**

Source: CDOT

Local Roadways

Table 3 shows mileages and percent of total local roadways for each functional classification within the TPR. Of 2,350 miles, approximately 68% are Rural Local, 15% Rural Minor Collector, and 12% Rural Major Collector.

Table 3: Local Roadway Functional Classification

	Classification	Percentage of Total	Miles
Rural	Interstate and Freeway	0.0%	0
	Other Principal Arterial	0.0%	0
	Minor Arterial	0.0%	0
	Major Collector	12.4%	291
	Minor Collector	15.5%	365
	Local	68.4%	1,608
Urban	Interstate and Freeway	0.0%	0
	Other Principal Arterial	0.0%	0
	Minor Arterial	0.6%	13
	Collector	0.5%	12
	Local	2.6%	60
	Total	**100.0%**	**2,351**

Source: CDOT

Scenic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradoans 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 Santa Fe Trail runs from Trinidad northeast on US 350 and south of Trinidad on 1-25
- The Highway of Legends runs from Trinidad to Walsenburg on SH 12 and includes the county road from Aguilar to SH 12 that runs over Cordova Pass.

Map 4 shows the location of these scenic byways.

Map 2: National Highway System

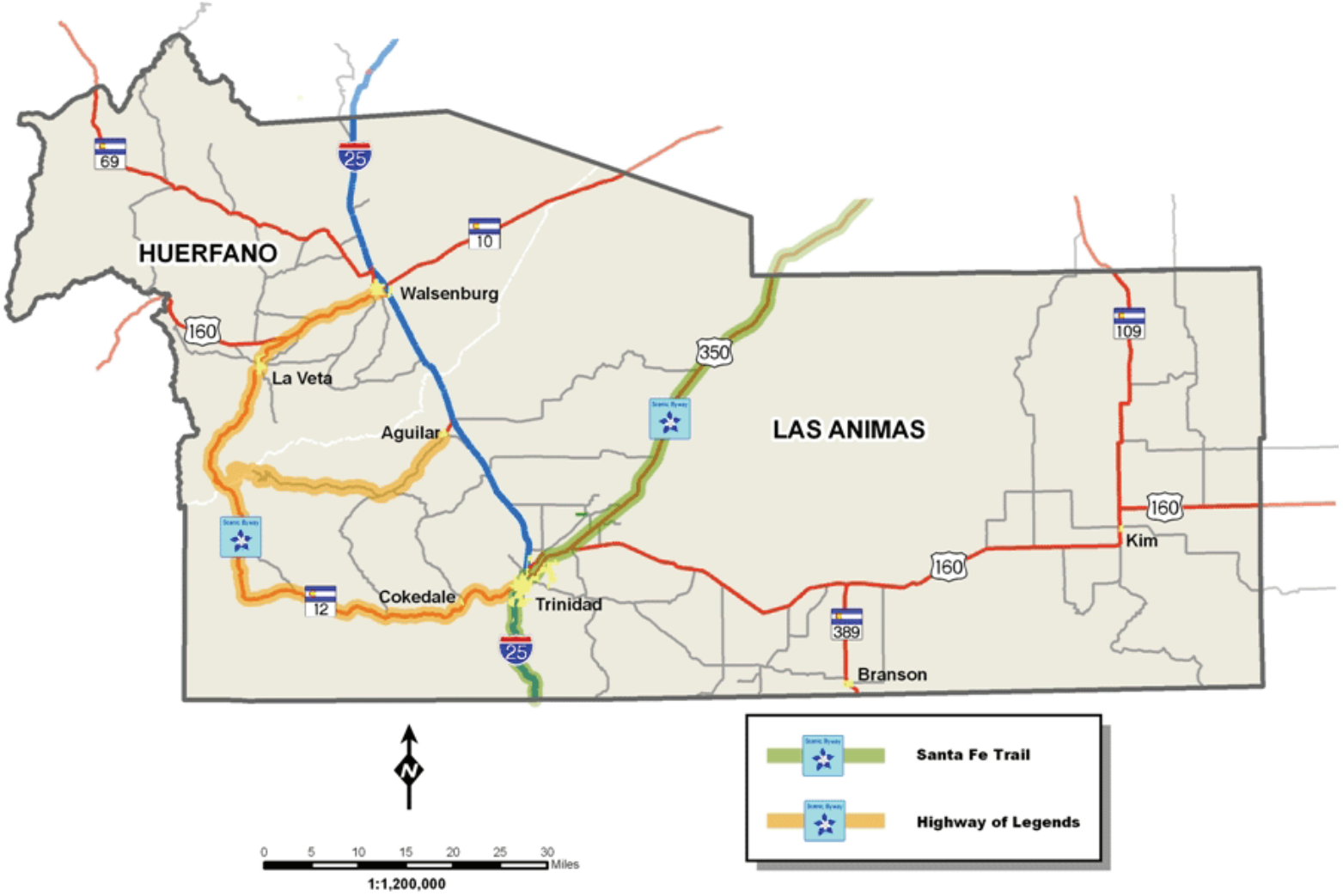
Source: CDOT 2005 Dataset

Map 3: Functional Classification

Source: CDOT2005 Dataset

Map 4: Scenic Byways

Source: CDOT 2005 Dataset



Average Annual Daily Traffic (2005 & 2035)

Traffic volumes on state highways were generated using CDOT data for 2005, 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.

The 2035 AADT projections show increases in traffic especially in and around popular centers. Map 5 shows AADT for 2005 and map 6 shows AADT for 2035. See Table 4 for the growth in lane miles over 10,001+ AADT from 2005 to 2035.

Table 4: Miles of Road with 10,001+ AADT

Year	Miles of Road with 10,001+ AADT
2005	54.7
2035	73.6

Source: CDOT

Volume to Capacity Ratio (2005 & 2035)

The Volume to Capacity Ratio, commonly referred to as V/C (V over C), is another commonly used measure of traffic congestion. 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 are much more congested than 5,000 vehicles per day on a 4-lane interstate facility. In maps 7 (2005 data) & 8 (2035 data), the Volume (AADT) is compared with the capacity of the facility to obtain a ratio between 0.0 (no congestion) and 1.00 (gridlock). CDOT's congestion relief program makes some funds available for improvements on corridors that exceed the 0.85 threshold.

The 2035 V/C ratios show that congestion on the corridor will become more noticeable as congestion spreads from the regional centers of Walsenburg and Trinidad.

The 2035 V/C ratio does not reflect potential capacity improvements on the corridor, but is based on current roadway capacity.

Table 5: Volume to Capacity Ratio (2005)

V/C Ratio 2035	Total Miles	Out of total Number of Miles	% of Total Mileage
0.00 - 0.59	411.1	411.8	99.8%
0.60 - 0.84	0.673	411.8	0.2%
> 0.85	0.0	411.8	0.0%

Source: CDOT

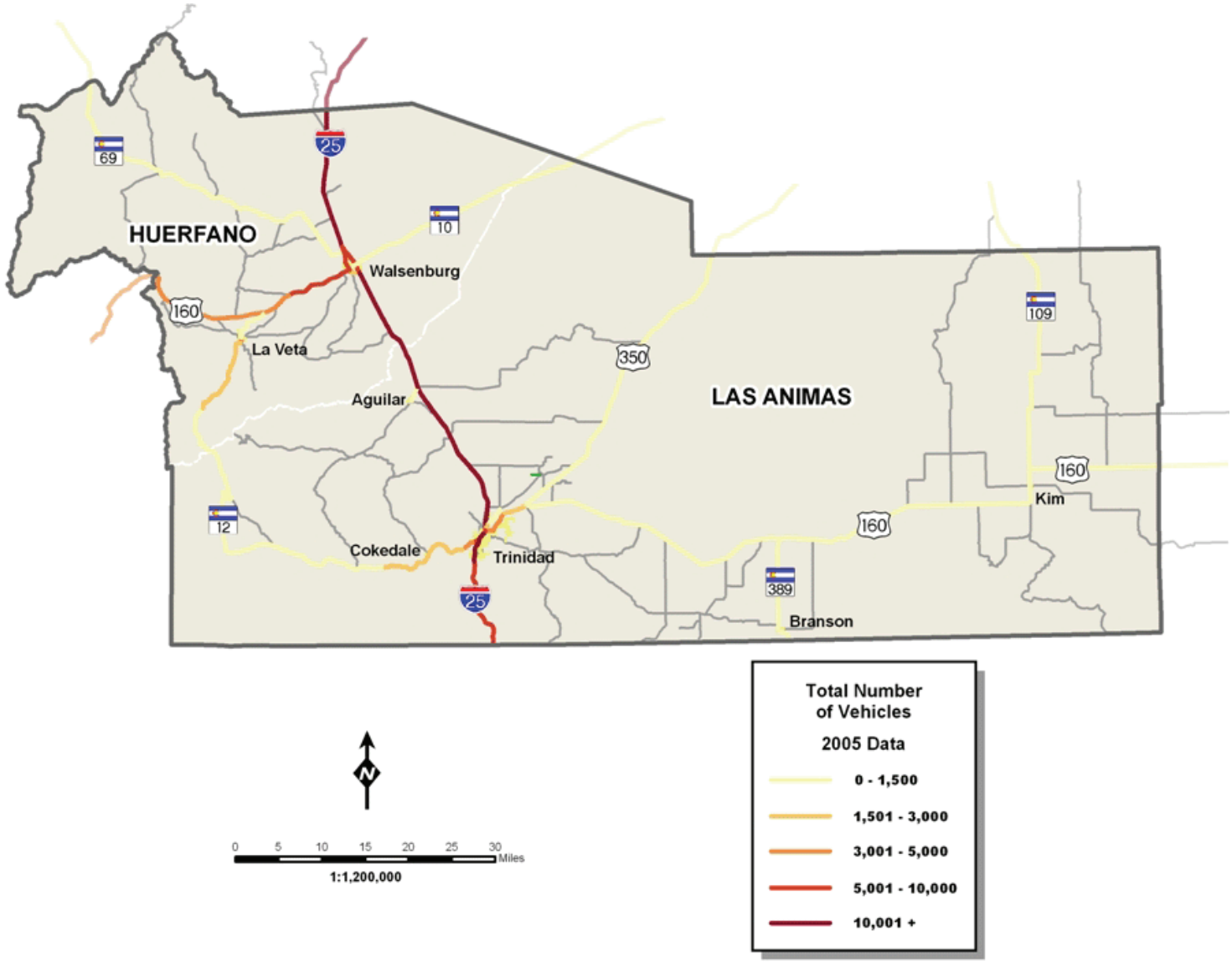
Table 6: Volume to Capacity Ratio (2035)

V/C Ratio 2035	Total Miles	Out of total Number of Miles	% of Total Mileage
0.00 - 0.59	406.4	411.8	98.7%
0.60 - 0.84	4.6	411.8	1.1%
> 0.85	0.8	411.8	0.2%

Source: CDOT

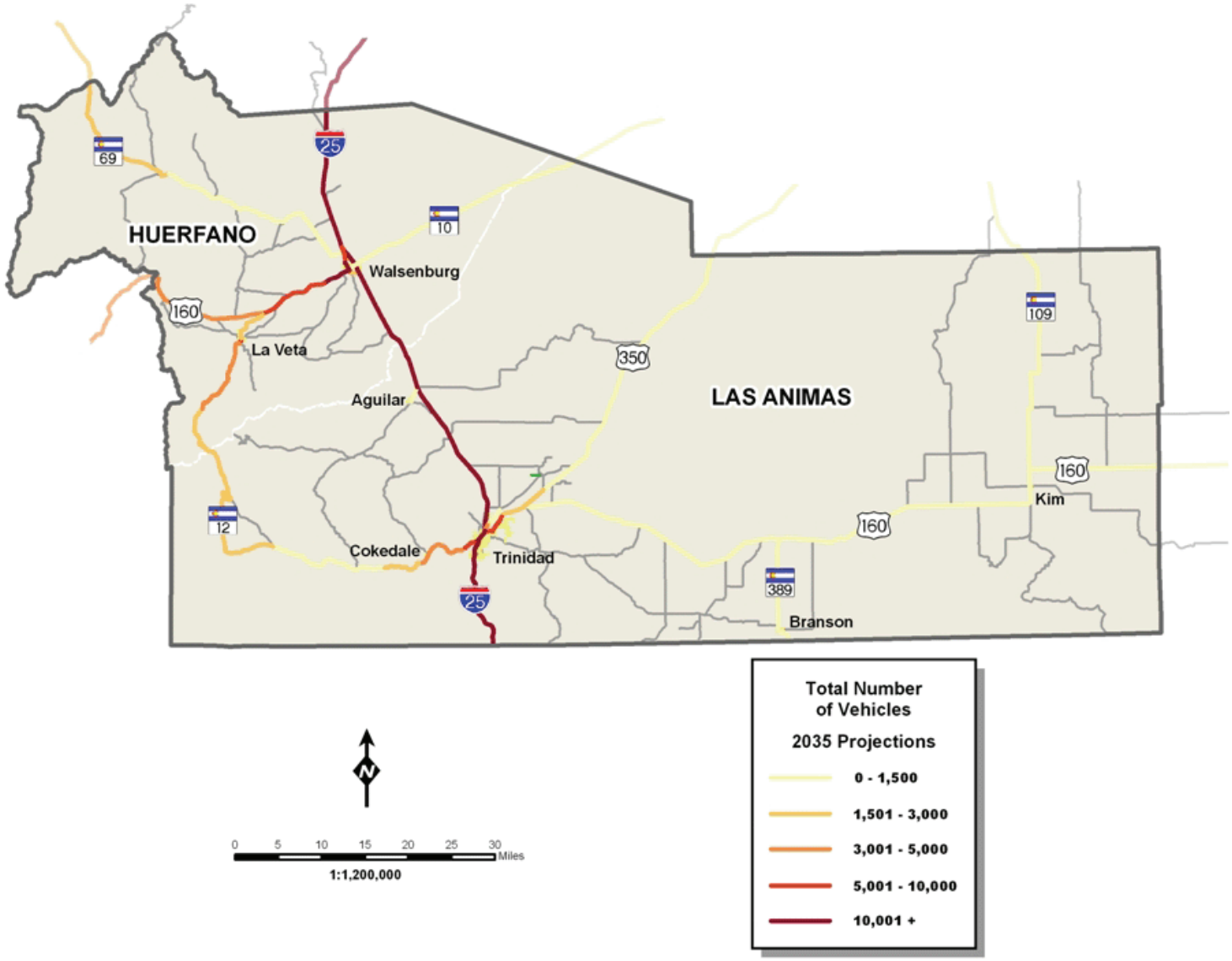
Map 5: Average Annual Daily Traffic (2005)

Source: CDOT 2035 Data Set



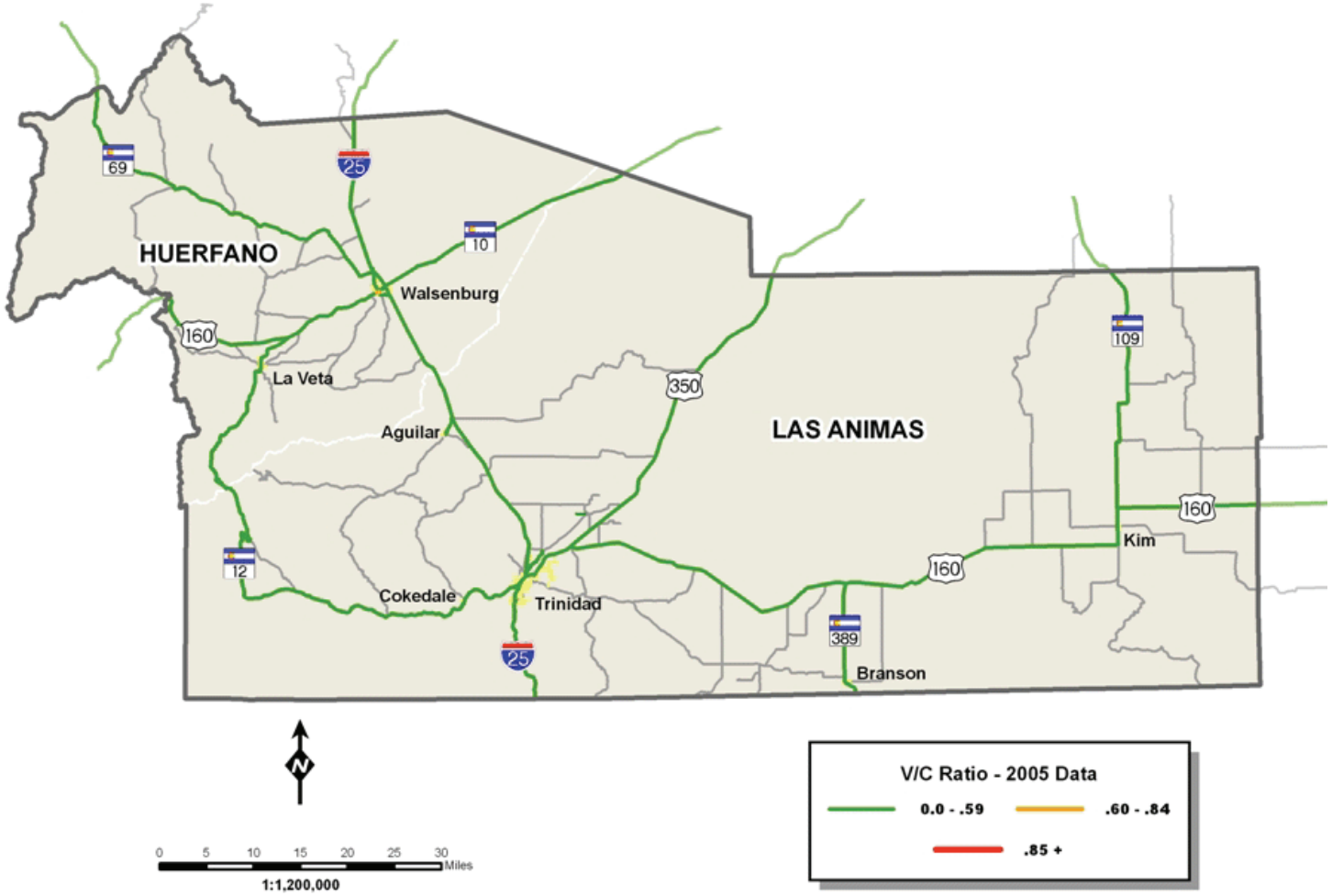
Map 6: Projected AADT (2035)

