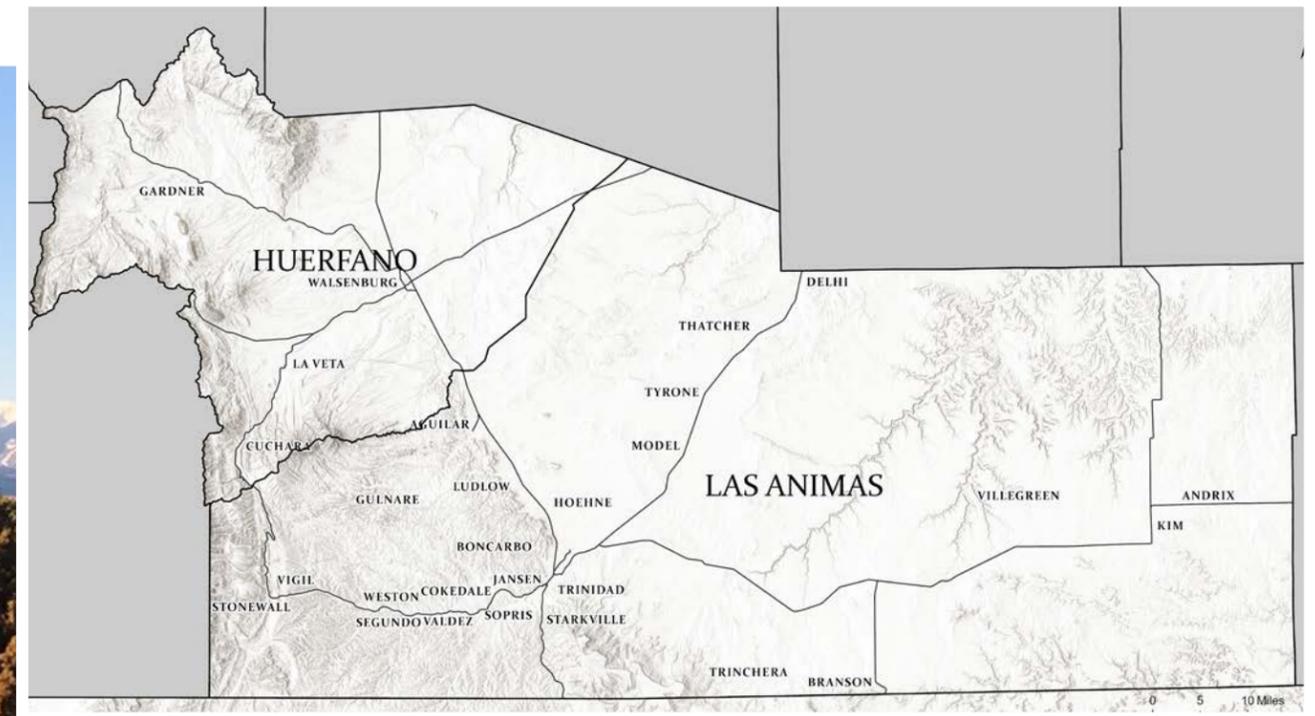




# SOUTH CENTRAL Coordinated Public Transit & Human Services Transportation Plan

**Adopted September 2020**

Huerfano County  
Photo Credit: Planning for Wildfire



## South Central Coordinated Public Transit & Human Services Transportation Plan

The South Central (SC) Transportation Planning Region (TPR) includes Huerfano and Las Animas Counties. The largest cities and towns in the Region include Aguilar, La Veta, Trinidad, and Walsenburg. Public transit and human services transportation play an integral role in the Region's multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and social/recreation activities in the Region while also providing connectivity to goods and services in nearby major activity centers.

Every four to five years, Colorado Department of Transportation (CDOT), in coordination with regional

planning partners, updates regional transit plans in all rural regions of the state. This Plan serves as the Coordinated Public Transit and Human Services Transportation Plan for the SC TPR and establishes a framework for creating an integrated statewide transit system that meets the mobility needs of Coloradans. CDOT's Division of Transit and Rail (DTR), in coordination with the SC TPR members and transit agencies, took input from the general public to develop this Plan in accordance with all CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this Plan to prioritize transit investments and work towards the long-term implementation of the Region's unique transit vision and goals.

### SC Transit Vision

To provide safe, reliable, cost effective, and accessible transportation to all residents of Huerfano and Las Animas Counties, with special attention to individuals who cannot access or afford other transportation alternatives.

### SC Transit Goals

1. Attract new passengers while continuing to serve existing passengers.
2. Continue to enhance the sustainability of the transit system
3. Provide efficient, effective, safe, and reliable services.
4. Promote the services provided by South Central Council of Governments Public Transit

# Regional Snapshot

Transportation - whether walking, biking, taking transit, vanpooling, carpooling, or driving a car - is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.

When considering the SC TPR's mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities include:

- Older adults (65+)
- People with disabilities
- Communities of color
- Low-income residents
- People with limited English proficiency
- Households without a car

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

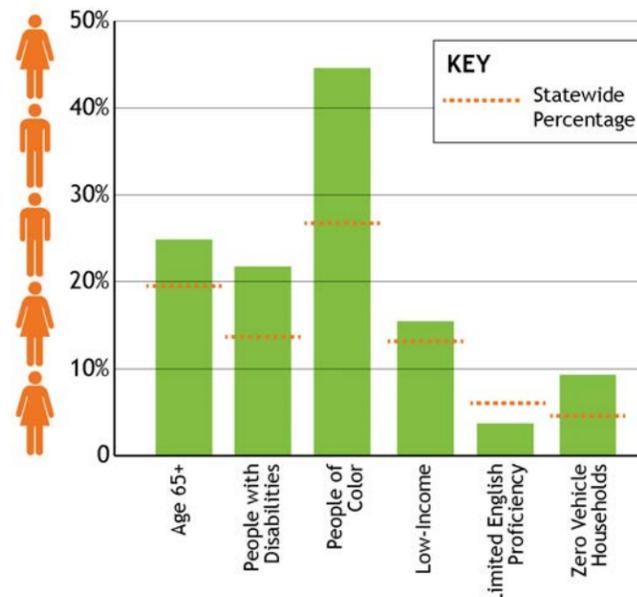
Colorado's statewide transit planning efforts consider the needs of all people - not only from an equality perspective, but also through the lens of equity. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.



**When everyone is treated the same**

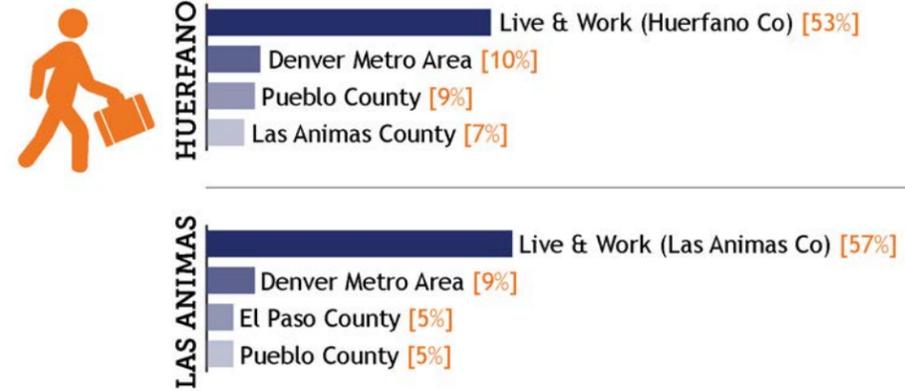
**When everyone is given what they need to be successful**