Source: CDOT 2005 Dataset



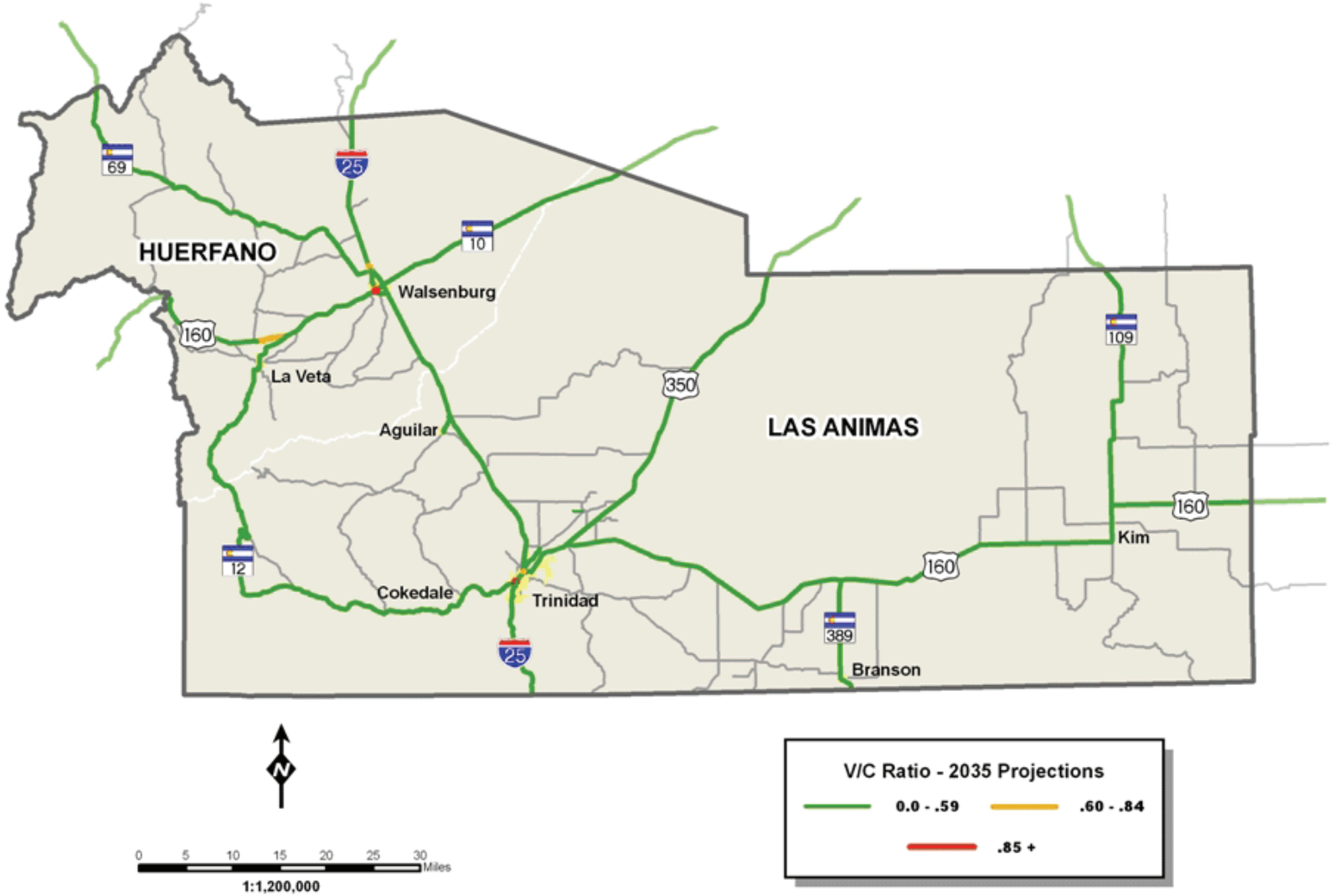
Map 7: Volume to Capacity Ratio (2005)

Source: CDOT 2005 Dataset



Map 8: Projected Volume to Capacity Ratio (2035)

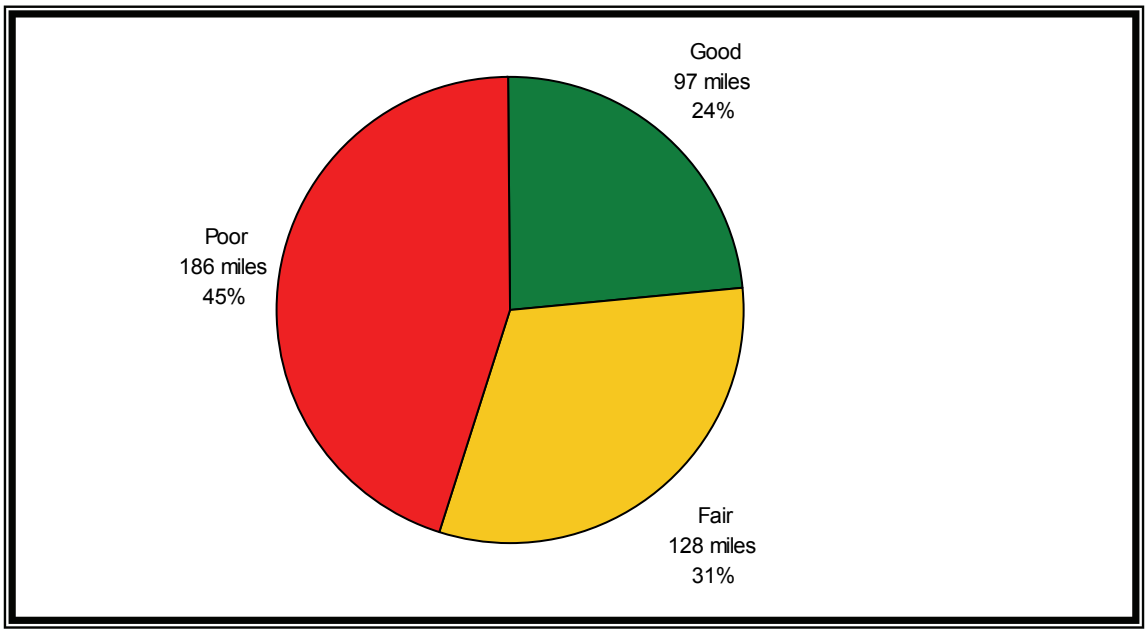
Source: CDOT 2005 Dataset



Highway Surface Condition (2005)

CDOT rates the condition of highway surfaces with its Pavement Management System, providing a range of years of Remaining Service Life (RSL) of the pavement for the highway segment. The RSL calculation is based 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 and 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 reflects the miles and percentage of the system of state highways in the TPR that are in Good/Fair/Poor condition based on Remaining Service Life. A good surface condition corresponds to a remaining surface life of 11 years or more. A fair surface condition corresponds to a remaining surface life of 6 to 10 years, while a poor evaluation represents a remaining surface life of less than 6 years.

Figure 2: Highway Surface Conditions



Source: CDOT 2005 Dataset

Overall the number of Good and Fair roadway miles is 225 or 55%, just slightly under the minimum goal of 60%. Map 9 depicts the roadway conditions within the TPR.

Bridge Condition

Each bridge on the state highway system is given a Bridge Sufficiency Rating (BSR) by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. The bridges are ranked from 0-100. Bridges with a sufficiency rating of less than 80 and are either Structurally Deficient (SD) or Functionally Obsolete (FO) are eligible for replacement funding. More specifically, bridges with ratings between 51 and 80 are eligible for rehabilitation and those rated below 50 are eligible for replacement. 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.

Map 10 shows the location of bridges located within the TPR that are eligible for funding.

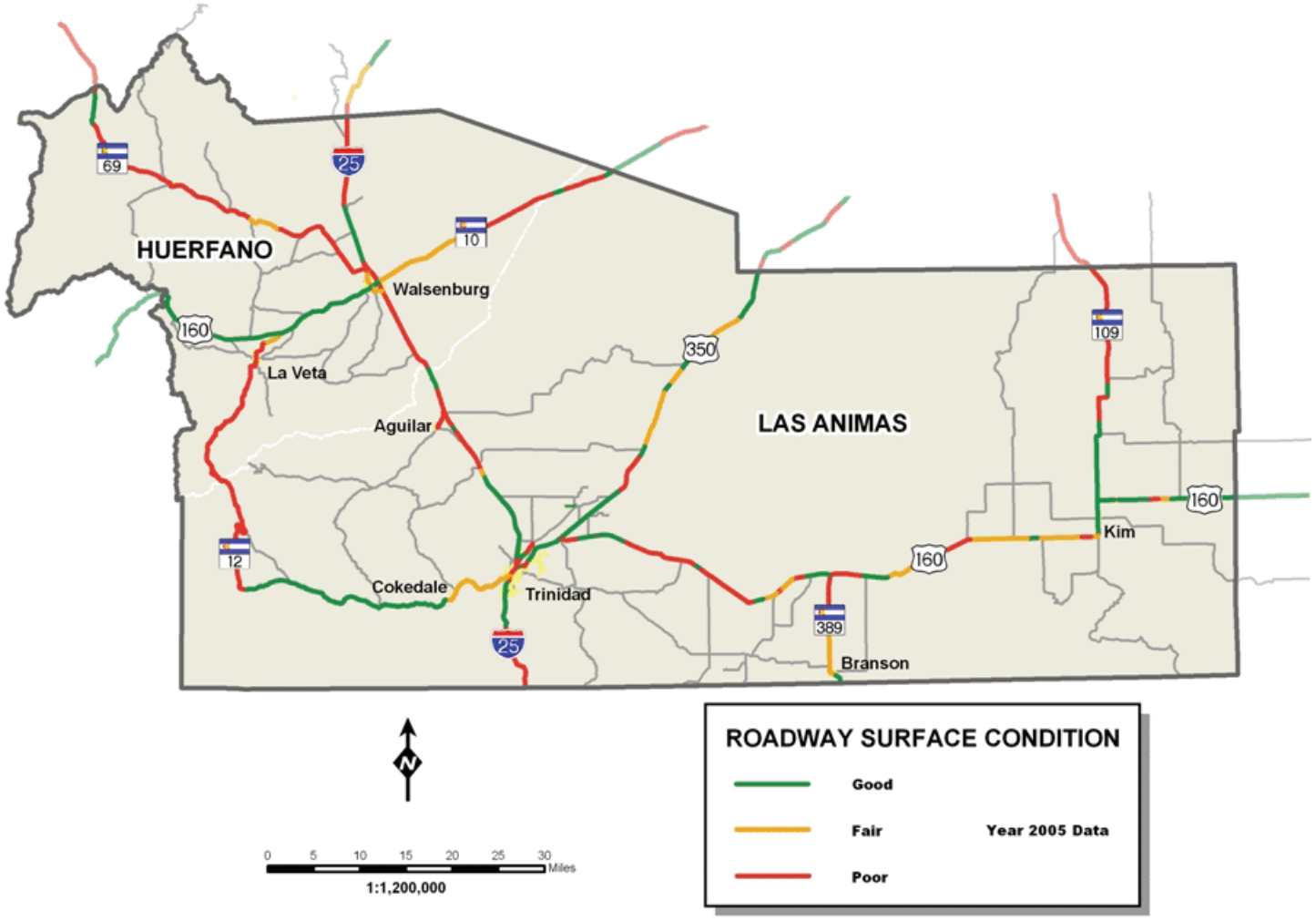
Table 7: Bridge Conditions

Bridge ID	Route	Intersecting Feature	Mile Post	Bridge Sufficiency Rating	Deficiency Type
O-16-G	160A	Cucharas River	254	53	SD
P-16-B	12A	Whiskey Creek	33	50	SD
P-17-H	12A	Purgatoire River	47	51	SD
N-17-BG	25A	Sull Creek	52	69	SD
N-17-BH	25A	Sull Creek	52	74	FO
N-17-BK	25A	Cucharas River	50	77	FO
N-17-BL	25A	Cucharas River	50	77	FO
N-17-BM	25A	Bear Creek	50	79	FO
N-17-BN	25A	CO RD 640 Butte C	59	77	FO
N-17-BO	25A	Bear Creek	50	79	FO
N-17-N	25A	Missouri Creek	54	48	SD
O-18-BZ	12A	Del Agua Canyon	9	79	FO
P-18-BH	25A	Main Street in Trinidad	13	61	FO
P-18-BR	25A	Main Street in Trinidad	13	72	FO
P-18-M	25A	SH12,RR,City ST,DI	14	48	SD
P-18-Q	25A	SH12,RR,City ST,DI	14	63	FO
P-19-AU	25A	Powell Arroyo	16	79	FO
N-17-C	25C	Sull Creek	3	61	SD
P-18-BF	25A	Linden AVE	14	66	SD
M-17-W	25A	Pope Arroyo	66	58	FO
N-16-L	69A	Turkey Creek	19	22	SD
P-19-AD	239A	Irrigation Canal	1	67	SD
N-20-J	350A	Draw	26	48	SD
O-19-H	25A	Purgatoire River	27	74	SD

Source: CDOT

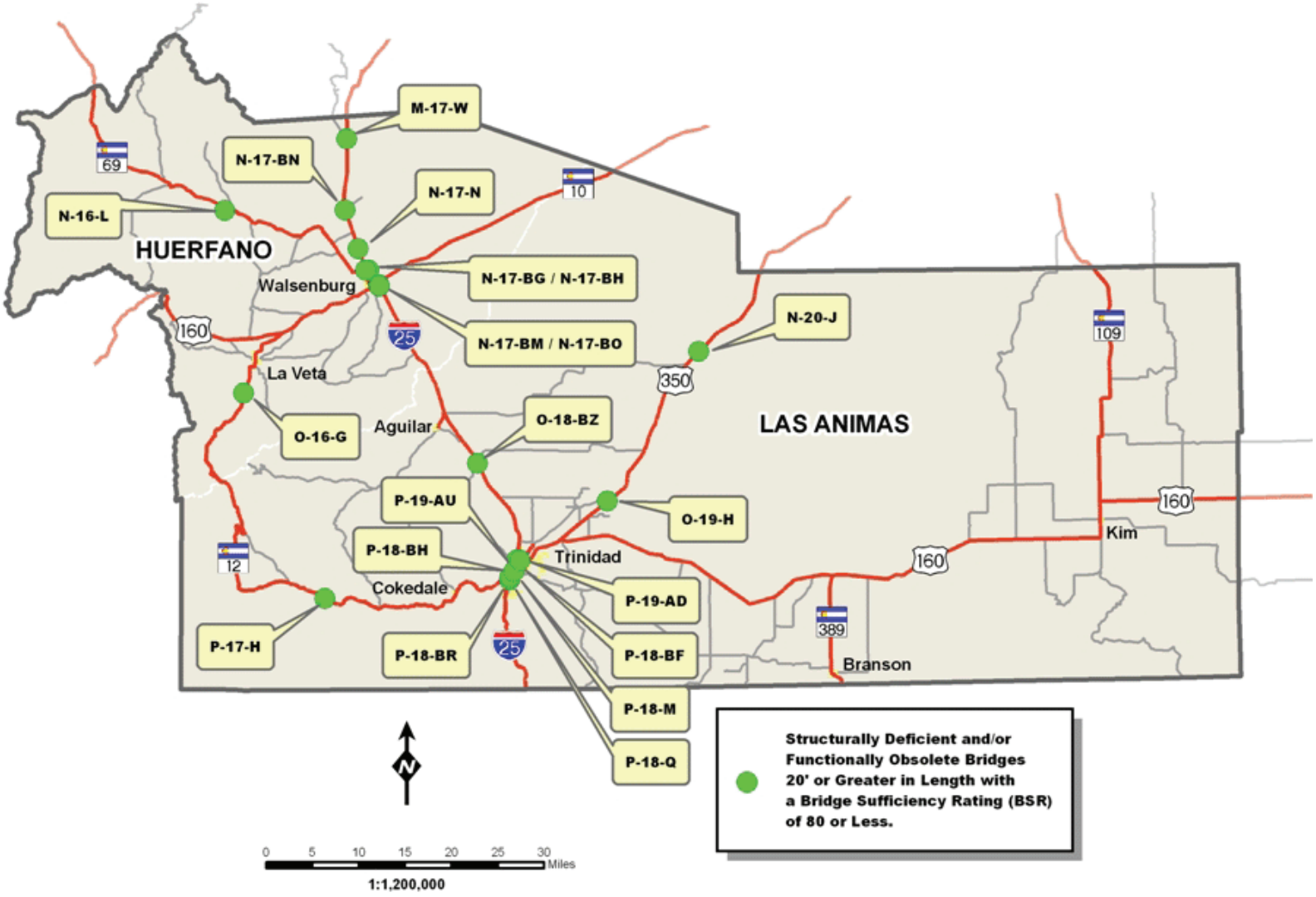
Map 9: Roadway Surface Conditions

Source: CDOT 2005 Dataset



Map 10: Bridge Conditions

Source: CDOT 2005 Dataset



Fatal Crash Rate by Corridor

Current funding levels used in the 2030 Plan resulted in an estimated performance level of an average fatal crash rate of 1.47 per 100 million vehicle-miles of travel (VMT). Comparing a corridor's rate against the average crash rate could be an indicator of the relative safety of the corridor and this measure compensates for high volume highways. Therefore – from a planning perspective – a relatively high crash rate will help identify areas that should be given further analysis. However, many factors play into actual decisions on where to make safety improvements, such as cost-benefit analysis, type of crash, and crashes caused by driver behavior, etc. Vehicle crashes may have any combination of three causes: driver error (driving too fast for conditions), vehicle failure (loss of brakes), or highway design (poor sight distance). With this in mind, not all crashes can be prevented by highway improvements. The following table shows the 2005 VMT data, the number of crashes in each corridor for the 1999-2003 time period, and the calculated five-year average fatal crash ratio for each corridor.

Table 8: Fatal Crash Rates by Corridor

Corridor Name	Beginning Mile Post	End Mile Post	Daily VMT (2005)	Total Fatal Crashes	Fatal Crash Rate (per 100 MMVMT)
SH 69	0.000	42.156	30,997	3	5.3
US 160 A	278.625	303.445	119,182	7	3.2
SH 10	0.000	28.586	19,204	1	2.9
I 25 C	0.000	3.947	20,682	1	2.7
SH 12	0.000	70.386	104,840	5	2.6
US 350	0.000	37.357	26,162	1	2.1
I 25 A	0.000	68.851	807,877	26	1.8
I 25 B	0.000	1.948	1,450	0	0.0
SH 109	0.000	27.526	7,347	0	0.0
SH 239	0.000	3.250	3,161	0	0.0
SH 389	0.000	12.803	2,279	0	0.0
US 160 B	303.445	306.350	889	0	0.0
US 160 C	344.612	431.691	42,444	0	0.0

Source: CDOT

Paved Highway Shoulders

Paved shoulders play an important part in improving safety conditions for private vehicles and trucks. In addition, many cyclists enjoy riding on the region's highways often utilizing paved shoulders when they are present. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. Map 11 shows state highways that lack a minimum 4 ft. paved shoulder perceived to provide the minimum margin of safety.