## SC TPR Historically Underrepresented Populations



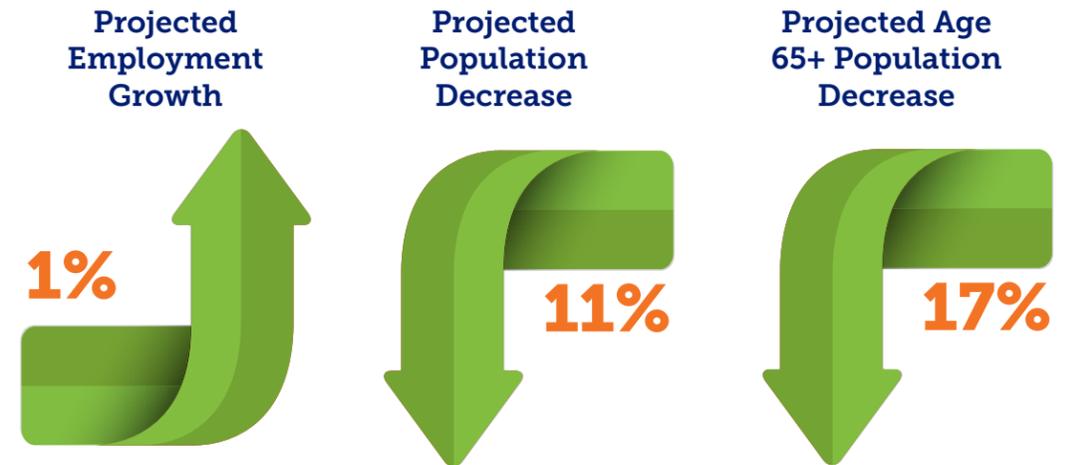
Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates

## Where People Travel to Work (by County)



Source: US Census Bureau Longitudinal-Employer Household Dynamics, 2015

## Population & Employment Projections through 2045



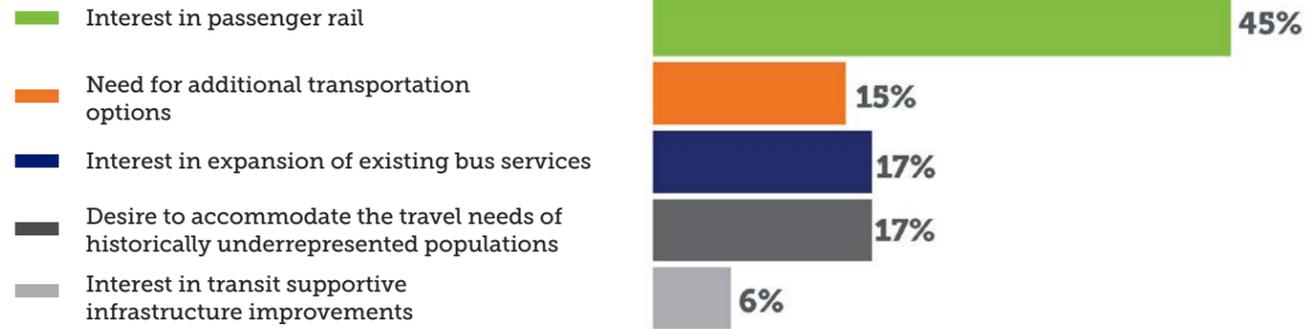
## Identified Transit Needs



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates; Includes Older Adults, People with Disabilities, People of Color, Low-income Residents, People with Limited English Proficiency, and Zero Vehicle Households

# What We Heard

CDOT conducted a comprehensive stakeholder and public engagement effort to gather input from elected officials, stakeholders, and community members about transportation needs - including transit and human services transportation - in the SC TPR through one-on-one meetings, online surveys, participation in community events, and small group meetings. The highest priority transit trends and issues that emerged from this outreach included:



Source: 2019 Your Transportation Plan Public Input



South Central Pop-up and Senior Lunch  
Photo Credit: CDOT

# Ranking of Potential Travel Option Improvements

Your *Transportation Plan* online survey respondents were asked to identify how much they value five potential multimodal transportation strategies that could help improve travel options in the SC TPR.

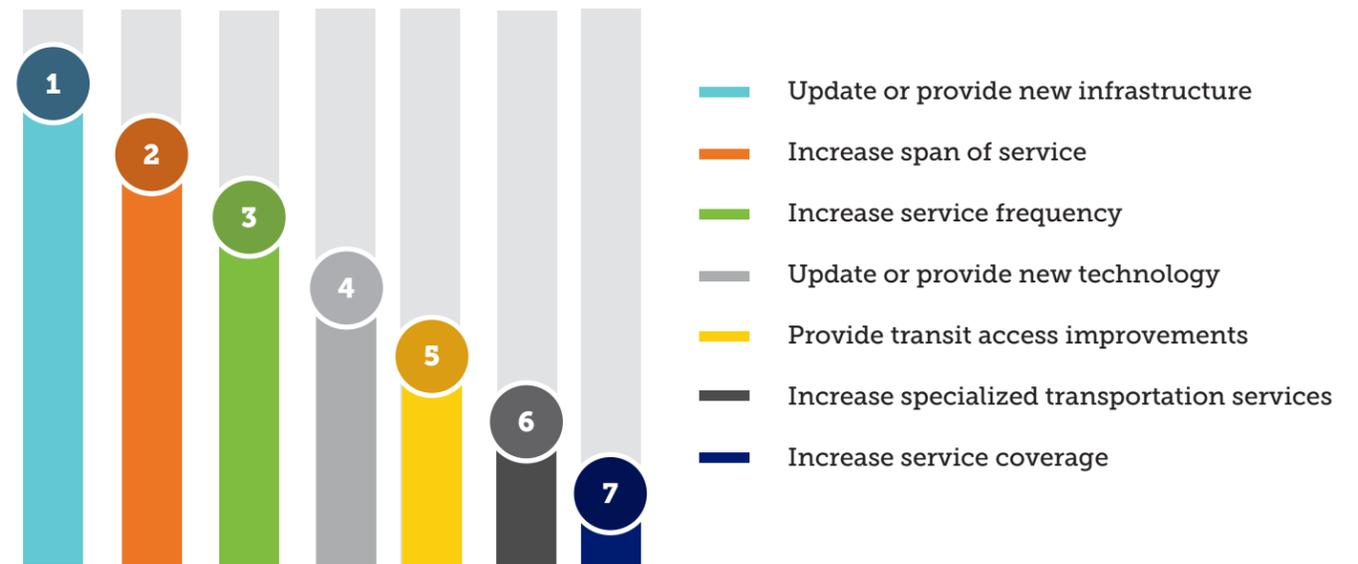
Preferred Travel Option Improvement Strategies:



Source: 2019 Your Transportation Plan MetroQuest Online Survey

# Transit Provider Desired Transit Improvements

In fall 2019, a survey was distributed to transit and human services agencies in the SC TPR. One of the survey questions asked providers what improvements are most needed in the Region. As shown below, SC TPR providers indicated that updating or providing new infrastructure and increasing span of service are the most desired improvements.