It is the policy of CDOT to incorporate 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.

See Map 11 for Highway Shoulders.

Map 11: Highway Shoulders

Source: CDOT 2005 Dataset

Commercial Truck AADT

Trucks carry almost all the region's goods and are critical to its economic vitality. Heavy truck traffic also provides a challenge in terms of safety (especially on narrow mountain roads), congestion, noise and impacts to the life of roadway surfaces.

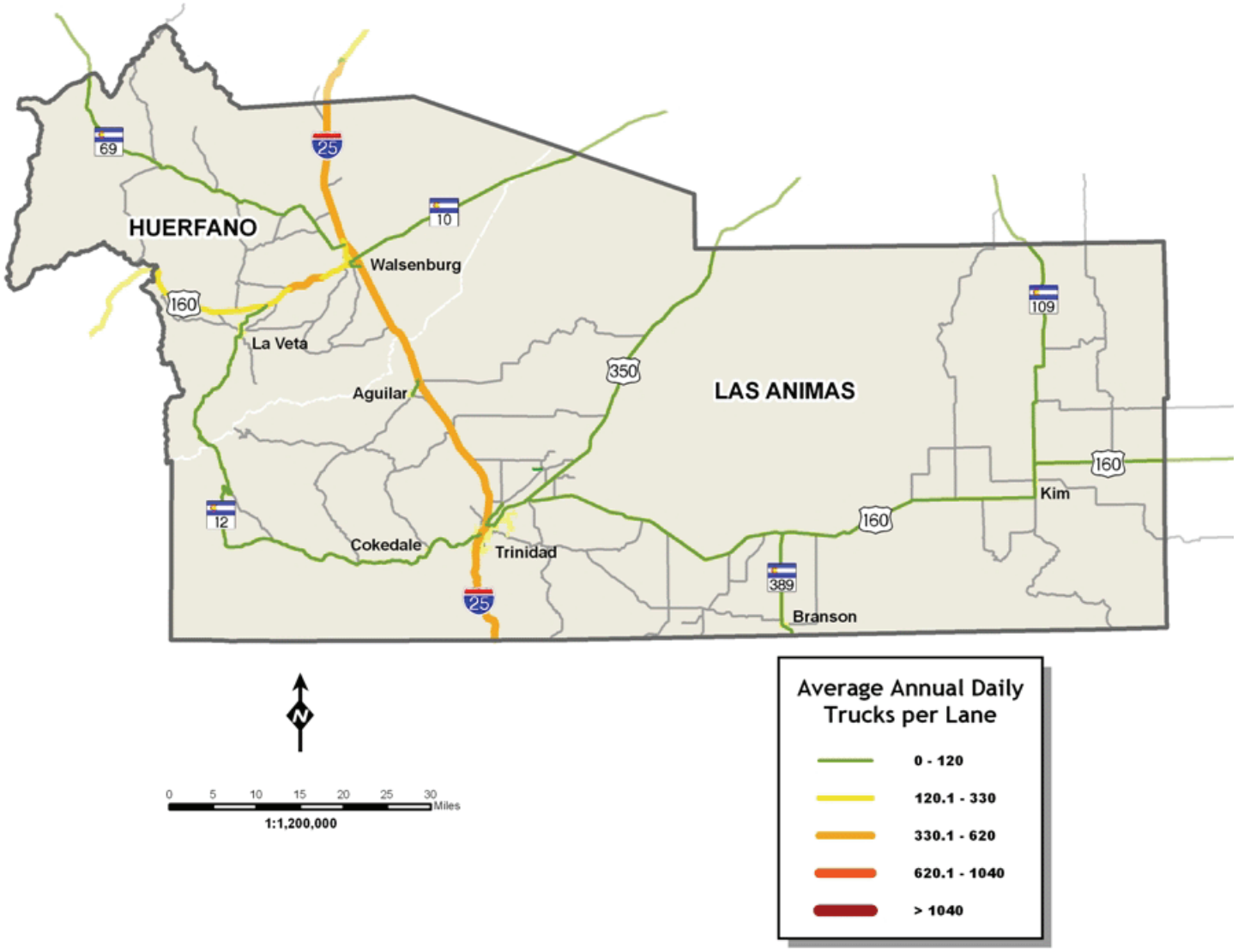
Maps 12 and 13 provide a comparison of growth in Commercial Truck Average Annual Daily Traffic (AADT) from 2005 to 2035. The truck volumes have been normalized by the number of lanes to compensate for greater capacity on four or six lane facilities. The map shows the number of trucks per lane per day.

Hazardous Material Routes

Two major routes in the region are designated as hazardous materials routes. These hazardous materials routes are: Interstate 25 and SH 10. Transporters of all hazardous materials listed in Table 1 of the Colorado Code of Regulations (CCR), Part 172 and must adhere to these 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 for the Colorado State Patrol at http://csp.state.co.us/HazMat.htm. Map 14 depicts the designated hazardous material routes.

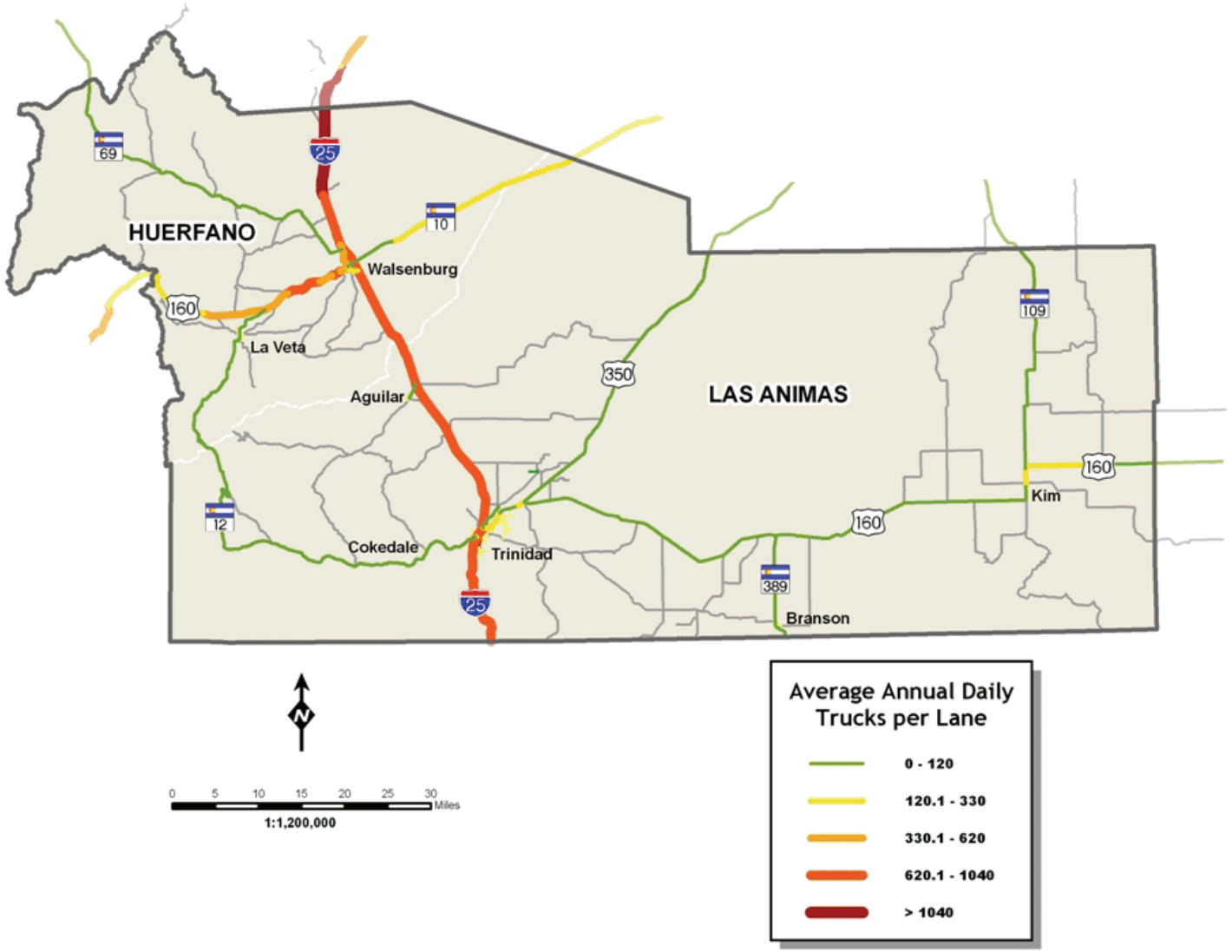
Map 12: 2005 Commercial Truck Volumes

Source: CDOT 2005 Dataset



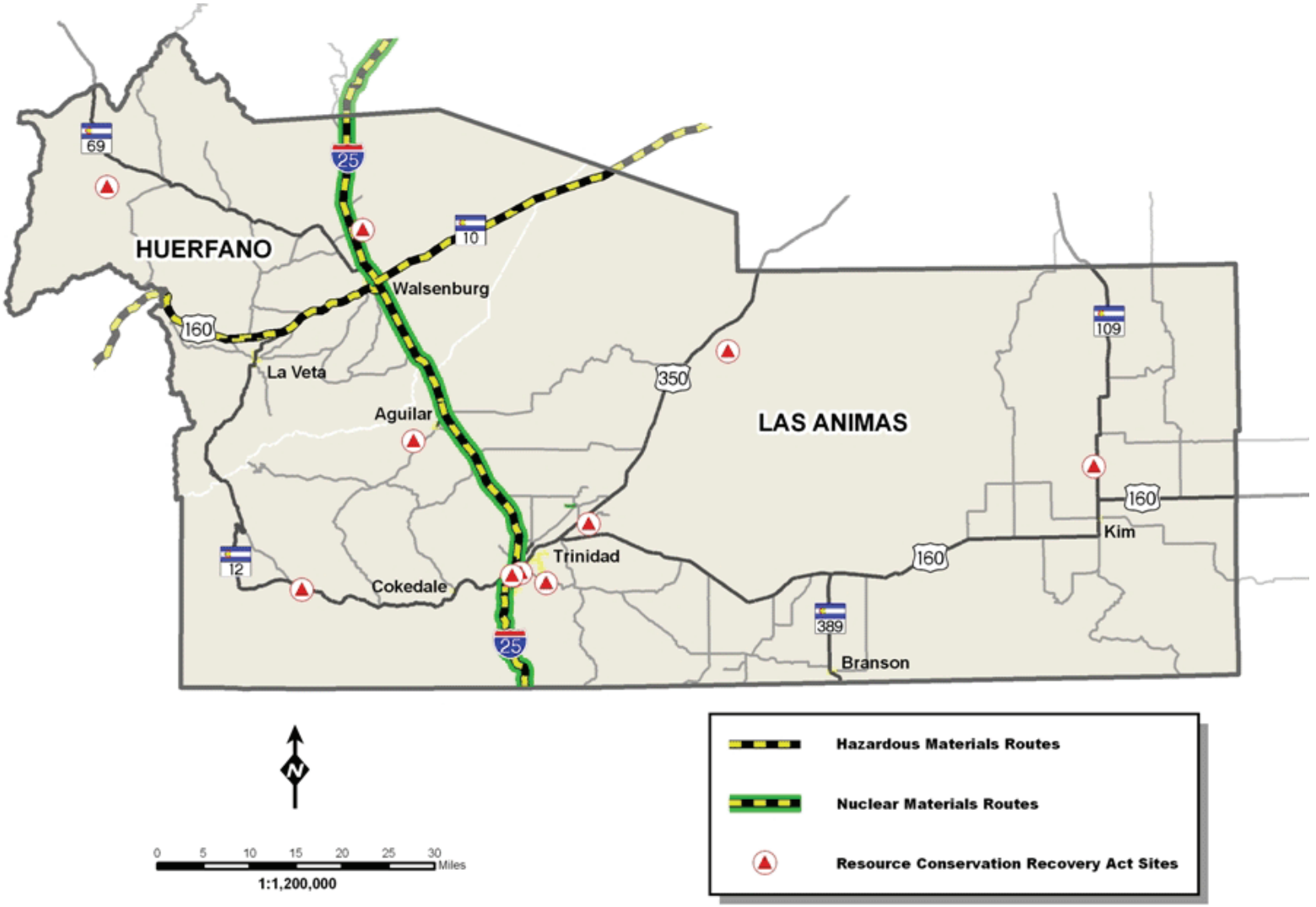
Map 13: 2035 Commercial Truck Volumes

Source: CDOT 2005 Dataset



Map 14: Hazardous Material Route

Source: CDOT 2005 Dataset



Airport Operations

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, much of the region has reasonable 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.

Airports

Map 15 locates the three General Aviation airports in the TPR near Trinidad, Walsenburg, and La Veta.

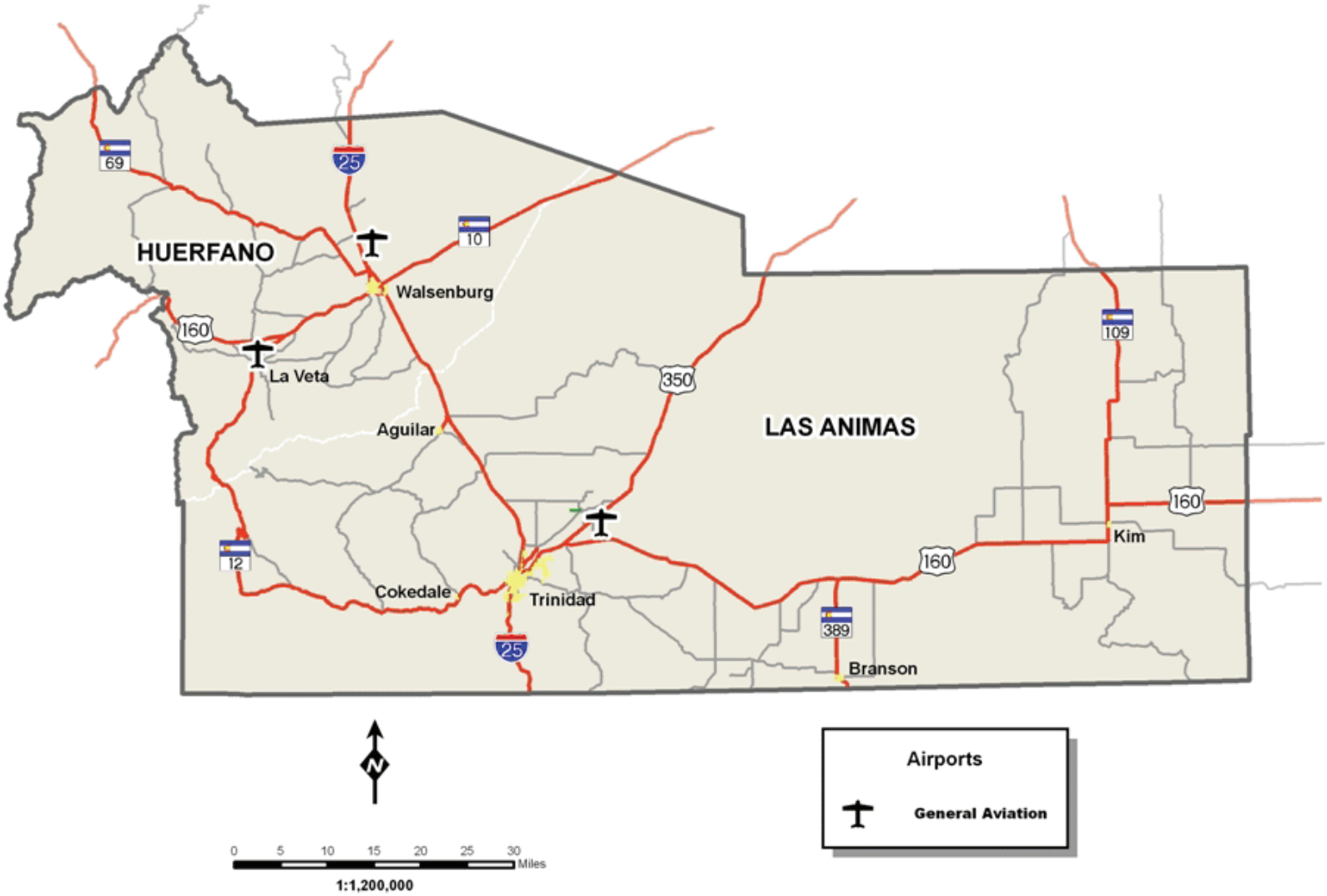
Table 9: Regional Airport Operations

Airport	Cuchara Valley Airport	Spanish Peaks Airport		Perry Stokes Airport	
Airport Attribute	La Veta	Walsenburg		Trinidad	
FAA Classification	N/A	General Aviation		General Aviation	
Functional Level	Minor	Intermediate		Major	
Annual Enplanements	N/A	N/A		N/A	
Based Aircraft	3	20		23	
Annual Operations	630	3,500		12,540	
# of Runways	1	2		2	
Runway ID	6/24	8/26	3/21	3/21	9/27
Length in Feet	5,798	4,900	2,500	5,500	5,500
Width in Feet	60	60	40	100	100
Surface Type	Asphalt	Asphalt	Turf/Dirt	Asphalt	Turf/Dirt
Lights	MIRL	LIRL	None	MIRL	None
Approach Lights	Non-standard	Non-Standard	No	Yes	No
Lights: LIRL – Low Intensity Runway Lights, MIRL – Medium Intensity Runway Lights					

Source: Colorado Aviation System Plan 200

Map 15: Airports

Source: CDOT 2005 Dataset



Rail Transportation

Passenger rail service in the South Central TPR 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 1 Railroads, the Burlington Northern Santa Fe and the Union Pacific Railroad, and two Class 3 Railroads, San Luis and Rio Grande 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. The San Luis and Rio Grande recently purchased the La Veta Pass route to Alamosa from the Union Pacific connection in Walsenburg.

Rail Abandonments

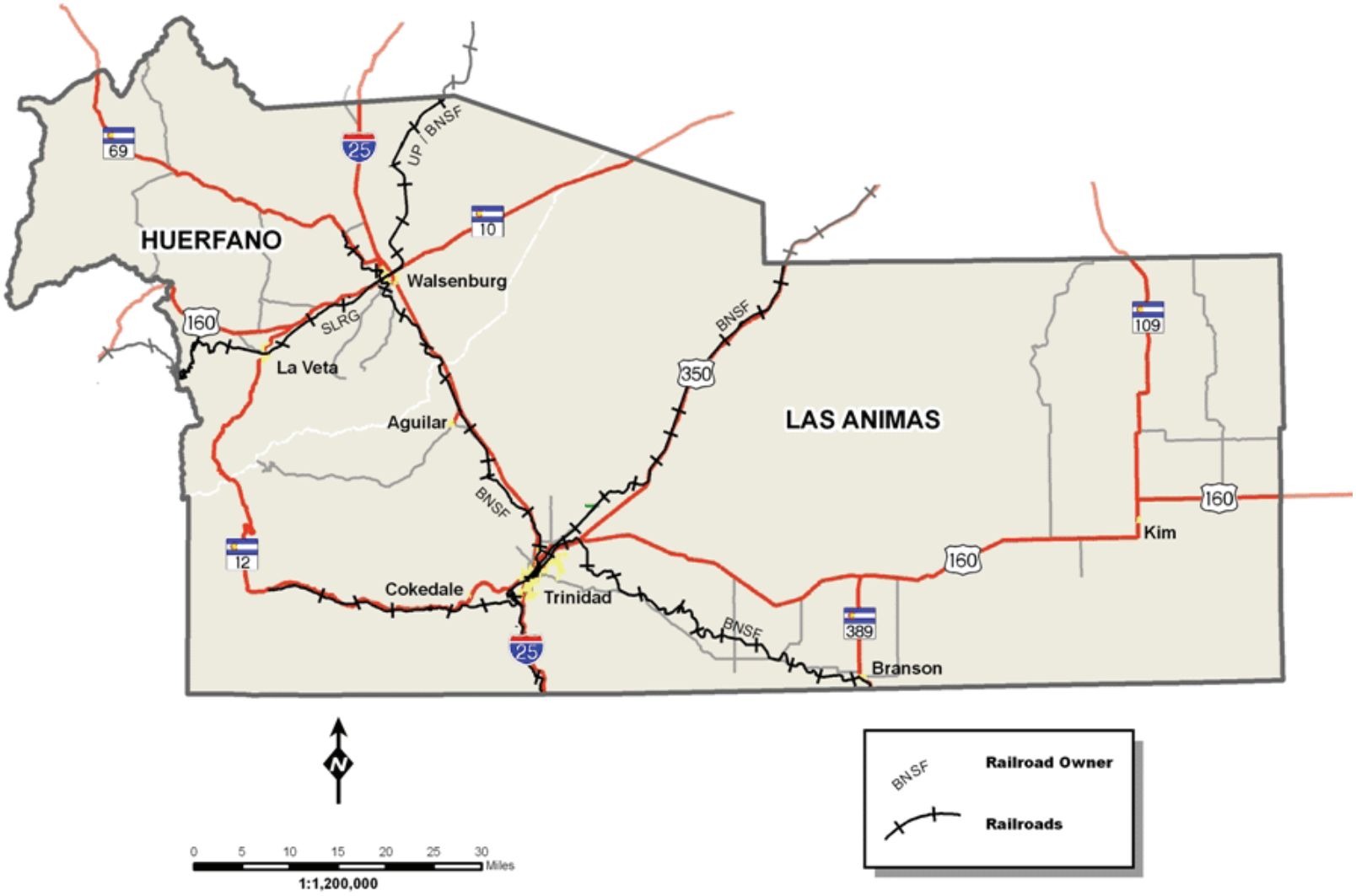
The Colorado Wyoming Railway recently abandoned and removed its tracks west of Trinidad.

Rail Safety Issues

Multiple rail crossings in Walsenburg and Trinidad continue to provide safety and connectivity issues. Rail crossing upgrades should be considered in the near term to improve traffic flow and decrease the potential for crashes.

Map 16: Railroads

Source: CDOT 2005 Dataset



Designated Bike Routes

Non-motorized access to recreational areas, historic sites, public lands, and the communities within the TPR are important to the regions quality of life. The regions highways, local roads, primitive roads, and trails network are the primary systems for non-motorized travel.

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. Map 11 shows state highways with paved shoulders wider than four feet, the minimum perceived safety margin.

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

In addition to the opportunities afforded bicyclists on the state highway system, there is an extensive existing trail system that links open spaces and provides safe access to schools, shopping facilities and recreational areas. The primary challenge for communities is to develop plans and funding options to enhance, extend and connect these systems to create a seamless non-motorized system. In addition to significant local contributions, funding from the Transportation Enhancements Program has been and is expected to continue to be a major source of funding for non-motorized trail projects.

Bicycle facilities include on-street facilities such as bike lanes, bike routes, low-volume roads and roads with shoulders and off-street facilities such as paths, bridges, overpasses and underpasses. Plans should include a mix of all these facilities, and may include state highways, county and local roads.

Transit System

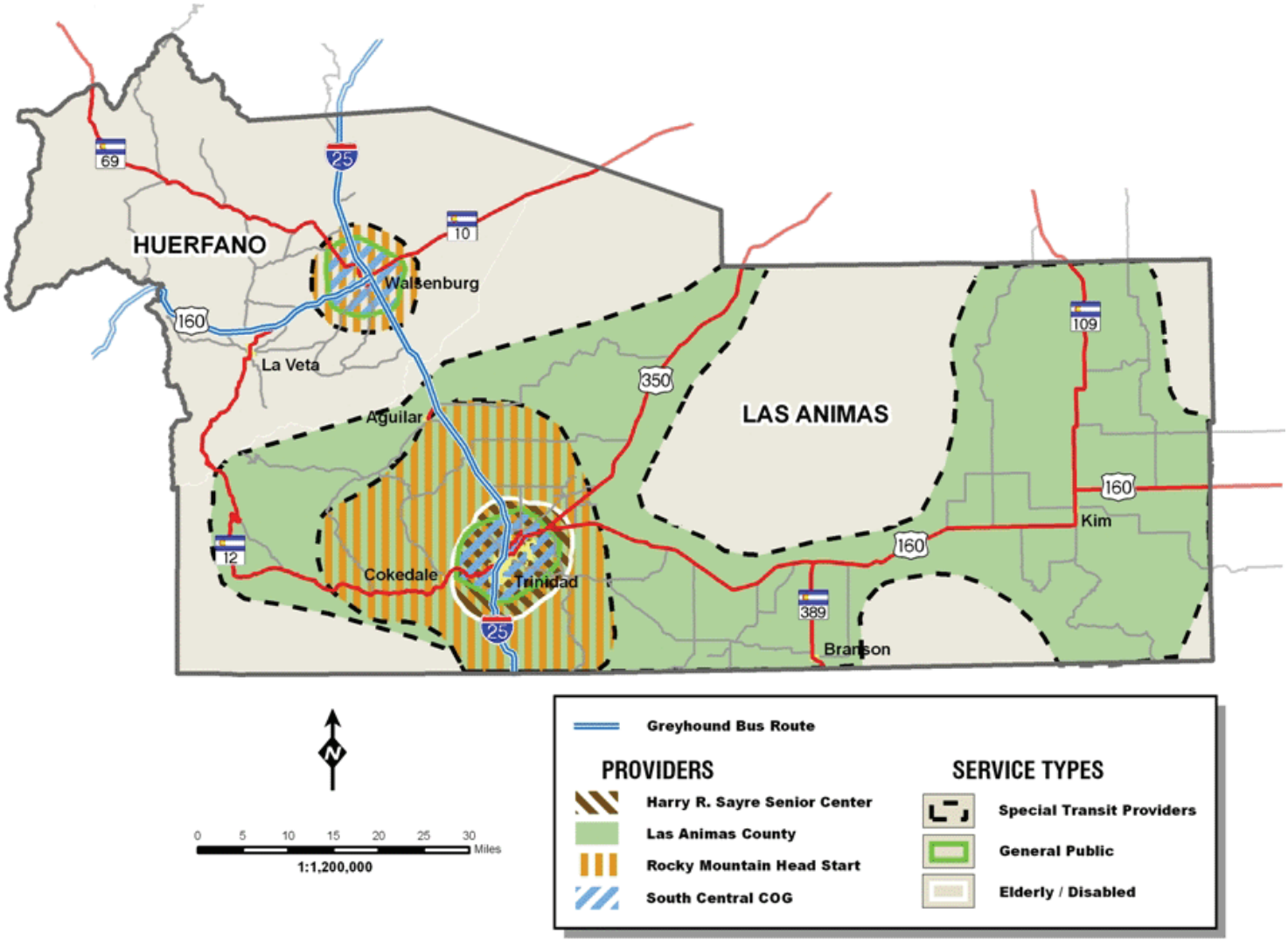
This section reviews the existing transit systems, facilities, and services; analyzes the transit service gaps; and estimates the overall transit demand within the South Central TPR. This information will be used in the development of transit strategies to meet the demand and service gaps for the transit-dependent and general public populations.

Transit Providers Overview

With the lack of access to employment, medical facilities, and shopping for the aging and low-income populations, public transportation systems represent an important element for access and mobility in the region. The South Central TPR is currently served by one traditional transit provider. There are also three non-traditional transportation providers, which provide some type of transportation service to meet their client needs. Not all providers in the area are referenced due to the lack of information provided from these agencies; however the primary agencies did provide updated information concerning operating and capital costs, revenues, and ridership. Map 17 illustrates the areas served by these agencies.

Map 17: Transit Providers

Source: CDOT 2005 Dataset



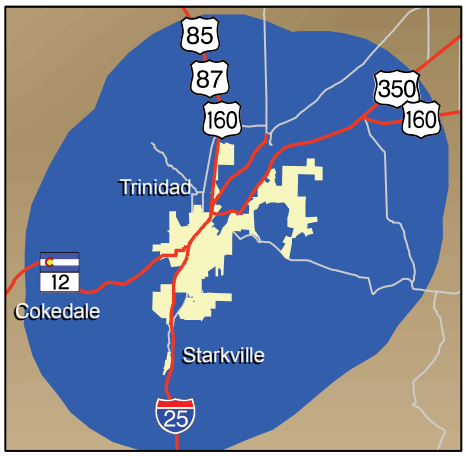
Transit Provider Profiles

This section provides a one-page profile of each major transit service provider within the South Central TPR. The profile includes service and operating characteristics, agency information, funding types, ridership trends, and performance measures.

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.



Agency Information

Type of Agency: Private / Nonprofit
Type of Service: Demand-response
Funding Type: Not Available
Eligibility: Agency provides service to elderly

Operating Characteristics

Size of Fleet: 1 (in 2002)
Annual Operating Budget: N/A
Annual Passenger-Trips: N/A
Operating Days and Hours: N/A.

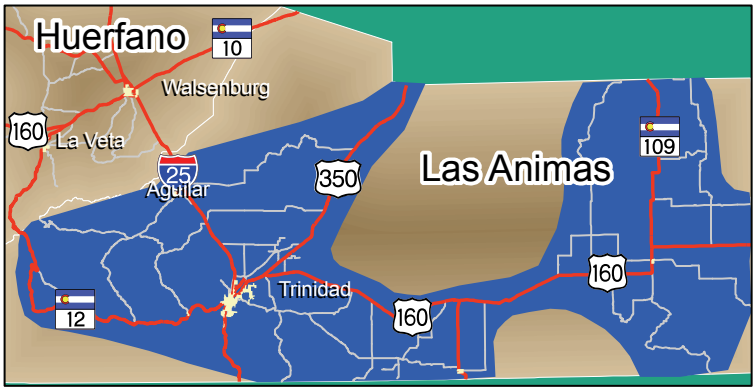
Performance Measures

Cost per Service Hour: N/A
Cost per Passenger-Trip: N/A
Passenger-Trips per Service Hour: N/A
Ridership Trend: not available

Contact for Schedules and Information

Patty Pickett, 1222 San Pedro Ave, Trinidad, CO 81082
Phone: 719-846-3336
E-mail: Not Available

Las Animas County Department Human Services



This agency provides transportation reimbursements for TANF clients engaged in work activities. The agency reported no vehicles for providing a traditional transit service. They only provide reimbursement to TANF clients and only for going to and from work activities. The agency did state that their major need in the short term (one to six years) would be to develop an affordable public transportation service in Las Animas County.

Agency Information

Type of Agency: Government Agency
Type of Service: Reimbursements
Funding Type: TANF
Eligibility: Only TANF Clients

Operating Characteristics

Size of Fleet: N/A
Annual Operating Budget: N/A
Annual Passenger-Trips: N/A
Operating Days and Hours: N/A

Performance Measures

Cost per Service Hour: N/A
Cost per Passenger-Trip: N/A
Passenger-Trips per Service Hour: N/A
Ridership Trend: not available

Contact for Schedules and Information

Bernice Renner at 719-846-2276
E-mail: Bernice.Renner@state.co.us

Rocky Mountain 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. Peak hours are from 8:00 to 9:00 a.m., 2:00 to 3:00 p.m., and 4:00 to 5:00 p.m.

The program has one full-time and four part-time drivers. One staff person also serves half-time as the Transportation Coordinator and Driver. The program has five vehicles in service on an average day, with six vehicles on a peak day. No information was provided regarding the fleet.

Agency Information

Type of Agency: Private / Nonprofit
Type of Service: Fixed-route within five miles of the Trinidad REI School District Boundary
Funding Type: Not Available
Eligibility: Agency provides pre-school age children with transportation to Head Start programs

Operating Characteristics

Size of Fleet: 6 (in 2002)
Annual Operating Budget: $89,014 (in 2002)
Annual Passenger-Trips: N/A
Operating Days and Hours: 40 weeks per year; 8:00am to 9:00 am, 2:00pm to 3:00 pm, and 4:00pm to 5:00 pm

Performance Measures

Cost per Service Hour: N/A
Cost per Passenger-Trip: N/A
Passenger-Trips per Service Hour: N/A
Ridership Trend: N/A

Contact for Schedules and Information

Rosanna (Sherry Cordova), PO Box 42, Trinidad, CO 81082
Phone: 719-846-6661
E-mail: Not Available

South Central COG Transit

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. Service hours are from 8:00 a.m. to 4:00 p.m., with peak demand between the hours of 8:00 to 9:00 a.m., 11:30 a.m. to 1:00 p.m., and again between 3:00 and 4:00 p.m. Fares are $2.00 for the general public under 60 years of age.

Agency Information

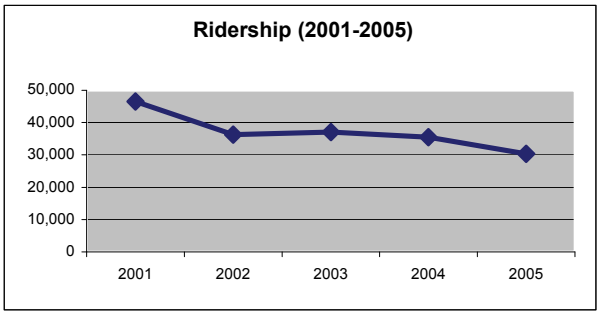
Type of Agency: Government Entity
Type of Service: Demand-response
Funding Type: FTA 5310 and 5311 funds, Federal OAA Title III, local and county general funds, Colo. Div of Development Disabilities, private funding, user fees/contributions, and other grant funds
Eligibility: Agency provides curb-to-curb demand-responsive and subscription transportation services to senior citizens, people with disabilities, and the general public.

Operating Characteristics

Size of Fleet: 8 Buses
Annual Operating Budget: $185,039
Annual Passenger-Trips: 30,318
Operating Days and Hours: Monday through Friday, 8:00 am to 5:00 pm

Performance Measures

Cost per Service Hour: $22.59
Cost per Passenger-Trip: $6.10
Passenger-Trips per Service Hour: 3.7
Ridership Trend: See table @ right



Contact for Schedules and Information

Michael Espinosa, 300 Bonaventure Ave, Trinidad, CO 81082, Call at 719-845-1133 to schedule a ride
E-mail: mespinosa@sccog.net

Other Providers

The following are providers that did not participate in the survey for the 2035 Transportation Plan or that LSC was unable to contact for updated information. The information below is based on the 2030 Transit Elements.

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 facility, accommodating approximately 140 residents, is operated by the Colorado Department of Human Services. In addition, an Adult Day Service is provided for approximately six active and two drop-in clients. Transportation for medical appointment, shopping, and other activities is provided in three cars and one wheelchair-accessible 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. It would be convenient for the nursing home if the COG could expand service into the evening and on weekends. No ridership or budget information was provided.

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 is available to provide transportation. One driver works from 9:00 a.m. to 2:30 p.m. No ridership or budget information was provided.

Miscellaneous

Limited services are provided in the area by the following:

- A local taxi provider in the City of Trinidad
- Disabled American Veterans Transportation
- Local nursing homes

Intercity Services

In addition to the transit service providers discussed previously, TNM&O/Greyhound Bus Lines provides for intercity transit needs to Texas, New Mexico, and Oklahoma. There is one bus to Denver and one bus to Albuquerque every day.

Amtrak services the region through the station in Trinidad, with daily trains to Chicago and Los Angeles. The Los Angeles train departs Trinidad at 9:50 a.m. The Chicago train departs Trinidad at 6:31 p.m.

At this time, TNM&O/Greyhound stops in the communities of Walsenburg and Trinidad. The thruway motorcoach for Amtrak along I-25 links Colorado Springs and Pueblo to Raton in New Mexico, and not the Amtrak station in Trinidad. Along with the Amtrak and TMN&O service, there are several bus companies that link trips from Texas and Mexico to Denver along the I-25 corridor. There are a total of about 12 daily roundtrips.

In addition to the above regional services, the San Luis & Rio Grande Railroad operates primarily as a tourist service linking Alamosa and La Veta. The train operates daily from Alamosa to La Veta for the purpose of sightseeing, not regional commuter service.

Intermodal Facilities

The South Central TPR has several opportunities for multimodal and intermodal travel. Residents of the region may use a combination of private automobiles, transit/bus, train, pedestrian, or bicycle modes. Freight goods arrive and are distributed throughout the region by truck.

Intermodal facilities include truck transfer facilities, intercity/local transit, and train links Map 18 shows the intermodal connections within the region for the train and bus stations.

Map 18: Intermodal Facilities

Source: CDOT 2005 Dataset

Transit Needs Analysis

Methodology

This section presents an analysis of the need for transit services in the South Central Region based on standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this chapter will be utilized throughout the study process. Two methods are used to estimate the maximum transit trip need in the South Central TPR, as described below.

Mobility Gap - This mobility gap methodology developed by LSC identifies the amount of service required in order to provide equal mobility to persons in households without a vehicle as for those in households with a vehicle. The estimates for generating trip rates are based on the 2001 National Household Travel Survey (NHTS) data and Census STF3 files for households headed by persons 15-64 or 65 and over in households with zero or one or more vehicles.

After determining the trip rates for households with and without vehicles, the difference between the rates is defined as the mobility gap. The mobility gap trip rates range from 1.42 for age 15-64 households and 1.93 for age 65 or older households. By using these data, the percent of mobility gap filled is calculated.