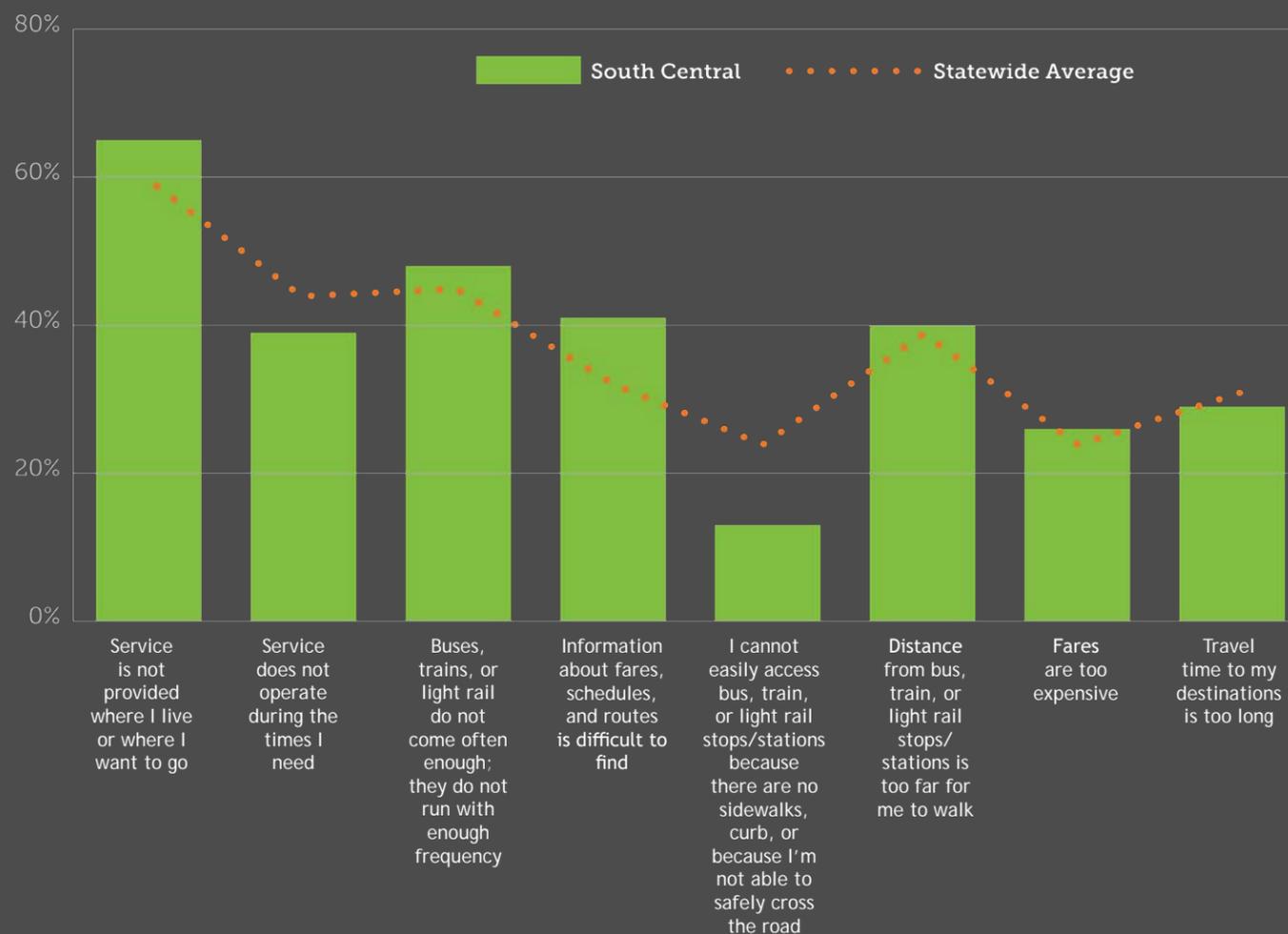


Source: 2019 Statewide Transit Plan Provider Survey

## 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

In 2014, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. The survey was conducted again in 2019 to begin to understand changes and trends of these populations over time. Since 2014, the data indicate a significant decrease in need for shopping/pharmacy trips and religious services. Overall, the number of people that have trouble finding transportation for trips they want to make has remained unchanged since 2014. The findings from the 2019 survey relevant to the SC TPR are found below.

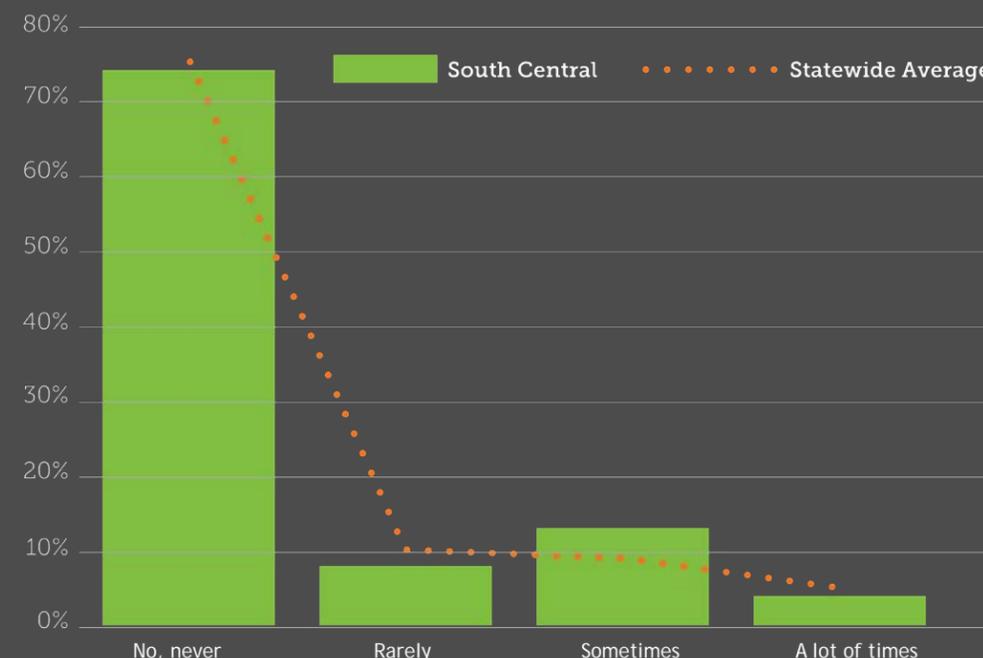
### Barriers to Using Public Transportation Services



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The most common barrier identified in the SC TPR related to public transportation was coverage of existing services. Other common barriers included inadequate frequency of service, difficulty finding transportation information, and distance to stops/stations. In the SC TPR the proportion of people who said information regarding fares, schedules, and routes is difficult to find was almost 10 percent higher than the statewide average.

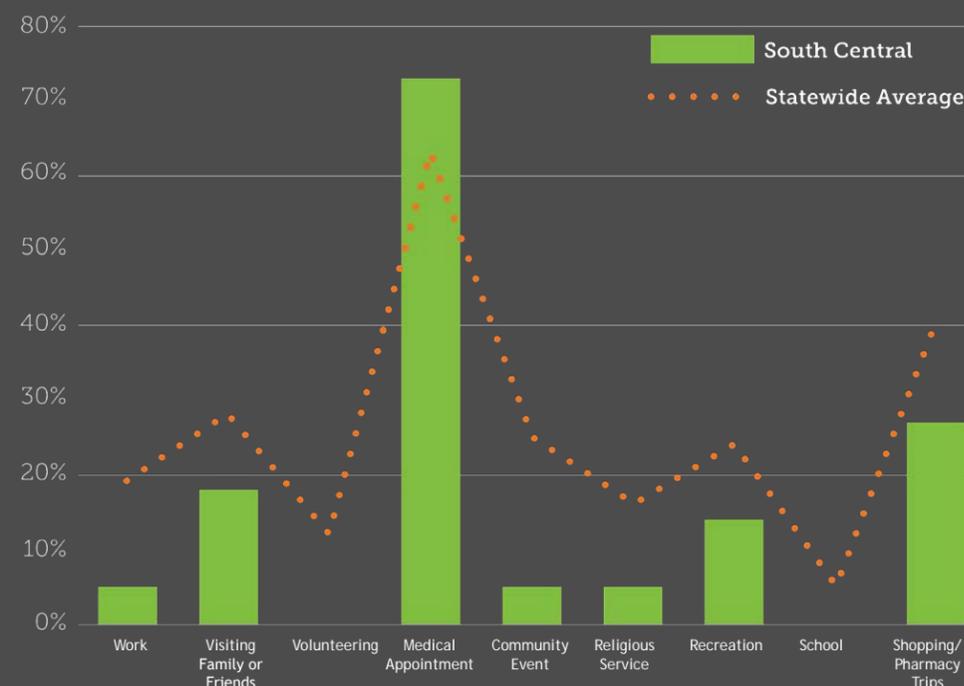
### Do you ever have trouble finding transportation for trips you want or need to make?



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The survey results for people in the SC TPR align with statewide averages. The majority of people - 74 percent - said they never have trouble finding transportation for trips they want or need to make.