Rural Transit Demand Methodology - An important source of information and the most recent research regarding the demand for transit services in rural areas and for the elderly or disabled population is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study represents the first substantial research into the demand for transit service in rural areas and small communities since the early 1980s. The TCRP study presents a series of formulas relating the number of participants in various types of programs in 185 transit agencies across the United States. The TCRP analytical technique uses a logit model approach to the estimation of transit demand, similar to that commonly used in urban transportation models. The model incorporates an exponential equation that relates the service quantity and the area demographics. Detail of the formula of this process are presented in **Appendix C**.

The TCRP analysis procedure considers transit demand in two major categories: *"Program demand,"* which is generated by transit ridership to and from specific social service programs, and *"Non-program demand,"* which is generated by the other mobility needs of the elderly, disabled, and low-income population. Examples of non-program trips may include shopping, employment, and medical trips.

The methodology for forecasting "program demand" transit trips in-volves two factors: 1) determining the number of participants in each program, and 2) applying a trip rate per participant using TCRP demand meth-odology. The program demand data for the South Central TPR were estimated based on the methodology presented in TCRP Report 3. The available program data include the following programs: Developmentally Disabled, Head Start, job training, mental health services, sheltered work, nursing homes, and Senior Nutrition.

As with any other product or service, the "non-program demand" for transit services is a function of the level of supply provided. In order to use the TCRP methodology to identify a feasible maximum demand, it is necessary to assume a high supply level measured in vehicle-

miles per square mile per year. The high supply level is the upper-bound "density" of similar rural services provided in the United States. The assessment of demand for the rural areas, therefore, could be considered to be the maximum potential ridership if a high level of rural service were made available throughout the rural area. The TCRP methodology is based on the permanent population. Therefore, the TCRP methodology is a good demand analysis tech-nique to use for the study area. A maximum level of service for the cities of study area would be to serve every portion of the region with four round-trips (eight one-way trips) daily Monday through Friday. This equates to approximately 2,400 vehicle-miles of transit service per square mile per year.

Feedback from the local transit providers and the residents within the community also plays a critical role in the planning process. The forum meetings and the transit provider information received helped identify the qualitative needs for this process.

Regional Transit Needs Summary

Various transit demand estimation techniques were used to determine overall transit need and future transit need. Transit needs are based upon quantitative methods which were detailed in the Transit Needs Estimation Memorandum submitted to CDOT. Additionally, the estimation techniques are further defined in the Local Human Service Transportation Coordination Plans developed as part of the overall 2035 Update. Please refer to those documents for greater detail on the methods for estimating needs. Additionally, the Local Plans contain background information on the transit dependent population including low-income, disabled, and elderly persons.

While this section does not specifically detail these populations' needs, they are inclusive of the methods used in this section. The various methods for estimating current need are summarized in the following section. It should be noted that these techniques give a picture of the needs in the region based upon available demographic data.

Table 10 provides a summary of the South Central TPR's transit need using the Mobility Gap and TCRP Model. Based on the information presented in this chapter, a reasonable level of need can be estimated for the area.

Table 10: Summary of Need Estimation of Techniques

Methodology	Estimated Annual Need
Mobility Gap	605,000
Rural Need Assessment	252,000
Total Annual Need	798,000
Annual Trips Provided	35,000
Need Met (%)	4%
Unmet Need (%)	96%

Note 1: Estimates updated from the Transit Needs and Benefits Study (TNBS), 1999
Source: LSC, 2006

Transit need using these methods estimates the approximate need as:

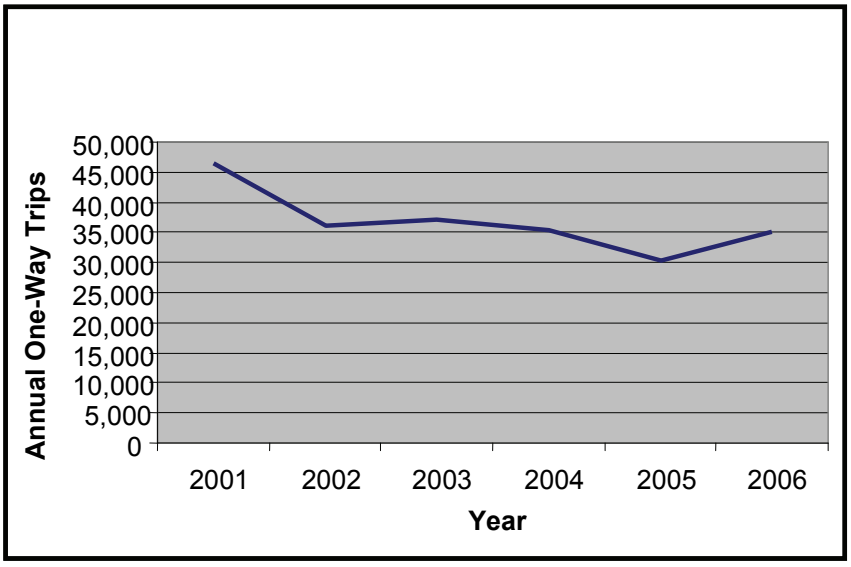
- Approximately 798,000 annual one-way passenger-trips for the South Central Region.
- 96 percent of the need is not being met.

This is not to say that transportation providers are not doing everything in their power to provide the highest levels of service possible. However, given the constraints of funding and other extraneous factors, it is impossible to meet all the need that could possibly exist in any area. This section has presented estimates of transit need based upon quantitative methodologies. The results are not surprising or unrealistic given past work in similar areas. As stated, no area can meet 100 percent of the transit need, however every attempt should be made to meet as much of the demand as possible, in both a cost-effective and efficient manner.

Transit Trends

Figure 3 presents the regional transit trends in ridership for the region. As shown, from the available data, ridership has decreased since 2001. Currently, there is an estimated 2006 ridership of 35,000 annual one-way trips. This equates to a four percent annual decrease in ridership over the past six years. The information in Figure 3 presents the ridership for the agencies that reported data.

Figure 3: South Central Region Ridership Trends (2001-2006)



Needs Identified by Agencies and Public

This section will address the qualitative needs of this area based on information we received through the forums and transportation provider information.

Information from the Regional Transportation Forum, held in Trinidad, discussed a variety of needs throughout the region. A series of questions associated with specific issues was asked of the participants. The following provides a summary of those issues, needs, and question responses not only from the forum, but also those needs identified by the individual agencies/providers:

- A need for service in the west portion of Huerfano and Las Animas Counties west of I-25 outside of Trinidad and Walsenburg
- The east portion of Las Animas County does not receive general public transit service
- The communities between Trinidad and Walsenburg need to be linked together
- Service from Weston to Trinidad for medical and employment trips
- Service linking the Community of Kim to the City of La Junta
- Expanding transit service to link Branson to services in the City if Trinidad
- Need for an intermodal facility in Trinidad for bus and rail service
- Need to park and ride along the I-25 corridor
- Need for the future Front Range Commuter Rail to link or stop in Trinidad and Walsenburg
- Limited hours and days of service provided by SCCOG, with no evening or weekend service
- Rural seniors in remote areas need more transportation for a variety of needs
- Trips are not only needed for seniors, but other segments such as the low-income population and children
- Need regional links to Pueblo for medical trips
- Under SB-1 funding, the region identified the need for an ADA mini-van pilot project that would increase service to the rural areas of the region

Transit Service Gaps

This section presents a brief analysis of the service gaps and identified service duplication for the South Central TPR. As mentioned previously, the South Central Council of Governments (SCCOG) is the main provider of transportation service for the general public. This includes elderly and disabled individuals. These identified gaps and duplication of services will be used in identifying service improvements for the area.

Identified Service Gaps

Gaps in service for this area relate to both the availability of funding and the lack of additional services. Gaps in transportation service are geographic in nature, as well as related to various market segments. Identified service gaps include the following:

Geographic Service Gaps

There are many areas throughout the rural portions of the South Central TPR which do not receive any type of transportation services. These areas include:

- The west portion of Huerfano and Las Animas Counties west of I-25 outside of Trinidad and Walsenburg.
- The east portion of Las Animas County does not receive general public transit service.
- The communities between Trinidad and Walsenburg.

- Service from Weston to Trinidad for medical and employment trips.
- Service linking the Community of Kim to the City of La Junta.
- Expanding transit service to link Branson to services in the City of Trinidad.
- Need for an intermodal facility in Trinidad for bus and rail service.
- Need park-and-rid lots along the I-25 corridor.

Service Type Gaps

The largest gap in this area is a lack of any general public transit providers in the areas of the region. As mentioned, while SCCOG does provide general public transit service, it is mainly in the Trinidad and Walsenburg areas. The identified service gaps are as follows:

- Limited hours and days of service provided by SCCOG, with no evening or weekend service.
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips are not only needed for seniors, but other segments such as the low-income population and children.
- Need regional links to Pueblo for medical trips.
- Under the SB-1 funding, the region identified the need for the ADA minivans pilot project that would increase service to the rural areas of the region. This need was also identified in the supplemental FTA 5311 funding through CDOT.
- ADA accessibility.

Identified Service Duplication

There are few service duplications due to the limited supply of transportation providers. There is one identified service duplication in that the SCCOG overlaps with all of the other transportation providers in the region within the cities of Trinidad and Walsenburg and some limited portions of the county. However, these agencies operate very differently from each other and provide limited services in comparison to the SCCOG.

There are no duplications in regard to agencies which receive federal or state funding.

General Strategies to Eliminate Gaps

As mentioned in above, there are geographic gaps in existing services as well as gaps in types of services.

Appropriate Service and Geographic Gap Strategies

The general service gap strategies to meet the needs in the South Central TPR include the following:

- Expanding SCCOG service to the western portion of the region (west of I-25) by operating a demand-response system.
- Expanding service between Trinidad and Walsenburg by operating limited express service.

- Expand service to the eastern portion of Las Animas County, including the communities of Kim and Branson.
- Obtaining additional local and FTA funding in order to implement the expanded services.
- Use minivans to supply the expanded service to the rural areas of the region.
- Increase the level of marketing so the public understands the type of transit services that are available.
- Increase ADA transit service.

General Strategies to Eliminate Duplication

As stated in above section, there is very little duplication of services in the region. Many of the agencies/organizations which provide their own transportation are restricted due to agency policy or funding, such as private nursing homes providing specific transportation to paying clients. The real issue is a lack or gap in transportation, not a duplication of service.

Coordination Strategies for Further Discussion

However, there may be general coordination strategies, which could ultimately improve services in the area. The following discussion presents appropriate strategies which could be done within the region:

Coalitions

A coalition is a group of agencies and organizations that are committed to coordinating transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition could be either an informal or formal group which is recognized by the decision-makers, and which has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad-based purposes (such as to educate local communities about transportation needs).

Benefits

Development of a broad base of support for the improvement of transit services in the region.

- The coalition is able to speak with the community and region's decision-makers, thereby increasing local support for local funding.

Implementation Steps

- Identify individuals in the region that are interested in improving transit's level of service and have the time and skills to develop a true grassroots coalition.
- Set up a meeting of these individuals in order to present the needs and issues that face the agencies.
- Agencies need to work with the coalition in order provide base information and data on the existing and future needs of transit across the region.
- Timing: 1 to 3 years.

Joint Planning/Marketing and Decision Making

This level of coordination involves agencies working cooperatively with either other similar agencies or a local provider in order to make known the needs of their clients and become involved in the local planning/ marketing of services. For example, several local human service agencies may meet with local transit planners in an area to develop operations plans and marketing which attempt to meet the needs of the agencies' clients.

Benefits

- Reduction in the need for expensive planning documents for each transit agency.
- Allows for more complex coordination in capital development and operational functions.
- Reduction in the duplication of service among the coordinating agencies.

Implementation Steps

- Coordinating agencies meet with regional transit and transportation planners to develop a scope of work for the planning process.
- The scope of work should identify the goals and objectives.
- A timeline should be developed for the completion of the planning document.
- The planning and marketing documents should develop recommendations for making decisions on the operation services, capital, funding, coordination process, and administration functions.

One-Call Center

A shared informational telephone line provides potential users with the most convenient access to information on all transportation services in the area or region.

Benefits

- Reduction in the administrative costs for the participating agencies.
- First step to centralized dispatching.
- Users only need to call one number in order to obtain all the transit information they need, thereby improving customer service.

Implementation Steps

- Agencies need to meet in order to determine which agency will house the call center, how the call center will be funded, and what information will be provided to the customer.
- Set up the telephone line and purchase the needed communication equipment.
- Develop a marketing brochure that details the purpose of the call center, hours of service, and telephone number.

Contracts for Service

Contracts for service are created with another human service agency or a public provider to provide needed trips. This can be done occasionally on an as-needed basis or as part of scheduled service. One example is a local Head Start contracting for service with a local public transportation provider. The contract revenue can then be used as local match for the local public transportation provider, using the same drivers and vehicles as used previously. Many times the drivers are also Head Start aids or teachers.

Benefits

Increase the amount of local match that can be used to pull additional state and federal funding for transit services into the region.

Reduce the duplication of transportation services in the region, thereby creating an economy of scale and improving the overall transit performance level.

Implementation Steps

- Agencies should meet and identify the needs and capacity of the contract parties.
- Develop a contract that details the responsibility of each party.
- Timing: 3 to 6 years or longer.

Consolidated Transportation Program

A consolidated transportation program occurs when all transit services are provided by a single agency. This includes the vehicles, facilities, administration functions, maintenance, and operations.

Benefits

- Creation of an economy of scale, thereby reducing the cost per passenger, administrative costs, and operational costs.
- Increase in the level of local match funding available to obtain federal funding, through contract services provided to other agencies in the region.
- Reduction in the duplication of services and facilities.

Implementation Steps

- Intergovernmental agreement needs to be created detailing the level of service that will be provided by the single agency for the level of funding detailed in the contract.
- Each agency's council and/or board would need to approve the intergovernmental agreement.
- Create a new board for the consolidated agency that would be made up of the participating agencies and would oversee the service.
- Transfer all vehicles and facilities to the consolidated agency.
- Timing: 3 to 6 years or longer. On additional operational or capital costs.

The following table summarizes the estimated range of costs from strategies to eliminate gaps the transit service in the region.

Local Service Priorities

The following are the service improvement potentials and priorities for the South Central TPR.

Short-Term (1 to 5 Years)

- SCCOG will purchase six minivans and two bus at an estimated 2035 cost of $320,600.
- SCCOG will be expanding service to the western portion of the region for total of 2,000 annual revenue-hours at an estimated 2035 cost of $600,000.
- SCCOG to coordinate the creation of a regional service to Pueblo and La Junta at an estimated 2035 cost of $2.6 million.

Long-Term

- SCCOG will purchase replacement and expansion minivans at an estimated 2035 cost of $1.6 million.
- SCCOG will add daily regional service between Trinidad and Walsenburg for a total of 2,100 annual revenue-hours at an estimated 2035 cost of $2.6 million.
- Expand service to the eastern portion of Las Animas County, including the communities of Kim and Branson at an estimated 2035 cost of $600,000.
- Develop park-n-ride lots along the I-25 corridor at an estimated cost of $6 million.
- Develop an inter-model center at an estimated 2035 cost of $2 million

Coordination Potential and Priorities

There was limited discussion on the coordination potentials and priorities. Only the following two strategies were discussed by the group:

- Develop additional service contracts between SCCOG and the local human service programs.
- Create additional coordination on marketing for transit services in the region at an estimated 2035 cost of $100,000.

Table 11: Transit Gap Elimination

Agency Type	Total 2035 Cost ($000)
Human Services	$700
Transit Agency	$1,195
Regional / Rail	$13,682
Total	**$15,577**

Source: LSC & CDOT 2007

SOCIOECONOMIC PROFILE

This plan compiles socioeconomic projections for 2035 for the TPR based on U.S. Census projections and Colorado Department of Local Affairs 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.

Population

Population in the region is anticipated to grow from about 23,000 in 2000 to over 38,000 in 2035 reflecting 65.7% total growth. The fastest growing county is Las Animas (69.4%) followed closely by Huerfano (58.5%).

Figure 4 helps visualize the relative growth by county across the region.

Table 12: Population Estimates and Forecasts

County	2000	2005	2010	2015	2020	2025	2030	2035
Huerfano	7,861	8,183	9,147	10,006	10,849	11,650	12,129	12,457
Las Animas	15,276	16,517	18,217	19,988	21,756	23,336	24,679	25,883
Regional Total	23,137	24,700	27,364	29,994	32,605	34,986	36,808	38,340

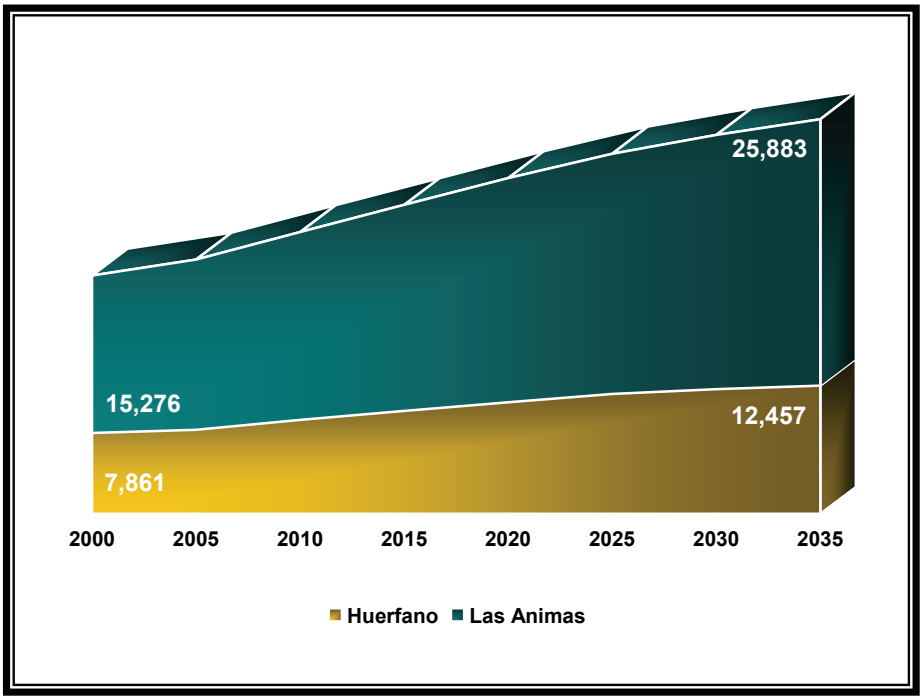
Source: Colorado Demography Section

Table 13: Average Annual Growth Rate

County	Total % Change from 2000-2035	Avg Annual % Change from 2000 - 2035
Huerfano	58.5%	1.7%
Las Animas	69.4%	2.0%
Regional Total	65.7%	1.9%

Source: Colorado Demography Section

Figure 4: Population Estimates and Forecasts Graph



Source: Department of Local Affairs

Table 14: Household Characteristics, 2000 Census

County	Total HH	Avg. HH Size	% Individuals < 18	% Individuals > 65	% Disabled Individuals
Huerfano	3,082	2.25	27.7%	30.5%	22.6%
Las Animas	6,173	2.40	32.2%	31.9%	25.9%
Total	9,255	2.33	30.0%	31.2%	24.2%

Source: US Census 2000

Employment

Table 15 shows 2000 and 2035 Labor Force, and estimated total jobs, key indicators of the use of the transportation system.