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



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

Finding transportation for medical appointments and shopping/pharmacy trips is the most difficult for people in the SC TPR. These results align with statewide findings. Medical appointments were ranked slightly higher - 10 percent - than the statewide average. However, shopping and pharmacy trips were ranked 14 percent lower than the rest of the state.

# Existing Providers & Coordination Activities

All transit service provider information and associated data for the SC TPR was collected from the 2019 Statewide Transit Plan Provider Survey, National Transit Database, previous plans, CDOT's Division of Transit and Rail, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

## Interregional Public Transit

### Bustang Outrider

Bustang, CDOT's interregional express bus service, is funded by CDOT and operated by a local provider. In January of 2020, the Colorado Transportation Commission approved funding for buses and operations for four new Bustang Outrider routes across Colorado. One of these routes will provide service from Trinidad to Pueblo. This route will connect the SC TPR to the Pueblo Area. Buses are planned to be purchased in 2020 and service is expected to begin in 2021.

### South Central Council of Governments (SCCOG) Transit

SCCOG Transit primarily operates in the SC TPR. In addition to its regional services within the SC TPR, SCCOG Transit operates an interregional route from Trinidad to Pueblo on Tuesdays, Wednesdays, and Thursdays with stops in Aguilar and Walsenburg, and has intermittent stops in Colorado City. SCCOG Transit also operates a route from Trinidad to Raton, New Mexico, which is home to the nearest Veterans Affairs clinic, on an as needed basis.

*Interregional Connection: Pueblo Area*

## Intercity Transit

Intercity transit refers to transit that is available to the general public and connects to the national transit network. There are a number of intercity transit providers that operate within and through the SC TPR, including Amtrak, Greyhound, and Los Paisanos Autobuses.

### Amtrak

Amtrak operates the once-daily Southwest Chief between Chicago, Illinois and Los Angeles, California through the South Central TPR. The train serves three stops in Colorado.

*South Central TPR stop: Trinidad*

### Greyhound

Greyhound operates two round trips per day that serve the SC TPR along two different routes. This includes the El Paso, Texas to Denver express route that makes a stop in Trinidad, and the Dallas, Texas to Denver route that makes a stop in Trinidad and Walsenburg.

*South Central TPR stops: Trinidad and Walsenburg*

### Los Paisanos Autobuses, Inc.

Los Paisanos Autobuses operates a route from Greeley to El Paso, Texas. This route has eight stops in Colorado. There are three daily northbound trips to Denver and five daily southbound trips to El Paso.

*South Central TPR Stops: Trinidad, Walsenburg*

## Interregional, Regional, & Local Transit Providers

The South Central Council of Governments Transit (SCCOG Transit) provides deviated fixed-route and demand response service in the SC TPR.

Provider	Service Area	Types of Service	Span of Service	Fares	2018 Annual Ridership	2018 Ops & Admin Budget	2018 Vehicle Revenue Miles	2018 Vehicle Revenue Hours
South Central Council of Governments Transit (SCCOG Transit)	South Central Interregional service to Pueblo Area and Raton, NM	 	M-F (7:00AM-5:00PM)	\$2-\$9/trip, age 60+ by donation	29,674	\$670,740	179,117	9,689

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

Source: 2018 National Transit Database and 2019 CDOT Statewide Transit Plan Provider Survey

## Legend



Demand Response



Deviated Fixed-Route Bus



Amtrak  
Photo Credit: Nate Vander Broek



SCCOG Transit  
Photo Credit: Nate Vander Broek

### Transit Service Types

**Fixed-route:** Transit service that operates on a defined route and schedule.

**Deviated Fixed-Route:** Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.

**Demand Response:** Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).

**Vanpools:** Service that is organized in advance by a group of people who travel to and from similar locations at the same time.

### Transit Service Categories

**Intercity Transit:** Open to the general public and connects to the national transit network.

**Interregional Public:** Open to the general public and connects one region/TPR of the state to another region/TPR.

**Regional Transit Service:** Open to the general public and connects communities and counties within a region/TPR.

**Local Transit:** Open to the general public and operates primarily within a city, town, or community.

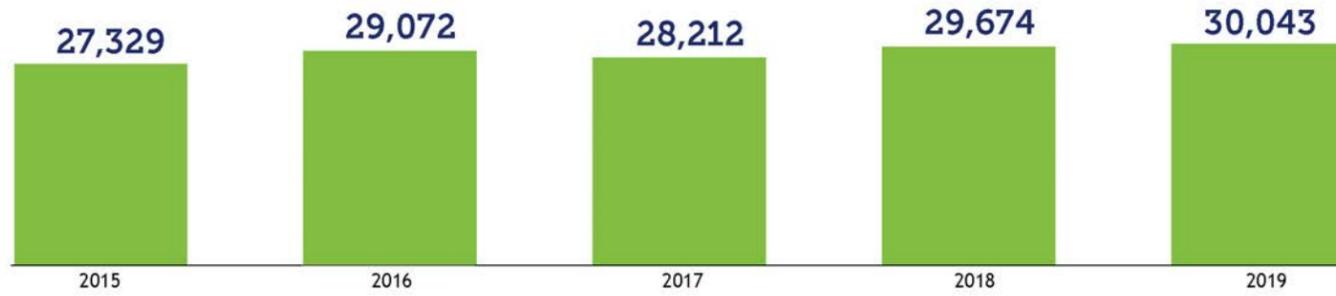
**Human Services Transportation:** Service provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, and veterans.

**Private For-Profit Transportation:** Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

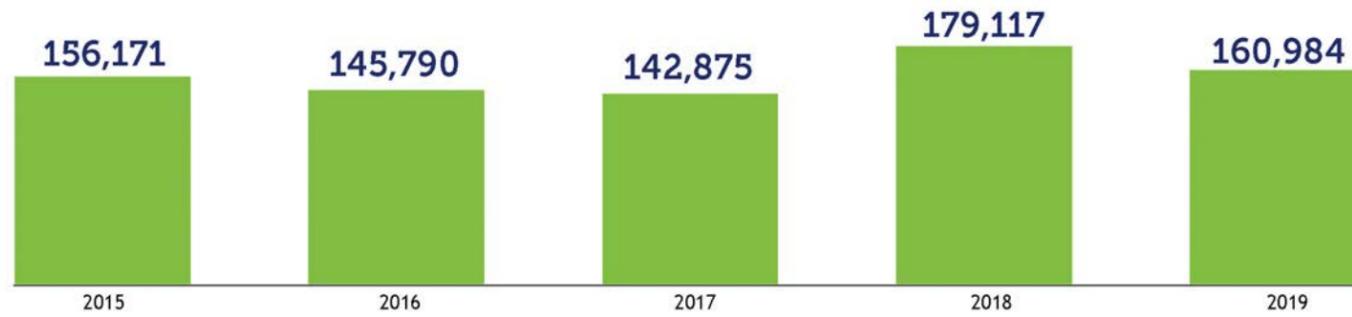
## 5-Year Historic Operating Data

SCCOG five-year historic trends for key transit operating metrics indicate that ridership has largely stayed consistent over the reporting period with slight variations in revenue miles and revenue hours.