Table 15: Jobs and Labor Force by County 2000 - 2035

		Total Jobs				Labor Force		
County	2000	2035	Total % Change	Average Annual % Change	2000	2035	Total % Change	Average Annual % Change
Huerfano	3,056	5,587	82.8%	2.4%	4,002	6,595	64.8%	1.9%
Las Animas	7,087	12,679	78.9%	2.3%	6,839	12,692	85.6%	2.4%
Region Total	10,143	18,266	80.1%	2.3%	10,841	19,287	77.9%	2.2%
Colorado Total	2,678,975	4,602,121	71.8%	2.1%	2,384,269	4,276,155	79.3%	2.3%

Source: CDOT

Place of Work

In 2000, 90.5% of workers lived and worked in the same county, compared to 67% for the state as a whole. However, over 1,900 workers did travel to a different county for their job, presumably commuting on the region's highways. See Table 16 the place of work by county.

Table 16: Place of Work by County - 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
Source: US Census					

Means of Transport to Work

Table 17 provides more information about how people travel to work. Approximately 70% drove alone in their car to work, compared to 75% statewide in 2000. Carpooling is the next most common means of transportation to work, with approximately 15% riding in a multiple occupant vehicle. Public transportation provides only a minimal amount of work trips representing less than one percent of the work trips in the region.

Table 17: Means of Transport to Work for Workers 16 and Over by County

Means of Transport	Huerfano		Las Animas		Region		Colorado	
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Drove	1,906	67.2%	4,320	72.7%	6,226	70.9%	1,646,454	75.1%
Carpooled	491	17.3%	988	16.6%	1,479	16.8%	268,168	12.2%
Public Transp.	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%

Source: US Census Transportation Planning Package

Low Income Areas

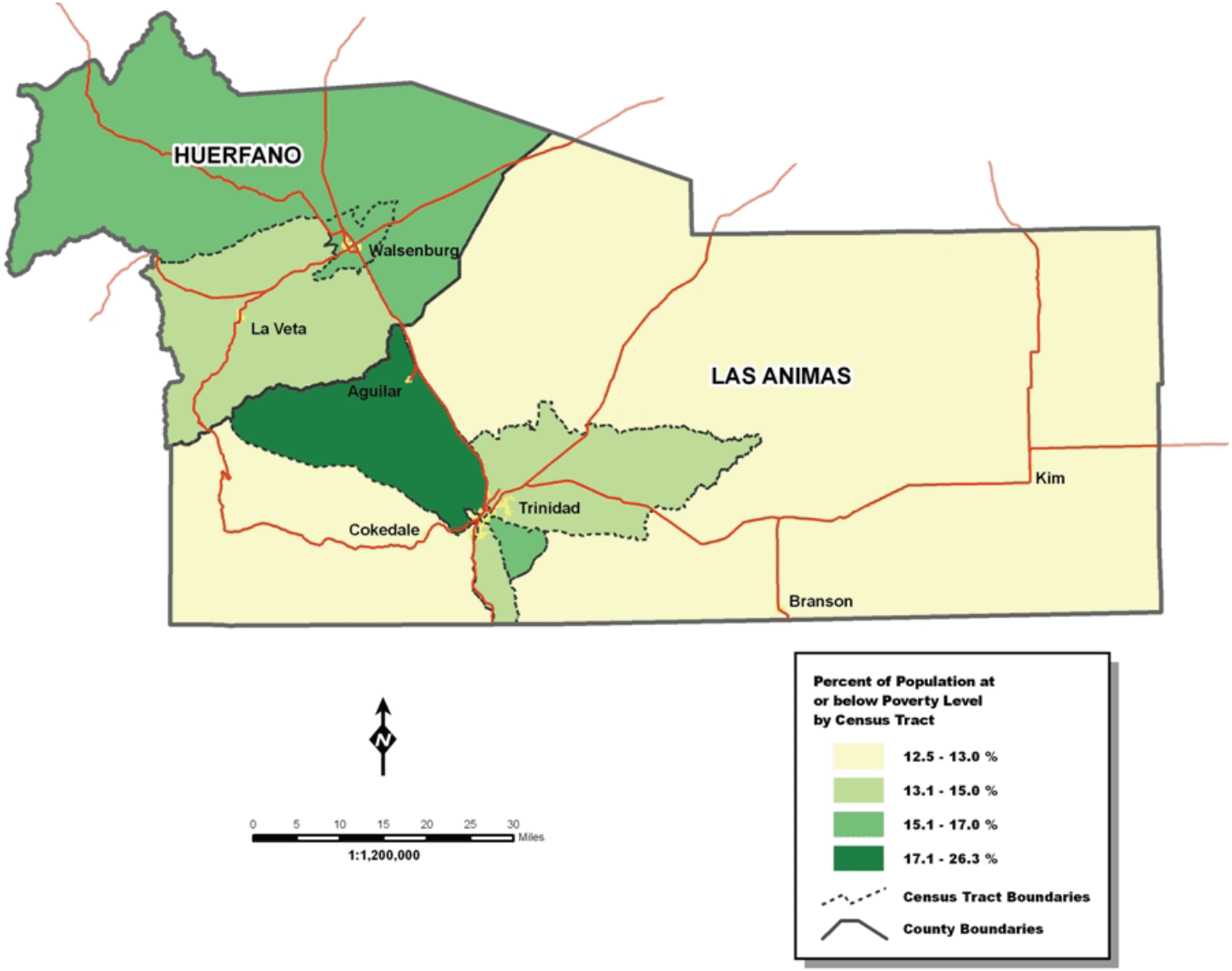
Map 19 shows the percentage of the population with household income below the Census-defined poverty level. About 16.5 % of the region falls below poverty level, significantly more than the statewide average of 9.3%. For more information about how the Census defines poverty, see http://www.census.gov/hhes/poverty/povdef.html.

Minority Status

The large Hispanic/Latino population of the region (39.0%) is significantly larger than the state (17.1%). Other groups represent about 5.0% of the population for the region. Map 20 shows the percentage of minority populations by Census tract.

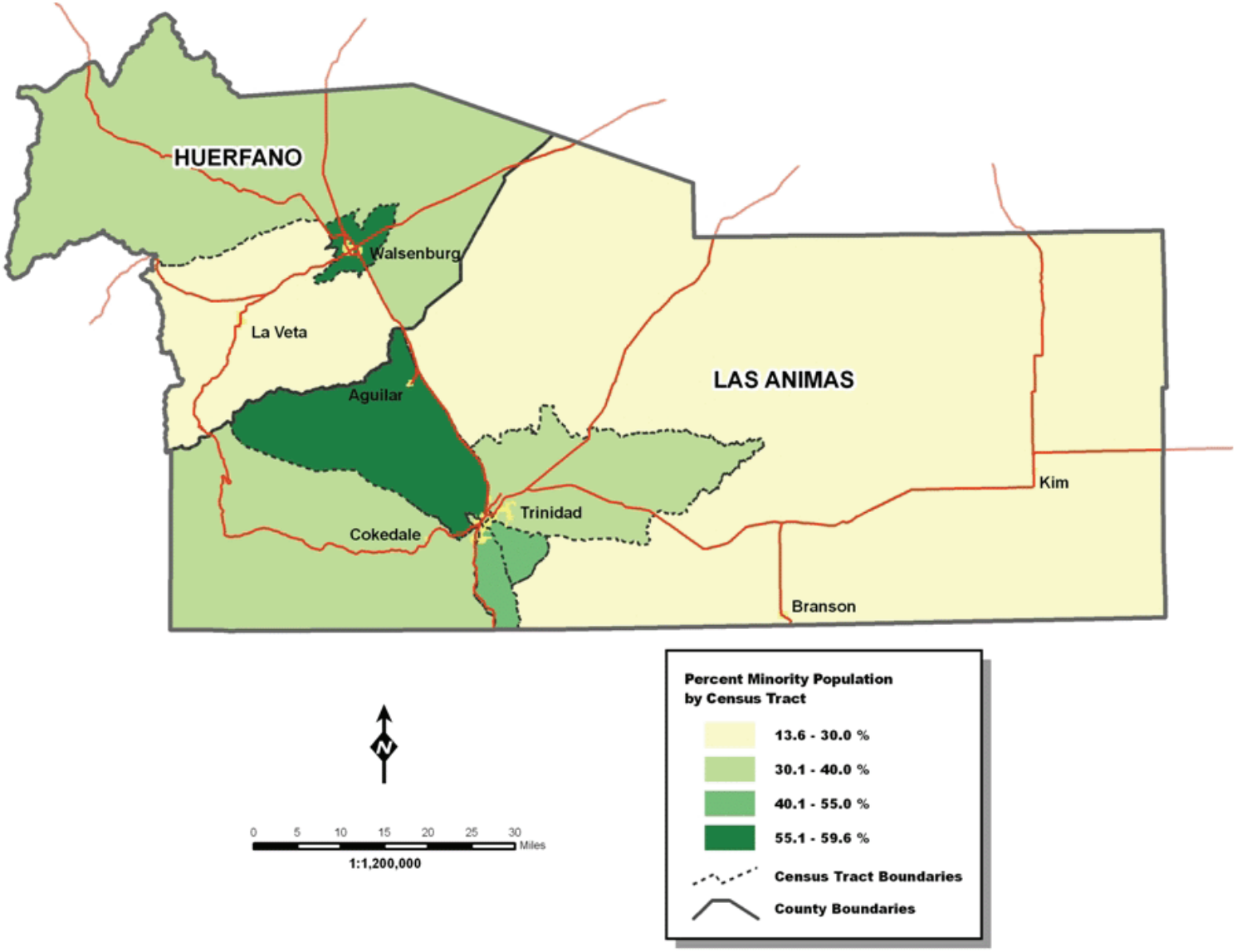
Map 19: Poverty by Census Tract

Source: CDOT 2005 Dataset



Map 20: Minority Status

Source: CDOT 2005 Dataset



ENVIRONMENTAL OVERVIEW

Environmental factors include not only natural resources such as water quality, air quality, and wildlife, but also wetlands, threatened and endangered species, noise, historic and cultural sites, hazardous materials sites, and recreational areas. The Colorado Department of Transportation's environmental principle 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."*

As an effort to avoid and minimize environmental impacts from transportation system improvements, CDOT is required to comply with the provisions of the National Environmental Policy Act (NEPA). NEPA is typically introduced at the earliest stage practicable and should identify areas where both natural and human environmental resources might be compromised as a result of a project. To further the importance of environmental issues, the South Central TPR has created specific values towards preserving the quality of the natural environment.

Although the regional planning process does not require a complete or specific inventory of all potential environmental resources within the corridor, identifying general environmental concerns within the region will provide valuable information for project planners and designers. The information contained in this report will serve as the basis for a more in depth analysis, typically NEPA, as part of the project planning process. There are two components to this analysis:

- Identifying general resources within the region that have the potential to be impacted by projects, and
- Identifying agencies with responsibilities for resources within the region; examples may include, the US Forest Service (USFS), the US Bureau of Land Management (BLM), the Colorado Division of Wildlife (DOW), the State Historical Preservation Office (SHPO), or the local Parks Department.

The information that follows identifies general environmental issues within the region. The fact that an issue is not identified in this review should not be taken to mean that the issue might not be of concern along a corridor. This section focuses on issues that are easily identifiable and/or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be addressed proactively so that the environmental concerns can be mitigated or incorporated into a project in a manner that supports the values of the citizens and communities the TPR serves.

Threatened or Endangered Species

In Colorado, there are 30 species of fish, birds, mammals and plants on the federal list of threatened or endangered species. The U.S. Fish and Wildlife Service (USFWS) identified another 10 as candidate species. In addition to the federally listed species, there are 16 additional species listed by the state as threatened or endangered and another 44 listed as State species of concern (Colorado Division of Wildlife, May 2004). Impacts can result from destruction of habitat, animal mortality (including from vehicle-wildlife collisions), fragmentation of habitat, or changes in species behavior such as altering foraging or denning patterns.

To comply with the Federal Endangered Species Act, CDOT evaluates all possible adverse impacts and takes all necessary measures to avoid harming proposed, candidate and listed species before construction and maintenance activities begin. Impacts that are studied and determined to be unavoidable are minimized through highway design and construction techniques. Appropriate compensation is utilized after all reasonable avoidance and minimization techniques have been exhausted.

Senate Bill 40 (SB40) was created primarily for the protection of fishing waters, but it does acknowledge the need to protect and preserve the fish and wildlife resources associated with streams, banks and riparian areas in Colorado. This is accomplished through erosion control, water contaminate control, discharge conditions, construction procedures, vegetation manipulation and noxious weed control. These measures, when properly used, can ensure that Colorado waters remain conducive to healthy and stable fish and wildlife populations which depend on the streams of Colorado.

See **Appendix B – Environmental** for lists of species potentially affected by each corridor.

Air Quality

The Colorado Air Quality Control Commission, a division of the Colorado Department of Health and Environment (CDPHE), is responsible for developing and adopting a regulatory program to protect and improve air quality in Colorado. Typically, the commission is involved in the maintenance of the regulations through modification and revision. Much of the air quality management program currently is in place and has been adopted over time. New programs occasionally are considered by the commission. The commission oversees the implementation of the air quality programs. The commission is responsible for hearing appeals of the Air Pollution Control Division's implementation of the programs through permit terms and conditions and enforcement actions. Colorado's air quality management program regulates air pollutant emissions from stationary industrial sources, cars and light duty trucks, burning practices, street sanding and sweeping activities, and the use of prescribed fire. The air quality program also is focused on visibility, odor and transportation planning impacts to future air quality.

The Colorado Air Quality Control Commission distributed a "Report to the Public 2005-2006" 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. Within the South Central TPR pollutants originate primarily from motor vehicle emissions, woodburning, street sanding operations, particulate matter PM_{10} emissions from unpaved roads, coal mining, oil shale production, refineries, power plants, concrete batch plants, and sand/gravel mining/processing operations.

During the 1970s and 1980s, the U.S. Environmental Protection Agency (EPA) designated many Colorado cities and towns as nonattainment areas because the areas violated nationwide air quality standards. By the mid-1990s, all these areas came into compliance with the various standards. All areas have been redesignated.

The redesignations are made possible by cleaner air, and through development and implementation of air quality management plans known as State Implementation Plans (SIPs). These plans describe the nature of the air quality problems and the probable causes. The plans

show projections of future pollutant levels and identify strategies to reduce these pollutants to acceptable levels.

In order to comply with the Clean Air Act (CAA), the State of Colorado adopted the following standards/regulations that relate to transportation projects, which in turn apply to the South Central:

- Ambient Air Quality Standards Regulation - This regulation established ambient air quality standards for the state and dictates monitoring procedures and data handling protocols. It also identified non-attainment areas in the state, which have historically violated federal and state air quality standards.
- State Implementation Plan Specific Regulations – This regulation defines specific requirements concerning air quality control strategies and contingency measures for non-attainment areas in the state.
- Transportation Conformity, Reg. No. 10 – This regulation defines the criteria the Colorado Air Quality Control Commission uses to evaluate the consistency between state air quality standards/objectives, and transportation planning and major construction activities across the state, as defined in the state implementation plans.
- Street Sanding & Sweeping, Reg. No. 16 – This regulation sets specific standards for street sanding and sweeping practices.

Historically and currently, all of the South Central Region is in compliance with the National Ambient Air Quality Standards (NAAQS) through past and current efforts in inspection, monitoring, enforcement and education.

See Appendix B for corridors affected by air quality concerns.

Water Quality

There are four major river basins within Colorado. They are: Colorado, Missouri, Rio Grande, and the Arkansas. Within these basins are numerous creeks, tributaries, and ditches; as well as lakes, floodplains, and wetlands. The Arkansas River is the primary waterway in the region and is tributary to the Missouri. Major tributaries of the Arkansas include the Huerfano and Purgatoire Rivers. The Water Pollution Control Act of 1972, later amended to include the Clean Water Act (CWA), protects the waters of the TPR. This Act promulgated the National Pollution Discharge Elimination System (NPDES) and created water discharge standards to maintain the chemical, physical and biological integrity of the nation's waters. Protection of these waters is done through regulatory review and permits. A list of potential environmental permits is listed below.

A detailed discussion on impacts to water quality and wetlands is located in Appendix B.

Noise

The FHWA Noise Abatement Criteria (NAC) define noise levels which, if approached or exceeded, require noise abatement consideration. FHWA requires all states to define at what value a predicted noise level approaches the NAC, thus, resulting in a noise impact. CDOT has defined "approach" as 1dBA less than the FHWA NAC for use in identifying traffic noise impacts in traffic noise analyses.

Noise abatement guidelines also state that noise abatement should be considered when the noise levels "substantially exceed the existing noise levels." This criterion is defined as increases in the L(eq) of 10.0 dBA or more above existing noise levels.

As existing higher-speed transportation facilities are widened or new facilities are constructed noise becomes a greater issue. Noise can also be an issue for lower-speed facilities where steep grades or a high percentage of trucks exist. As a result of potential impacts, all projects involving federal funding will require a noise analysis be completed.

Historical/Archaeological Sites

Both the Colorado State Register of Historic Places and the National Register of Historic Properties (NRHP) list sites and/or communities of historic/archaeological significance. 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 NRHP. The Colorado Office of Archaeology and Historic Preservation tracks sites that are considered significant and are on the NRHP. Within the SCTPR there are a substantial number of sites. For more information on these properties see http:www.coloradohistory-oahp.org/programareas/register/1503/cty.htm.

Hazardous Materials

The potential to find hazardous materials during the construction of a transportation facility always exists. Hazardous materials are regulated under several programs, including: the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). 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 where there have been 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.

See Appendix B for corridors potentially affected by Hazardous Materials.

Environmental Permits

The following list of permits is meant to provide information needed to comply with basic environmental permitting requirements for construction activities. It is impossible to be all-inclusive and addressing every situation. These are just some of the more common permits associated with construction activities.