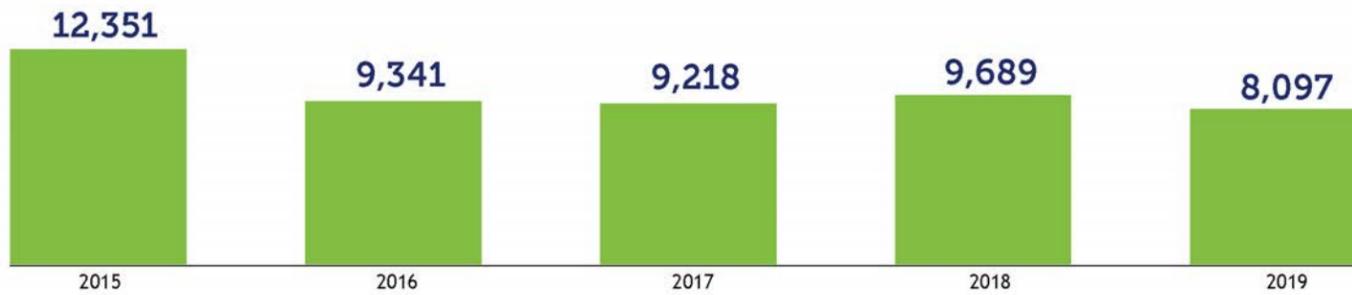
### Total TPR Annual Ridership



### Total TPR Vehicle Revenue Miles

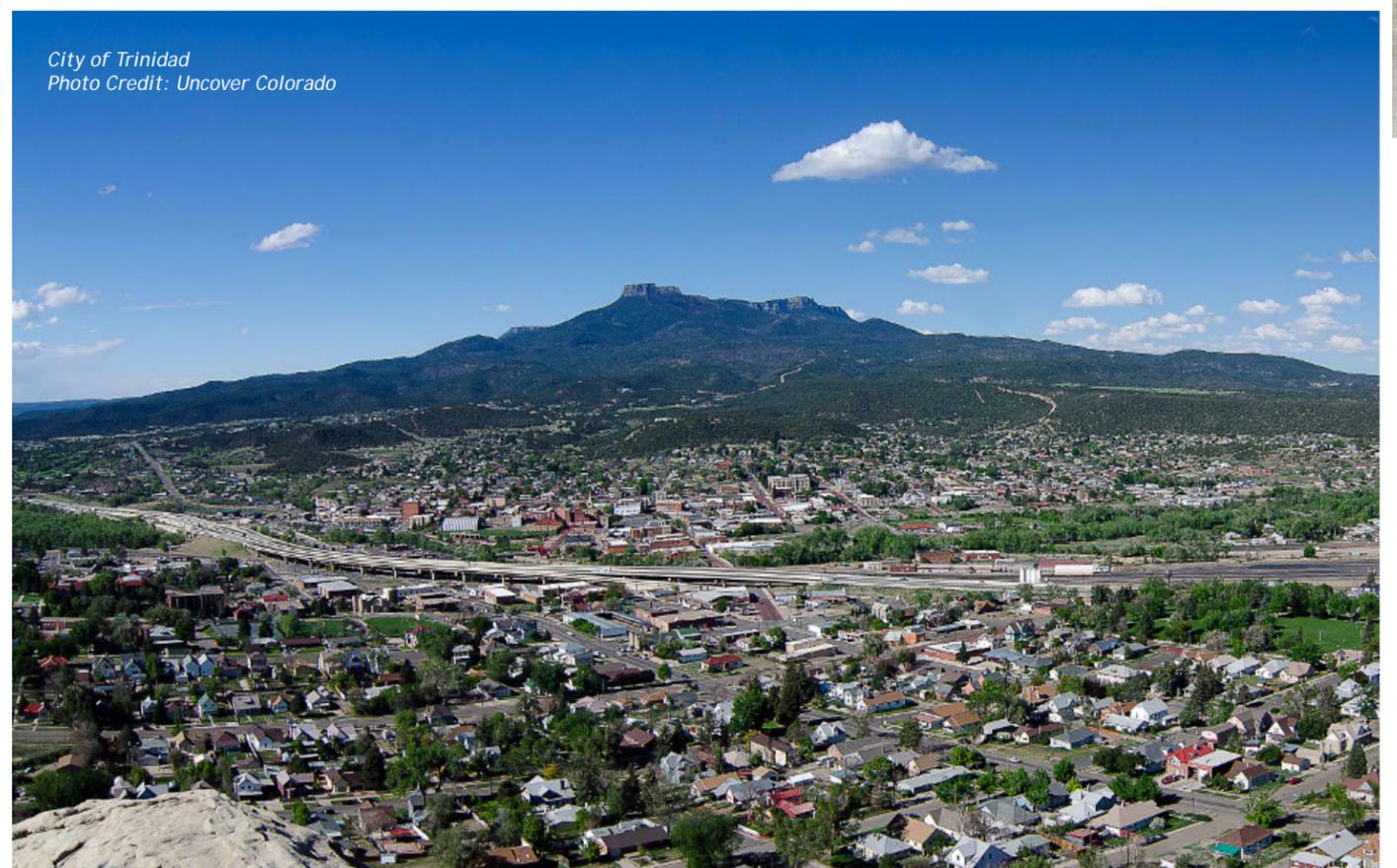
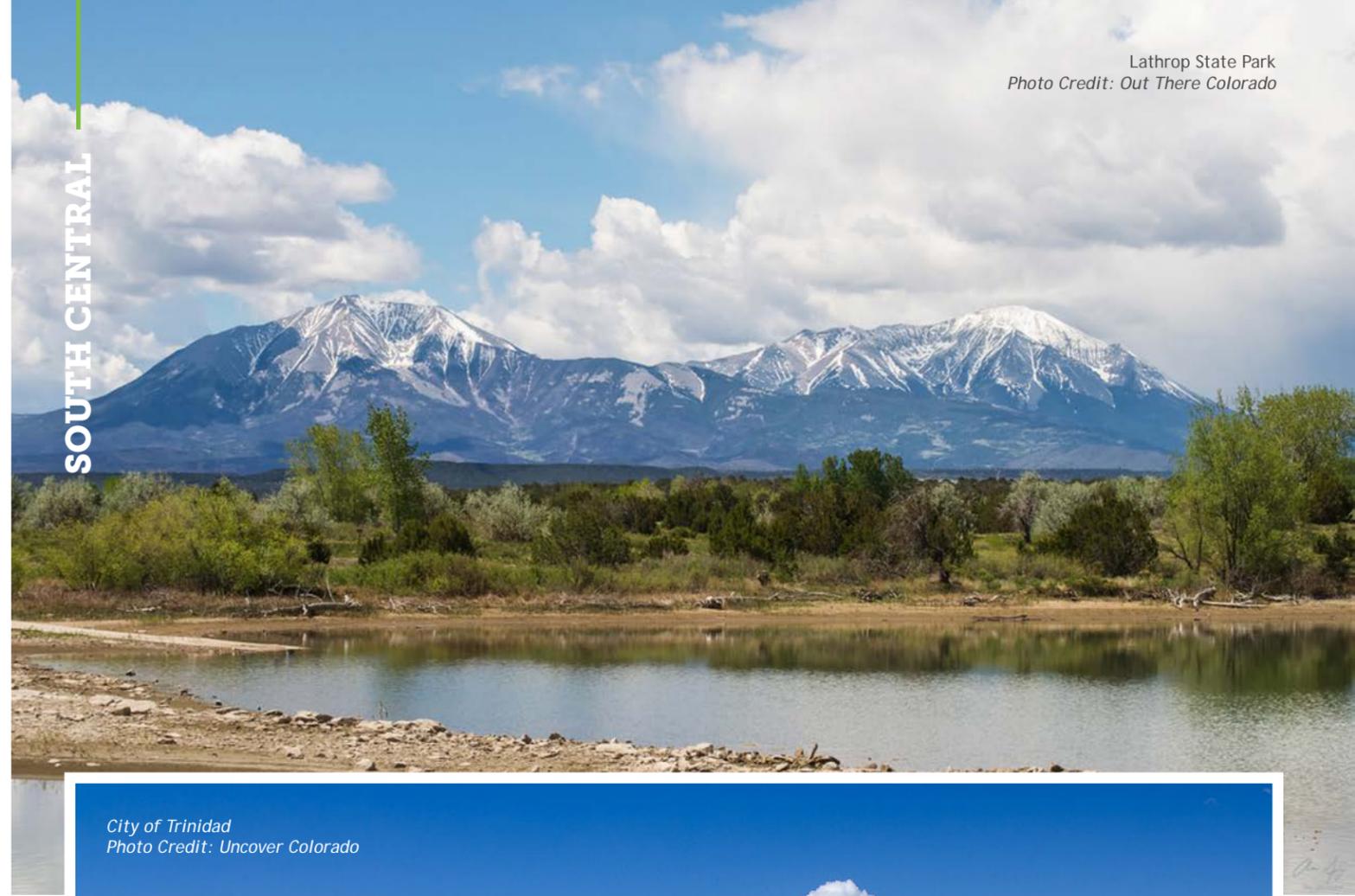


### Total TPR Vehicle Revenue Hours



■ Demand Response

Source: 2014 -2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey



# Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency's service operations. SC TPR cost/trip, cost/revenue hour, and cost/revenue mile are shown below.

## KEY PERFORMANCE DATA

*Demand Response Services*

Cost per Trip \$22.60

Cost per Revenue Hour \$69.23

Cost per Revenue Mile \$3.74

Huerfano/Las Animas Council of Governments (SCCOG)

## ANNUAL RIDERSHIP



Huerfano/Las Animas Council of Governments (SCCOG)

*Demand Response Services*

## ANNUAL OPERATING COSTS

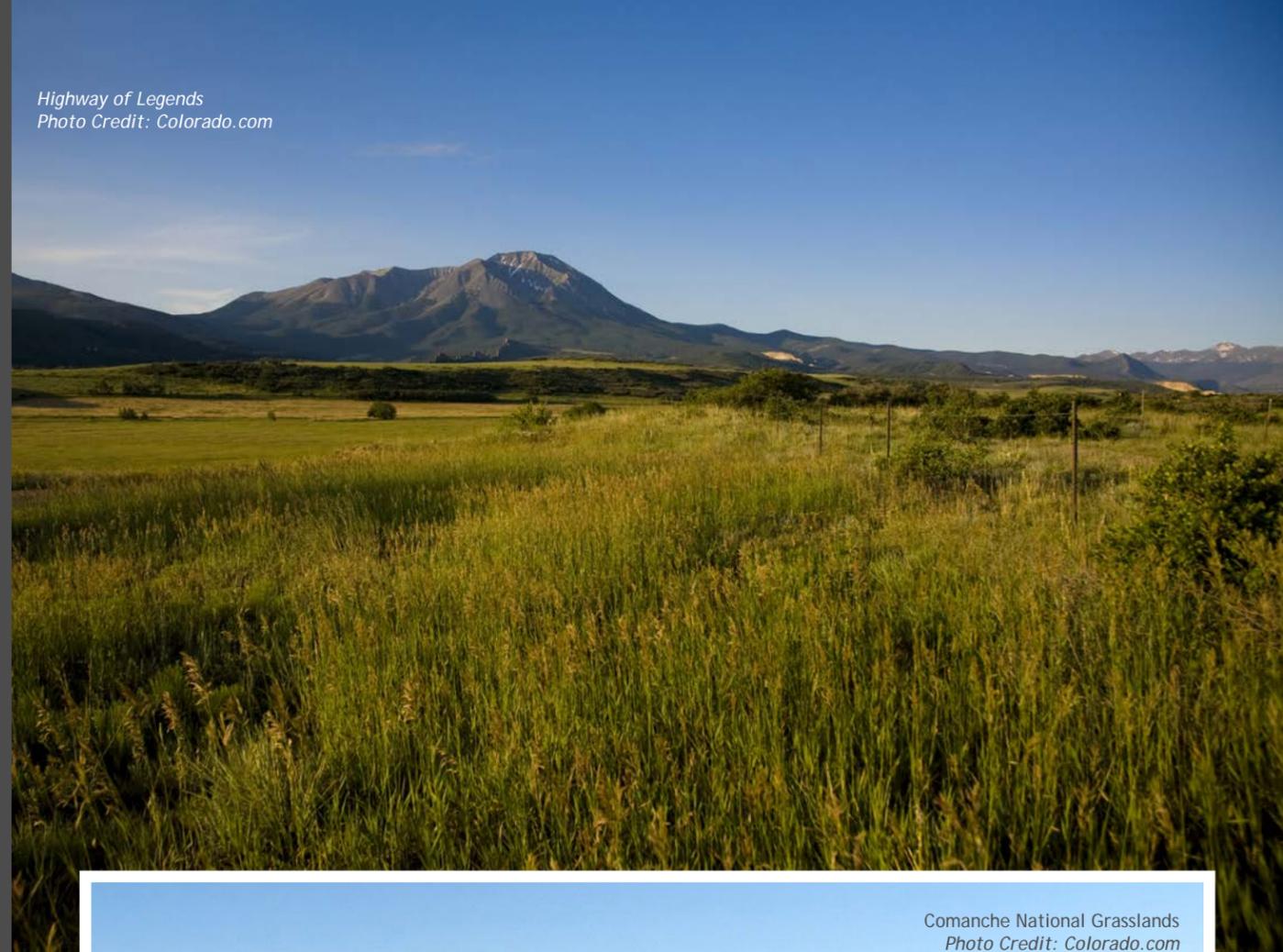


Huerfano/Las Animas Council of Governments (SCCOG)

*Demand Response Services*

Source: 2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

Highway of Legends  
Photo Credit: Colorado.com



Comanche National Grasslands  
Photo Credit: Colorado.com



## Human Services Transportation Providers

Southern Colorado Developmental Disabilities Services provides human services transportation in the SC TPR. The table below shows service area, days of service, passenger eligibility, and types of service information for Southern Colorado Developmental Disabilities Services.

Provider	Service Area	Days of Service	Passenger Eligibility	Types of Service	Approximate Passenger Trips/Year
Southern Colorado Developmental Disabilities Services	Regional: South Central TPR	Based on available resources and client needs	Adults and children with developmental disabilities		Not available

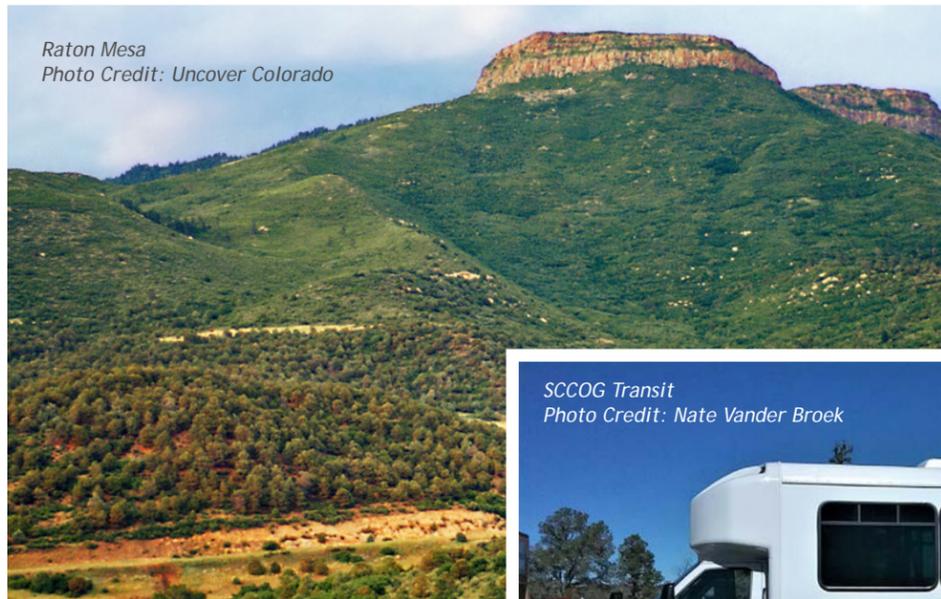
Source: 2019 CDOT Statewide Transit Plan Provider Survey

### Legend

 Demand Response

## Private Transportation Providers

There is at least one private for-profit transportation provider in the SC TPR, a taxi service called Safe Rides of Trinidad.