- County/State Air Permit (for construction activities, grading, clearing, grubbing)
- County/State Demolition Permit (these permits may also require a utility disconnect permit from your local utility department)
- Source Air Permit (APEN) (concrete batch plant, haul road, fuel storage tank)
- Sandblasting Permit
- Construction Dewatering Permit
- Sand & Gravel Permits (Certificate of Designation)
- Construction Stormwater Permit
- Compliance with a Municipality Separate Storm Sewer System (MS4) Permit
- US Army Corps of Engineers 404 Permit (wetlands and waters of the state impacts)
- Floodplain Permit
- Wildlife Surveys (Preble's Meadow Jumping Mouse Survey, Migratory Bird Survey)

CDOT Environmental Forum

The CDOT Environmental Forum was held March 9, 2007. This was a first time event intended to improve relations and develop understanding at the planning level of resource/regulatory agency responsibilities and concerns. It provided an opportunity for one-on-one conversations between resource and regulatory agencies and local transportation planning officials. It was intended to foster an atmosphere of cooperation and provide an opportunity for cooperative identification of potential conflicts and opportunities at the regional level and provide the opportunity for resource and regulatory agency needs and concerns to be identified at the earliest planning stages.

Subject matter experts from 16 Federal and State agencies and organizations identified environmental issues and concerns for each TPR. A summary of the issues, arranged by resource agency follows in Table 18.

See Appendix B for map of environmental concerns discussed at the forum.

Table 18: Summary of Environmental Issues and Concerns

Statewide Environmental Forum March 9, 2007 South Central TPR	
Resource/Regulatory Agency	**Information/Issues/Concerns**
EPA	No significant issues were discussed.
CDOT Municipal Separate Storm Sewer System (MS4) Discharge Permit Program	No significant issues were discussed.
CDPHE - Solid Waste	Potential new landfill to be located west of Aguilar.
CDPHE - Water Quality	With energy development along SH 12 there may be some erosion and other associated water quality issues. Proposed Fort Carson expansion may deplete water and impact soils.
CDPHE - Air Quality	PM-10 issues exist on SH 12 as a result of energy development and dust from trucks also there is a lack of funding to pave secondary dirt roads. CDPHE can offer technical assistance with grant writing for Best Management Practices (BMPs). If the region has particular concerns they should document the issue, take photos and send a letter to CDPHE Headquarters.
DOW	Big game crossing at I-25 and SH 160 To monitor big game road kills, DOW suggests that CDOT maintenance crews begin to identify vehicle/animal incident locations by noting the mile marker posts. CDOT can begin to develop an inventory of specific locations and number of incidents. DOW has money for crossing mitigation measures.
SHPO	Expansion of Fort Carson (potential 403,000 Acre expansion) could impact archeological sensitive areas. There are known archeological resources and much of the area has not even been surveyed. The army would have to go through the Section 106 and 110 processes. CDOT could request to be a “consulting party” and sit as a stakeholder.
USFWS	Wind farm development (see location on TPR map) will impact ground nesting birds as they perceive the towers as potential habitat for predatory birds. Towers may also confuse migratory bird flight paths.
USACOE	No significant issues discussed.
The Nature Conservancy	Highway expansion is often destructive to trout habitat. Fort Carson expansion is a concern of the Nature Conservancy whose goal is to have large tracts of habitat preserved. The Nature Conservancy considers Tamarisk species eradication.
CDOT Wildlife Program	Variable Message Signs (VMS) can be used to alert drivers of animal activity during different times of the year. Antelope migrate across I-25. Short grass prairie grass is located east of I-25. Lynx populations are present in the TPR over 8,000 ft.
Colorado State Parks (CSP)	The proposed route for the Colorado Front Range Trail from Pueblo south follows I-25. The east side and west side of I-25 alignments are to be determined. Santa Fe Trail is in planning stage.
FHWA	There is a bridge replacement project northbound on I-25 in the vicinity of Trinidad. Congestion from Walsenburg south to Trinidad gateway to four corners region via SH 160 is a concern for the region. Congestion is due in large part to military vehicles that move slowly in right hand lane and reduce I-25 capacity. CDOT would have to notify FHWA regarding the military causing congestion. FHWA suggests that Colorado Springs look for ways to address the issue
USFS	There are some campgrounds areas off SH 12 west of I-25 that are in need of repair; but lack funding. Master Forest Plan for the Comanche National Grasslands (as of March 2007) is out for public review/comment available on USFS website. Beetle damage to USFS land may impact public access to areas.

CORRIDOR VISIONS

The 2035 Long Range Transportation Plan builds on the "corridor-based" plan originally developed for the 2030 plan. The Corridor Visions effectively forecast the long term needs of each corridor, rather than focusing on specific intersections, safety issues or capacity issues from point to point.

Corridor Vision Purpose

- Integrates community values with multimodal transportation needs
- Provides a corridor approach for a transportation system framework
- Strengthens partnerships to cooperatively develop a multimodal 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

Corridor Vision Process

This part of the plan examines 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 focus improvements on the midterm, or next 10 years. The MidTerm Implementation Strategy will be examined later in this plan. These steps will help guide investment decisions throughout the planning period:

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

Corridor Visions

This section contains a description of each corridor in the region. There are several parts to the corridor vision, including a description of the function, its Primary Investment Category, Priority (as assigned by the RPC), and a list of goals (types of needed improvements) and strategies (specific actions to be taken). Table 19 shows the South Central corridors with their beginning and ending milepost and Primary Investment Category.

Table 19: Corridor Segments

Corridor Name	Corridor Number	Description (from/to)	Within TPR		Primary Investment Category
			Beg MP	End MP	
SH 10	PSC7001	I-25 (Walsenburg) to Pueblo County Line	0.000	28.580	System Quality
SH 12	PSC7002	US 160 (La Veta) to I-25 (Trinidad)	0.000	70.386	Safety
I-25 A	PSC7003	I-25 New Mexico state line to Pueblo County	0.000	68.851	Mobility
I-25 B	PSC7004	I-25 Business Route (Aguilar)	0.000	1.948	System Quality
I-25 C	PSC7005	I-25 Business Loop (Walsenburg)	0.000	3.940	Safety
SH 69	PSC7006	US 160 (Walsenburg) north to Bent County Line	0.000	42.156	System Quality
SH 109	PSC7007	US 160 to north to Bent County Line	0.000	27.526	System Quality
US 160 A	PSC7008	La Veta Pass east to UPRR (Walsenburg)	278.625	303.445	Mobility
US 160 B	PSC7009	US 160 Business Loop (Walsenburg)	305.52	306.35	Safety
US 160 C	PSC7010	I-25 (Trinidad) east to Baca County Line	344.612	431.691	System Quality
SH 239	PSC7011	US 160 (Trinidad) to Rd. E (Trinidad)	0.000	3.34	System Quality
SH 350	PSC7012	US 160 (Beshoar Jct) north to Otero County Line	0.000	37.357	System Quality
SH 389	PSC7013	CO/NM state line north to US 160	0.000	12.803	System Quality
CR 18.3	PSC7014	SH 12 at Trinidad Lake State Park east Off-system road serves Trinidad Lake State Park	Local	Local	System Quality

CORRIDOR: SH 10 (PSC7001)

Description: 1-25 (Walsenburg) to Pueblo County Line

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 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 slightly. The communities along the corridor place high value on safety and system preservation. 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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- 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

CORRIDOR: SH 12 (PSC7002)

Description: US 160 (La Veta) to I-25 (Trinidad)

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 multimodal local facility and traverses the Spanish Peaks area via the Highway of Legends Scenic Byway and the Cucharas Pass area. Current and future travel needs include passenger vehicle, bus service, bicycle, pedestrian and airport facilities. The Colorado Wyoming Railway recently abandoned and removed its tracks west of Trinidad. 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 coal bed methane 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 and energy industry 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.

Primary Investment Category: Safety

Priority: High

Goals

- Promote environmentally responsible transportation improvements
- Accommodate growth in freight transport
- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Study corridor
- Add auxiliary lanes (passing lane, turn, accel/decel) (new)
- Construct intersection improvements
- Improve geometrics (straightening)
- Realign highway in Trinidad
- Add/improve shoulders
- Provide bicycle/pedestrian facilities
- Add roadway pullouts for trucks, breakdowns and slow vehicles
- Provide and expand transit services
- Meet facility objectives for airport as identified in the Colorado Airport System Plan

CORRIDOR: I-25 A (PSC7003)

Description: I-25 New Mexico state line to Pueblo County Line

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 multimodal Interstate facility and makes north-south connections to the southern Colorado urban corridor. Current and future travel mode needs include passenger vehicle, regional/interregional bus service, passenger rail, truck freight, rail freight, and aviation. The I-25 corridor serves as the state's highest volume corridor for both 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.

Primary Investment Category: Mobility

Priority: High

Goals

- 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
- Expand transit usage

Strategies

- Construct interchange improvements
- Provide inter-modal connections
- Bridge repairs/replacement
- Improve ITS traveler info, traffic management & incident management
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Construct and maintain transit stations
- Promote rail studies
- Meet facility objectives for airport as identified in Colorado Airport System Plan
- Construct separated bike facilities

CORRIDOR: I-25 B (PSC7004)

Description: I-25 Business Route (Aguilar)

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 corridor.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Improve pedestrian and vehicle safety
- Support economic development and maintain the environment
- Provide for tourist-friendly travel

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
- Construct and maintain transit stations

CORRIDOR: I-25 C (PSC7005)

Description: I-25 Business Loop (Walsenburg)

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 multimodal 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 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 value safety and system preservation. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commercial business district in and through the corridor.

Primary Investment Category: Safety

Priority: High

Goals

- Improve pedestrian and vehicle safety
- Reduce traffic congestion and improve traffic flow
- Reduce impacts of truck traffic in downtown area
- Improve railroad crossings
- Expand transit usage

Strategies

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

CORRIDOR: SH 69 (PSC7006)

Description: US 160 (Walsenburg) north to Custer County Line

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 multimodal local facility, connects to places outside the region, and makes north-south connections within the southern foothills area. The predominant travel mode is and will be 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 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.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing system
- 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 lanes
- Add turn lanes
- Add surface treatment/overlays
- Use improved striping paint / beads
- Add/improve signage
- Provide bicycle/pedestrian facilities

CORRIDOR: SH 109 (PSC7007)

Description: US 160 to north to Bent County Line

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.

Primary Investment Category: System Quality

Priority: Low

Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Provide access to services

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
- Add/improve signage

CORRIDOR: US 160 A (PSC7008)

Description: La Veta Pass east to UPRR (Walsenburg)

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 multimodal 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.

Primary Investment Category: Mobility

Priority: Medium

Goals

- Accommodate growth in freight transport
- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Provide information to traveling public
- Expand transit usage

Strategies

- Add passing lanes
- Construct new travel lanes east of SH 12 and other congested segments
- Promote use and maintenance of Variable Message Signs
- Construct intersection improvements
- Improve ITS traveler information
- Improve hot spots
- Provide and expand transit bus and rail services
- Provide inter-modal connections
- Improve geometrics

CORRIDOR: US 160 B (PSC7009)

Description: US 160 Business Loop (Walsenburg)

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 multimodal 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 a bypass of US 160 around Walsenburg, connecting to I-25, may become necessary in order to preserve mobility on the corridor and limit impacts to the town.

Primary Investment Category: Safety

Priority: High

Goals

- Accommodate growth in freight transport
- Maintain statewide transportation interconnectivity
- Provide bicycles/pedestrian travel
- Expand transit usage
- Provide information to traveling public

Strategies

- Construct intersection/interchange improvements
- Improve hot spots
- Improve railroad crossing devices (47)
- Study and change speed limits
- Add roadway bypasses
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Synchronize/interconnect traffic signals
- Implement safety education programs
- Study corridor

CORRIDOR: US 160 C (PSC7010)

Description: I-25 (Trinidad) east to Baca County Line

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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Preserve the existing transportation system
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Provide improved truck freight linkages
- Expand transit usage

Strategies

- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Improve geometrics
- Construct intersection/interchange improvements
- Improve visibility/sight lines
- Add auxiliary lanes
- Add (improve) signage
- Provide and expand transit bus and rail services
- Promote use and maintenance of variable message signs

CORRIDOR: SH 239 (PSC7011)

Description: US 160 (Trinidad) to Rd. E (Trinidad)

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 communities depend 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 and to volumes on SH 350.

Primary Investment Category: System Quality

Priority: Low

Goals

- 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 bridges
- Consolidate and limit access and develop access management plans
- Market transit services and provide incentives

CORRIDOR: SH 350 (PSC7012)

Description: US 160 (Beshoar Jct) north to Otero County Line

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 Piñon 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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- 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 airport as identified in Colorado Airport System Plan

CORRIDOR: SH 389 (PSC7013)

Description: CO/NM state line north to US 160

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 Mexico. 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 safety and system preservation. 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.

Primary Investment Category: System Quality

Priority: Low

Goals

- 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
- Add/improve signage
- Improve railroad crossing devices
- Bridge repairs/replacement

CORRIDOR: CR 18.3 (PSC7014)

Description: SH 12 at Trinidad Lake State Park east - Off-system road serves Trinidad Lake State Park

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 shortens 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.

Primary Investment Category: System Quality

Priority: Low

Goals

- 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

VISION PLAN

For the purposes of this plan, the RPC examined all the available background data, matched unmet needs with the regional vision, values and goals, 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 prioritization.

Multimodal Plan

This multimodal transportation plan addresses roadway, transit, aviation, rail, non-motorized transportation and travel demand management strategies. Table 20 lists all corridors in the region, the total cost of needed improvements, the Primary Investment Category, the priority as assigned by the regional planning commission, and the percentage of funding from two different programs. The Regional Priority Program (RPP) percentage is divided into Region 1 and Region 2 columns. A percentage of RPP funds from each region has been assigned to the corridor. The column entitled Unprogrammed Strategic Projects % represents future funds that may be available when the current Strategic Projects Program is complete.

Where transit costs can be attributed to an individual corridor, for instance intercity bus, those cost estimates have been included with the corridor. A separate category has been added, Community Based Transit, for those transit programs that are area based and cannot be assigned to a single corridor. Likewise, aviation costs have been assigned to a specific corridor based on the proximity of each airport to the highway corridor.

Total Cost

Total costs are based on updated costs from the 2030 plan. The original (2030) cost was updated by subtracting expenditures for completed projects since the completion of the last plan in 2004, including FY 2006-2008, then factoring in the significant inflation in construction costs over the last three years. An enormous jump in costs has been identified, approximately 33%, due to increasing pavement, steel and transportation costs. This has caused a significant scale back of expectations for transportation improvements in the near term.

The total Vision Plan cost from 2008 to 2035 is estimated to be about $611 million, including some $27 million in transit costs and $62 million in aviation costs.

Table 20: 2035 Vision Plan Priorities

2035 Vision Plan Priorities								
		Total Cost			2035			
		2008 Dollars ($000)			Primary Investment			Unprogrammed Strategic
Corridor	Description	Highway	Transit	Aviation	Category	Priority	% RPP	Projects %
SH 10	I-25 (Walsenburg) to Pueblo County Line	$43,391			System Quality	Medium		
SH 12	US 160 (La Veta) to I-25 (Trinidad)	$146,633		$5,658	Safety	High	30%	
I-25 A	I-25 New Mexico state line to Pueblo County	$94,419	$13,233	$27,797	Mobility	High	50%	100%
I-25 B	I-25 Business Route (Aguilar)	$11,465			System Quality	Low		
I-25 C	I-25 Business Loop (Walsenburg)	$11,970			Safety	High	10%	
SH 69	US 160 (Walsenburg) north to Bent County Line	$28,947			System Quality	Low		
SH 109	US 160 to north to Bent County Line	$22,444			System Quality	Low		
US 160 A	La Veta Pass east to UPRR (Walsenburg)	$31,079			Mobility	Medium		
US 160 B	US 160 Business Loop (Walsenburg)	$27,319			Safety	High	10%	
US 160 C	I-25 (Trinidad) east to Baca County Line	$14,963			System Quality	Medium		
SH 239	US 160 (Trinidad) to Rd. E (Trinidad)	$3,517			System Quality	Low		
SH 350	US 160 (Beshoar Jct) north to Otero County Line	$55,361		$28,579	System Quality	Medium		
SH 389	CO/NM state line north to US 160	$19,451			System Quality	Low		
CR 18.3	SH 12 at Trinidad Lake State Park east	$11,223			System Quality	Low		
TPR	Community Based Transit		$14,010		Mobility	High	Transit	
	Subtotal	$522,182	$27,243	$62,034				
	Total	**$611,459**					100%	100%

Transit Vision Plan

This section presents the Long-Range 2035 Transit Plan for the Regional Transportation Plan. The Long-Range Transit Plan includes an analysis of unmet needs, gaps in the service areas, regional transit needs, and a funding plan.

The South Central is a challenging environment for public transportation due to the distinct rural nature of the area and scattered development. Funding and land-use development patterns are constraints to transit growth in the region. One constraint is due to transit operations being dependent on federal transit funds and the lack of dedicated local funding in the study area. A second constraint is the low residential density within the Region, combined with scattered work destinations, which limit the ability of traditional transit service to efficiently serve an increasing number of people. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles.

The existing transportation providers were presented in earlier in this document, along with the transit demand for the Region. Unmet need has several definitions. This plan introduces two different definitions of unmet need. The first unmet needs analysis is quantitative while the second unmet needs analysis is from public feedback from the public forums, human services transportation coordination meetings, and other local meetings. The LSC Team received several comments and suggestions regarding the adequacy of transit services in the local area.

The unmet needs are identified as gaps in service. These gaps include areas which are unserved, lack of connections between local service areas, corridors without service, unserved population groups, and times of day or days of the week which are not served. This plan includes strategies to eliminate many of the gaps in transit service in the Region, but funding is not available to implement most of those strategies. Many of the strategies are incorporated into the Vision Plan for the region, but are not included in the Financially Constrained Plan because of the lack of additional funding. Potential sources of additional funding include higher fares, public/private partnerships, additional local government funding, and formation of Rural Transportation Authorities.

This Plan looked at how people currently use the existing transit services, who uses the services, and what keeps others from doing so. There are many reasons why people choose their automobiles over the transit service. Many of the future transit services would operate longer hours, run more frequently, and extend service areas. That is expensive, particularly in the early years as rider ship builds. However, a fast, frequent, and reliable transit system would attract all market segments to the service. There is no sugarcoating the fact that transit services cannot come close to paying for themselves. Almost all services across the nation are subsidized from the Federal Transit Administration, State funding sources, and grants. The ability to leverage these federal funds becomes a difficult challenge as this match, in most cases, must be a locally derived cash match. While there have been increasing sources of federal operating and capital funding in recent years, the ability to raise the local match in many of Colorado's rural areas is difficult at best.