Raton Mesa  
Photo Credit: Uncover Colorado



SCCOG Transit  
Photo Credit: Nate Vander Broek

## State of Good Repair Data

CDOT's DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2018. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, 65% of CDOT tracked transit vehicles in the SC TPR are beyond their state of good repair.

Agency	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
South Central Council of Governments Transit (SCCOG)	17	11	65%	\$640,300
Southern Colorado Developmental Disabilities Services	17	11	65%	\$389,200
<b>TOTAL - South Central TPR</b>	<b>34</b>	<b>22</b>	<b>65%</b>	<b>\$1,029,500</b>

Source: CDOT Statewide Transit Asset Inventory, July 2019

## Regional Coordination Activities

Coordination of transportation services, funding sources, information, vehicles and equipment is paramount when looking for ways to minimize service duplication, create more efficient and productive systems, and provide trips to as many people as possible. A variety of existing coordination activities are occurring between transit providers and human services agencies in the SC TPR. The 2019 Statewide Transit Plan Provider Survey gathered information from providers in the SC TPR about coordination to better understand current activities and identify barriers.

### Current Coordination Activities



Referring clients



Coordinate services/schedules



Participate in local/regional coordinating council



Regularly communicate with partners

### Barriers to Coordination Activities



Lack of funding



Distance to other providers is too great



Funding regulations/limitations



No current barriers

 Human Services Providers  
 Transit Providers

Source: 2019 Statewide Transit Plan Provider Survey

## Existing Partnerships & Coordination

SCCOG coordinates with many direct service agencies throughout Huerfano and Las Animas Counties. Bi-county agencies include the Department of Human Services' Medicaid and Non-Medicaid supported Transportation, Trinidad Inn Nursing Home, Mt. San Rafael Hospital in Trinidad, Spanish Peaks Regional Health Center in Walsenburg, Las Animas County Rehabilitation Center, Southern Colorado Developmental Disabilities Services, Mariposa Rehabilitation Center, Trinidad Legacy Assisted Living, and Corazon Plaza Assisted Living Center.

SCCOG received a vehicle by donation from the Raton Veterans Affairs (VA) Hospital for transporting Veterans to Raton, New Mexico for medical appointments. The veterans served live in the SCCOG service area but are required to go to the closest VA clinic in Raton, which is 19 miles away.

The SCCOG transit department is under contract to provide transportation to all seniors registered with the Area Agency on Aging (AAA).

SCCOG's primary office and garage in Trinidad was donated to SCCOG by Las Animas County.

SCCOG also provides transportation for clients of Las Animas County Rehabilitation Center/ Southern Colorado Developmental Disabilities Services, Trinidad Inn Nursing Home, and Mt. Carmel Wellness Center.

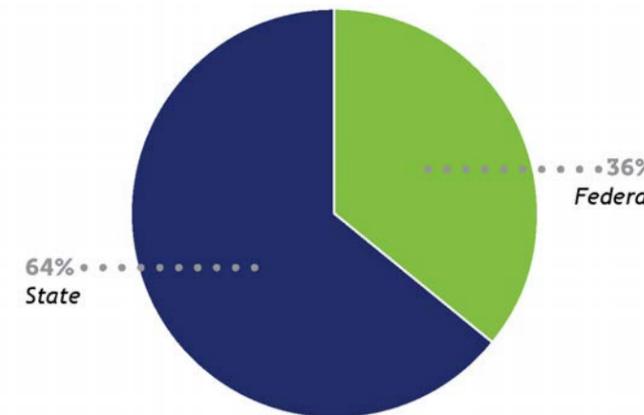
SCCOG is in communication with the Department of Human Services case workers, large employers, nursing home(s), and Trinidad State Junior College to provide employees with transportation to work during times when there are gaps in service.



## Financial Snapshot

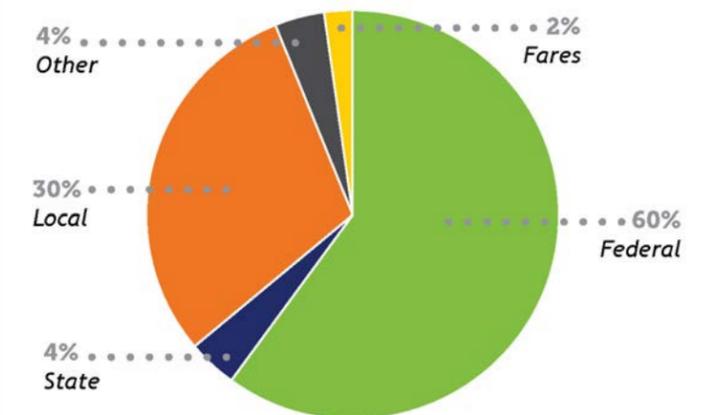
Transit funding is complex and Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from the FTA. Based on 2014-2018 budget data, the majority of the SC TPR's capital revenues and over half of its operating revenues were from federal sources. Operating revenues were supplemented by state and local funds, fares, donations, and partnerships.

### Capital Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

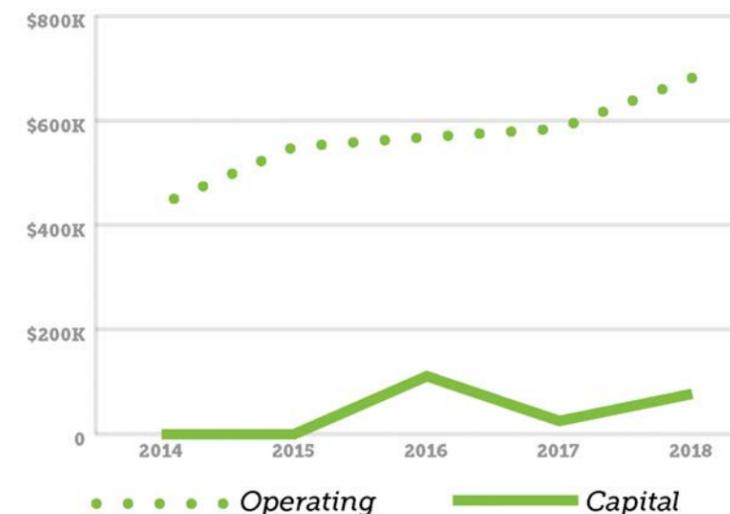
### Operating Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

### Historic Revenue Data

The chart below shows five-year SC TPR operating and capital funding trends. Operating funds increased by just over 50 percent and capital funding fluctuated over five years.



Source: National Transit Database 2014-2018 and 2019 Statewide Transit Plan Provider Survey

### Additional 10-Year Capital & Operating Needs

Additional capital and operating projects were identified by SC TPR participants, transportation providers, CDOT staff, and other key transit stakeholders throughout the Region. Project needs identified do not include any anticipated fleet replacement funds needed to maintain all assets in a state of good repair. See page 23 for the full list of additional project needs.

Capital Project Needs: \$8.1M  
Operational Project Needs: \$11.4M  
Total Identified Need: \$19.5M

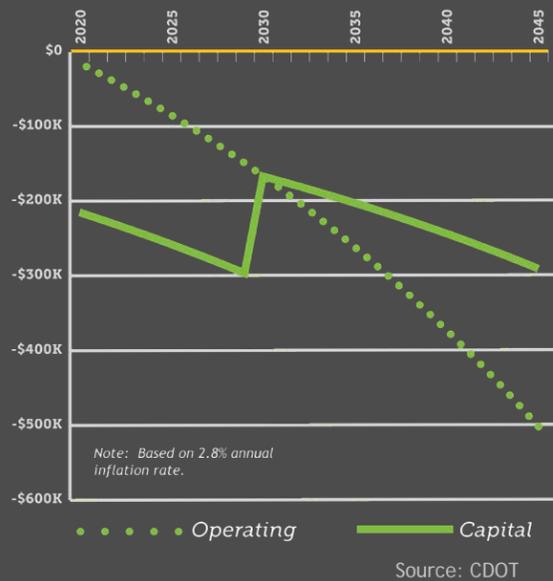
## Regional Transit Revenue Trends

### Annual Operating/Capital Projections

Annual operating and capital funding projections for the SC TPR provide a framework for planning for transit in the future. However, while planning projections are informative, they are in no way predictions of the future. Many factors influence revenue projections, including: (1) availability and allocation of federal, state, and local funds; (2) economic volatility; and (3) the rate of inflation. To provide a foundation for future planning, annual operating and capital projections for the SC TPR were developed based on 2018 National Transit Database data and survey responses from the 2019 Statewide Transit Plan Provider Survey.

#### Scenario 1: Maintain the Status Quo

Projected Surpluses/Deficits 2020-2045



Scenario 1 assumes that no additional operating or capital funds are available for transit through 2045. Due to inflation, operating funds continue to diminish over the 25-year planning horizon. Capital revenue declines through 2029 with a spike in revenues in 2030. This is due to the annual investment required to retire the current backlog of vehicles operating beyond their useful lives by 2029 and ensuring that all other vehicles are replaced on time to maintain a state of good repair. While capital projections are still in a deficit, the impact is less severe after 2030.

#### Scenario 2: Maintain the Status Quo + New State Funding

Projected Surpluses/Deficits 2020-2045



Scenario 2 builds on Scenario 1 by assuming an additional \$50 million in state funds are allocated to transit each year through 2045. The projection is based on the SB-267 funding allocation formula. The Region's allocation of state transit funding from 2023-2045 is split 50/50 between capital and operating.

## Funding Programs & Opportunities

Federal funding is the primary revenue source for transit and human services providers in the State of Colorado for both operating and capital projects. CDOT serves as the designated recipient for Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities/Mobility Management (5310) and Grants for Rural Areas (5311) funding. FTA 5311 funding is allocated based on a Colorado-defined rural funding allocation methodology and FTA 5310 funds are awarded based on a competitive application process for small urban and rural providers in the State. Additionally, CDOT allocates Bus and Bus Facilities (5339(a)) and Planning (5304) funds through an annual competitive grant application process open to rural providers in the State.

Historically, limited funding for operating and capital transit needs has been available. In 2017, the state legislature approved Senate Bill 267 (SB-267), which allocates \$500 million in general funds for each of four years to address transportation needs. SB-267 mandates that at least 10 percent, or \$50 million, is allocated to transit capital projects annually. Twenty-five percent of the SB-267 transit funds are allocated to CDOT projects, including Bustang; approximately 50 percent of funds are to be allocated to CDOT and partner agency projects; and 25 percent of funds are allocated percent to local agency transit improvement projects. SB-267 is only a four-year program; for the funding to continue, the state legislature would have to approve such legislation.

Given the limited state funding for transit, many transit agencies in the state rely heavily on local funds to support their service, especially operating dollars. Alternative funding sources to support transit services locally and regionally include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorship/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees

### Federal Transit Administration Funding Programs

- Accelerating Innovative Mobility - 5310
- Access and Mobility Partnerships - 5310
- Bus and Bus Facilities Discretionary Program -5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses & Bus Facilities - 5339(a)
- Grants for Rural Areas - 5311
- Human Resources & Training - 5314
- Integrated Mobility Innovation - 5310
- Low or No Emission Vehicle Program - 5339(c)
- Mobility for All Pilot Program Grants - 5310
- Mobility on Demand (MOD) Sandbox Demonstration Program - 5312
- Pilot Program for Transit-Oriented Development Planning 20005(b)
- Planning Grants - 5304
- Public Transportation Innovation - 5312
- Rural Transportation Assistance Program - 5311(b)(3)
- State of Good Repair Grants - 5337
- Technical Assistance & Standards Development - 5314(a)

## SOUTH CENTRAL TPR SENATE BILL-267 PROJECTS

CDOT's Transportation Commission approved SB-267 transit projects in December 2019, with \$3.13 million allocated to the SC TPR over four years. Projects include:

- Land purchase, design, and construction of new bus storage and maintenance facility for SCCOG in Trinidad
- Funding for railroad track improvements from Trinidad to New Mexico (CRISI Grant Match)
- Bus stop and shelter improvements in Colorado City Corners, Walsenburg, and Aguilar
- Partner/capital call for projects (TBD)



SOUTH CENTRAL

City of Trinidad  
Photo Credit: City of Trinidad

## Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the TPR's transit vision and goals and to support the implementation of identified transit projects in the Region.

- Advocate for stable funding to maintain the operation of existing transit services
- Advocate for full funding of TPR identified transit projects (see project list on page 23)
- Maintain all assets in a state of good repair
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Consider ways to integrate transit and improve access to transit along main streets for residents, employees, and visitors
- Expand regional transit service to provide access to goods and services in communities while enhancing quality of life for historically underrepresented populations
- Establish interregional Bustang Outrider transit service between Trinidad and Pueblo, and ensure transfer opportunities to the Bustang Outrider routes connecting in Pueblo
- Implement mobility hubs, such as the Trinidad Multimodal Center, to increase accessible, multimodal transportation connectivity between all modes

## Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, SC TPR members prioritized their operating and capital projects for the Region. It is important to note that while projects are ranked, priorities may change based on available funding, grant opportunities, agency needs, etc.

SOUTH CENTRAL

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1	1271	Expanded Regional Transit Service between Trinidad and Pueblo	Two new buses to expand Trinidad transit service to Pueblo with operating expenses	\$0.3	\$0.853	
2	1044	Kim Transit Garage	Garage for two buses and offices for expanded transit services by SCCOG to Kim, Branson, and Baca County	\$0.30	\$0.20	
3	1272	Walsenburg Transit Garage	Garage for one bus, three vans, and offices to serve SCCOG Walsenburg, La Veta, Cuchara, and Gardner transit services (with expanded services)	\$0.425	\$0.24	
4	1273	Essential Bus Service between Trinidad and Pueblo (Proposed Outrider Service)	Outrider bus service from Trinidad to Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	\$0.85	\$1.31	
5	1045	Expanded Regional Transit Service between Kim-Branson-Baca County	Two new vans to expand transit service to Kim, Branson, and Baca County with operating expenses	\$0.15	\$0.45	
6	1269	Trinidad Multimodal Center	Multimodal center to serve Amtrak, Greyhound, and SCCOG transit services	\$1.50	\$0.50	
7	1041	Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	\$0.85	\$4.17	
8	1038	Expanded Regional Transit Service between Walsenburg-La Veta-Gardener-Cuchara	Three new vans to expand Walsenburg Service to La Veta, Gardner, and Cuchara with operating expenses	\$0.22	\$1.18	
9	1270	South Central Storage and Maintenance Facility	Design of new bus storage and maintenance facility in Trinidad to serve SCCOG Transit and CDOT's Outrider service. Funding for construction of the facility will be determined at a later date	\$2.63	TBD	
10	1267	Expanded Regional Transit Service between Trinidad and SH 12 Communities	Six new vans to expand Trinidad transit service on Highway 12 to Segundo, Weston, Stonewall Gap, and Monument Lake with operating expenses	\$0.64	\$2.50	
11	2497	Outrider Improvements at Colorado City Corners, Walsenburg, and Aguilar	Stop and shelter improvements in Colorado City, Corners, Walsenburg, and Aguilar to support new transit service from Trinidad to Pueblo	\$0.20	TBD	
Unranked	2735	Southwest Chief Track Improvements - BUILD Grant Match	CDOT portion of Southwest Chief track improvements - rail replacement, turnouts and grade crossing replacements on La Junta subdivision between Kansas and Colorado, specifically from Trinidad to the New Mexico state line	TBD	TBD	
Unranked	2743	South Central Storage and Maintenance Facility (Construction)	Construction of new bus storage and maintenance facility in Trinidad to serve SCCOG Transit and CDOT's Outrider service. Funding will be determined at a later date	TBD	TBD	

### Legend

Public Health

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