Future Transit Funding

Funding for transit services within the region will come from federal and local (public and private) sources. SAFETEA-LU is the current legislation guiding the federal transit program. Under SAFETEA-LU the Federal Transit Administration administers formula and discretionary funding programs that are applicable to the South Central Region. Senate Bill 1 resulted in state funding for transit. The following text provides a short description of other existing funding sources which are the primary source of operating and capital funds for Colorado's rural regions.

5309 Discretionary Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978 Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU this program provides capital funding assistance to any size community. The program is administered by the FTA. The funds are available to public transportation providers in the state on a competitive discretionary basis, providing up to 80 percent of capital costs. Competition for these funds is fierce, and generally requires lobbying in Washington, DC and receiving a congressional earmark.

Approximately 10 percent of the funds are set aside for rehabilitation or replacement of buses and equipment, and the construction of bus transit facilities. It should be noted that in recent years the transit agencies in Colorado have submitted requests for projects through a statewide coalition—CASTA. The LSC Team encourages the transit agencies in the South Central region to join the CASTA coalition.

5310 Elderly and Persons with Disabilities Capital Funds

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies that transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. Preliminary estimates by FTA Regional staff indicate that CDOT's apportionment for Fiscal Year 2008 is approximately $1.6 million. For the South Central region the amount of 5310 is $49,000 in 2007 and over the planning horizon a total of $1.5 million.

5311 Capital and Operating Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978 Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU this program provides funding assistance to communities with a population of less than 50,000. The Federal Transportation Administration (FTA) is charged with distributing federal funding for "purposes of mass transportation."

The program is administered by the Colorado Department of Transportation. The funds are available to public and private transportation providers in the state on a competitive, discretionary basis to support up to 80 percent of the net administrative costs and up to 50 percent of the net operating deficit. Use of this funding requires the agency to maintain certain records in compliance with federal and state requirements. A portion of the funds are apportioned directly to rural counties based upon population levels. The remaining funds are distributed by the Department of Transportation on a discretionary basis based on system performance and merit of the grant application, and are typically used for capital purposes. The

estimated funding for the South Central region is 5311 funding is for fiscal year 2008 is $222,000. The amount of 5311 funding over the planning horizon (2008-2035) is estimated at $7 million.

Additional Federal Transit Administration Funding Programs

There are additional federal funding programs for a variety of programs. The following represent myriad funding programs and a short description of each:

- 5313 State Planning and Research Programs with fifty percent being available to states to conduct their own research. The dollars for state research are allocated based on each state's respective funding allotment in other parts of the Mass Transportation Chapter of the US Code.
- 5319 Bicycle Facilities are to provide access for bicycles to mass transportation facilities or to provide shelters and parking facilities for bicycles in or around mass transportation facilities. Installation of equipment for transporting bicycles on mass transportation vehicles is a capital project under Sections 5307, 5309, and 5311. A grant under 5319 is for 90 percent of the cost of the project, with some exceptions.
- Transit Benefit Program is a provision in the Internal Revenue Code (IRC) that permits an employer to pay for an employee's cost to travel to work in other than a single-occupancy vehicle. The program is designed to improve air quality, reduce traffic congestion, and conserve energy by encouraging employees to commute by means other than single-occupancy motor vehicles.

State Funding Sources

The Colorado Legislature passed legislation that provides state funding for public transportation under House Bill 1310. House Bill 1310 requires that 10 percent of funds raised under Senate Bill 1 be set aside for transit-related purposes. Funds under this legislation are available in 2007.

2035 Transit Vision

Each provider in the South Central study area was asked to submit operational and capital projects for the next 28 years to address long-range transit needs. The plan incorporates goals and strategies to address the gaps in service and support the corridor visions throughout the region. The Vision Plan is based on unrestricted funding for the transit providers. The submitted projects include costs to maintain the existing system and also projects that would enhance the current transit services. All of the projects are eligible for transit funding. For more information on the projects, the Local Transit Plan and Human Services Transportation Plan provide the details on this long-range plan.

The transit projects for the region for the next 28 years have an estimated cost of approximately $27.2 million dollars as presented in Table 21. This total includes operational and capital costs.

Table 21: Transit Vision Plan

Transit Vision Plan	
Operating Costs	Total ($000)
Existing Operational Costs	$ 9,651
New Service / Expand Service	$ 6,892
Subtotal	$ 16,543
Capital Costs	
New / Replace Vehicles	$ 2,015
Facilities/Equipment	$ 8,685
Subtotal	$ 10,700
Grand Total	**$ 27,243**

Source: LSC & CDOT 2007

Aviation Vision 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 (see attached sample). 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.

The State of Colorado is served by a system of 75 public-use airports. These 75 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 2035 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 2035 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 2035. 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 were not able to 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 22: Aviation Vision Plan

Airport	Total ($000)
Cuchara Valley (La Veta)	$5,658
Spanish Peaks (Walsenburg)	$27,797
Perry Stokes (Trinidad)	$28,579
Total	**$62,034**

Source: CDOT Aeronautics Division, 2007

FISCALLY CONSTRAINED PLAN

Current estimates of funding availability (2035 Resource Allocation) anticipate that CDOT will not achieve a single performance goal after 2010. Colorado's transportation investments are at risk of serious deterioration from a combination of issues have come together requiring that the state identify new ways to fund transportation needs. Revenues are sluggish at both federal and state levels and not able to keep up with dramatic construction cost increases. The future of federal transportation funding is even uncertain. In addition, growth in the use of the system has outpaced growth in system capacity. A combination of strategies will be required to address the shortfall, including optimizing system expenditures and seeking additional revenue options.

Resource Allocation

CDOT allocates funds to various programs, including Strategic Projects, System Quality (Preservation of the Existing System), Mobility, Safety, and Program Delivery as well as other Earmarks, Statewide Programs, and the Regional Priority Program (RPP). These program funds are allocated to CDOT Engineering Region. The Region may contain multiple TPRs; or two Regions may overlap a TPR, making for a rather complicated scenario of available resources. Each Region then expends these funds based on need. The Fiscally Constrained Plan focuses on the RPP designed specifically to engage local partners in the decision-making process for priorities among major projects. It is important to note that the size of other programs far exceeds the RPP. CDOT continues to develop a wide range transportation improvements throughout the state, and throughout the TPR, in addition to the RPP.

The South Central TPR is in Region 2. Note that the Region is responsible for a total of 13 counties. Total program funds are responsible for everything from major projects of statewide significance (Strategic Projects) to resurfacing to maintenance to bridge repair and bicycle/pedestrian programs, as well as major capacity projects.

Table 23: Fiscal Year 2008 - 2035 CDOT Planning Control Totals

Program	Region 2 ($000)
Strategic Projects	$1,356,400
System Quality	$1,254,300
Mobility	$533,100
Safety	$344,000
Program Delivery	$160,100
Regional Priority Program	$109,800
Earmarks FY2008 & FY2009	$12,000
Total	**3,769,600**

Source: CDOT December 14, 2006

Strategic Projects Program

The Strategic Projects Program (SPP) allocates Colorado General Funds to a set of specific projects around the State. The program began in 1997 with 28 high profile major corridor improvements commonly known as the "7th Pot" and is funded through an annual allocation through Senate Bill 97-1. The elements that qualify a project for high priority status are based on the project's regional or statewide significance, cost and return on investment of the project in

addressing on-going needs of safety, system quality and mobility. These projects are large in scope and consist of multiple phases to complete.

All projects in the current program are projected to be complete by 2017. If funding is available in this program after 2017, the TPR recommends application of future SPP funds to the I-25 corridor.

Regional Priority Program Funding

This plan deals primarily with funds from CDOT's Regional Priority Program (RPP) as allocated to each of six CDOT Regions. The allocation to CDOT Region 2 was $60.4 million for the period 2008-2035 for distribution among the region's three TPRs and one MPO. The TPR will be allocated about $12.6 million in RPP funds for the period 2008-2035. The TPR's vision plan for the region identifies about $611 million worth of desired highway, transit and aviation projects, which significantly exceeds the level of available funding. Being aware of the substantial funding shortfall, if additional funds are to be made available in the future, it may be possible to draw from the high priority corridor list from the vision plan without completing a full, and time consuming, plan update.

The Regional Planning Commission met on April 4, 2007 to review options and priorities for RPP funding. The specific dollar amounts for each corridor are provided in the table below.

Multimodal Constrained Plan

The multimodal fiscally constrained plan allocates funds reasonably expected to be available the priorities established in the Vision Plan. A total of $12.6 million from CDOT Region 2 is anticipated to be available during the planning period for the RPP program. Other funds for Safety, Traffic Operations, Bridge replacement, Resurfacing and other programs are also expected to be available, but are allocated by CDOT based on performance, infrastructure life expectancy and other factors. The 2035 Constrained Plan total is $49.8 million.

Table 24: Constrained Plan

Corridor	Description	Primary Investment Category	Region RPP %	SP %	2035 Constrained Total ($000)			
					Highway	Transit	Aviation	Total
SH 12	US 160 (La Veta) to I-25 (Trinidad)	Safety	30%	-	$3,787			$3,787
I-25 A	I-25 New Mexico State Line to Pueblo County	Mobility	50%	100%	$6,311			$6,311
I-25 C	I-25 Business Loop (Walsenburg)	Safety	10%	-	$1,262			$1,262
US 160 B	US 160 Business Loop (Walsenburg)	Safety	10%	-	$1,262			$1,262
TPR	Community Based Transit	Mobility	Transit	-		$13,647		$13,647
TPR	Three airports	System Quality	Aviation				$23,500	$23,500
				Total	**$12,622**	**$13,647**	**$23,500**	**$49,769**

Transit Constrained Plan

The Long-Range Fiscally Constrained Plan is presented in Table 25. The Fiscally Constrained Plan presents the long-range transit projected funding for FTA and CDOT programs. This is anticipated funding which may be used to support services. It should be noted that this total constrained amount is only an estimate of funding. As funds are appropriated in future Federal Transportation Bills, these amounts will likely fluctuate. Capital requests are anticipated for future vehicle requests for the 5310 and 5311 providers over the course of the 2035 Planning Horizon. Additionally, the local funding amounts have been held constant. The constrained operating plan has an estimated cost of approximately $13.6 million, with a capital cost of approximately $2.06 million. Total constrained FTA funding is approximately $9.2 million. The remainder of funding will need to be generated from local funding. This amount is estimated at $4.4 million.

Table 25: Transit Constrained Plan

Transit Constrained Plan ($000)	
Operating Costs	
Existing Operational Costs	$9,651
New Services	$ -
Expand Service	$1,935
Regional Service	$ -
Subtotal	$11,586
Capital Costs	
Replacement Vehicles	$2,061
New Vehicles	$ -
Facilities/Equipment	$ -
Subtotal	$2,061
Grand Total	**$13,647**
Funding Sources	
Other Local Funding	$-
Local Match Funding	$4,407
FTA and State Grants	$9,240
Total Funding	**$13,647**

Source: LSC & CDOT 2007

Aviation Constrained Plan

The constrained costs were developed for the airports in Colorado using very general assumptions and forecasts. Airports that receive entitlement money fell under the assumption that they will continue to receive entitlements through 2035 at the current level. In addition to the entitlements, forecasts were used to determine how much discretionary money an airport would receive. The discretionary money is all FAA dollars other than entitlement and any money the state might grant. The forecasts were derived from any projects in their 6 year CIP, any major projects anticipated outside the 6 year CIP, as well as looking at historic funding levels at that airport to help predict the possible level of funding over the next 28 years. Any contributions to the airport from the local communities were not included in these constrained costs. By no means do these constrained costs guarantee that each airport will receive this amount through 2035.

Table 26: Aviation Constrained Plan

Airport	Total ($000)
Cuchara Valley (La Veta)	$500
Spanish Peaks (Walsenburg)	$11,500
Perry Stokes (Trinidad)	$11,500
Total	**$23,500**

Source: CDOT Aeronautics, 2007

MIDTERM IMPLEMENTATION STRATEGY

The final step in the prioritization process was to identify a Midterm Implementation Strategy for the TPR. This step is an outcome of the 2030 Plan Debriefing Session at which many participants expressed the need for an intermediate strategy that is something less than the full long range outlook. In short, "Where should we focus our efforts?" The purpose of the Midterm Implementation Strategy is to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next 10 years, knowing there are limited funds and increasing costs.

The Mid-Term Implementation Strategy has two parts. In general, the TPR felt that the funding *status quo* will not be sufficient to adequately address transportation needs in either the short or long term. The Strategies to Increase Transportation Revenue address the need to either increase existing revenue streams or seek additional funding mechanisms.

The second part of the Mid-Term Implementation Strategy, Implementation Strategy Corridors, directs currently available, and limited, funds toward a set of improvements determined through this planning process to be most critical. The South Central TPR has selected 2 high priority corridors: I-25 (including the Business Loop in Walsenburg and SH 12. The TPR's Midterm Implementation Strategy consists of select strategies from the respective corridor visions. These strategies should be the focus of transportation investments over the midterm or the next ten years.

These offer the most benefits to moving people, goods and services throughout the region and should form the basis for project selection and programming. Funds should be utilized from appropriate CDOT programs including Regional Priority, System Quality and Safety Programs as available.

While investments should also continue to be made on other corridors in the TPR, this group of highest priorities will help insure the interregional connectivity that is crucial to maintain regional and statewide economies and access to mobility.

The strategies selected for each corridor have been chosen from those listed with the corridor vision. These offer the most benefits to moving people, goods and services throughout the region and should form the basis for project selection and programming. Funds should be made available from appropriate CDOT programs including Regional Priority Program, System Quality and Safety as available to support these improvements.

Strategies to Increase Transportation Revenue

The Regional Planning Commission (RPC) recognizes that CDOT investment in capital improvements using existing resources must necessarily be minimal over the midterm due to accelerating costs and declining revenues. To help offset costs, the RPC adopts the following Midterm Implementation Strategy Policies:

- The RPC supports state initiatives to increase state and federal funding for transportation, including adjustments to fuel taxes.
- The RPC supports state initiatives to modify provisions of the Energy Impact Fund, the state Severance Tax, and/or the federal Mineral Leasing Act to increase revenues available for transportation improvements for facilities affected by energy development. Any modifications should require that additional revenues are dedicated to transportation improvements in the areas affected by the energy development.
- The RPC encourages local governments and state and federal land management agencies to develop local comprehensive plans that minimize the effects of growth and development on state operated transportation infrastructure.
- Access Management Plans should be completed for corridors or portions of corridors where traffic from residential or commercial development is anticipated that may degrade existing level of service. CDOT is encouraged to participate in an advisory role with local governments to develop plans that are mutually beneficial.
- The RPC supports local initiatives to create Special Improvement Districts and Rural Transportation Authorities to contribute local funds to transportation projects on state facilities. Projects supported by such initiatives shall receive priority treatment in the planning and programming process.

Implementation Strategy Corridors

I-25 A – New Mexico State Line to Pueblo County Line

What local issues are creating a transportation improvement need?

I-25 is the primary north south corridor in the state. The segment in the South Central TPR acts as the gateway to Colorado from New Mexico, and provides the first introduction to the state for many tourists and other travelers. The high volume of trucks testifies to its importance to the statewide economy. Interregional and interstate connectivity is the key factor.

What transportation problems are created by these issues?

Heavy traffic volumes, passenger vehicles and trucks of all sizes, create a steady stream of traffic on the highway. The heavy traffic has contributed to a declining quality of the infrastructure, and unsafe interchanges.

Modal options in the corridor are limited. While the SCCOG and associated agencies provide quality transportation to those most in need, service should be expanded. Intercity options are also very limited. Aging, low income, and people without access to private vehicles are often left without travel options for services, entertainment, and jobs, either in town or intercity.

What strategies should receive priority in the midterm?

A full range of intermodal mobility solutions are critical to maintaining acceptable level of service in the corridor, including:

- Complete the reconstruction of I-25 in Trinidad as soon as possible
- Provide inter-modal connections – opportunities for a significant intermodal center exist in downtown Trinidad that service Amtrak, local and intercity bus, several highways, and the regional trail system.
- Provide and expand transit bus services – Local service should be expanded to serve more of the general public as well as intercity options to connect the region to other Front Range cities. The opportunity to develop a Front Range passenger rail system should be explored and supported.
- Improve ITS traveler info, traffic management & incident management – Advanced ITS systems should be employed to notify travelers of weather and other incidents, as well as other information such directions to other facilities, travel times and distances.

SH 12 – US 160 (La Veta) to I-25 (Trinidad)

What local issues are creating a transportation improvement need?

Large scale energy development is occurring on the corridor and in surrounding areas served by the county road system. A series of small towns and residential developments are continuing to grow west of Trinidad. Commercial development and mining activities also continue to be established in the corridor. Long-established recreational uses also travel the corridor to access public lands. All of these uses are funneled into the geographically constricted highway corridor.

What transportation problems are created by these issues?

Congestion – While the corridor does not exceed the 85% congestion level, periodic congestion does occur, especially at commute time and as a result of energy related truck traffic, often from oversize rigs on the narrow roadway. Opportunities for passing are limited.

Safety – The corridor exceeds the statewide average for fatal crashes. Unsafe conditions result from both roadway alignment and geometric design, primarily limited sight distance at curves and narrow cross-section with minimal shoulders in places. Limited opportunities for passing slow moving vehicles are available. This is a major school bus route with limited safe pedestrian and bicycle amenities.

Roadway deterioration – The high volume of large trucks, mostly related to energy development, has accelerated surface condition deterioration.

System connectivity – The circuitous route through Trinidad makes a difficult connection through residential and commercial streets before junction with I-25.

Lack of modal choices – the lack of adequate public transportation serving residents and workers along the corridor contribute to congestion, safety, noise, and quality of life issues.

What strategies should receive priority in the midterm?

- Complete a Corridor Optimization Study to determine the range of issues to be addressed
- Improve geometrics (straightening, shoulders, auxiliary lanes)
- Intersection improvements at heavy volume uncontrolled intersections
- Provide and expand transit service (See Local Transit Plan in Appendix C for more information)

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. CDOT is committed to completing the reconstruction of I-25 in Trinidad, including the viaduct and interchanges, as soon as possible. In addition, the SH 12 corridor will see some improvements to geometric alignments and safety.

Outside of these areas, the TPR will expect to see little additional major construction work in the near term due to equally important needs elsewhere, unless additional funds are forthcoming. While CDOT 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.

As a result, the condition of the overall system will continue to deteriorate over time. While minor operational improvements will be made region wide, many locations will remain in current status. For instance, other highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists as well as leaving some safety concerns unaddressed.

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.

Overall, the Midterm Implementation Strategies will direct funding at the most critical areas so as to provide the best possible system, within funding constraints.