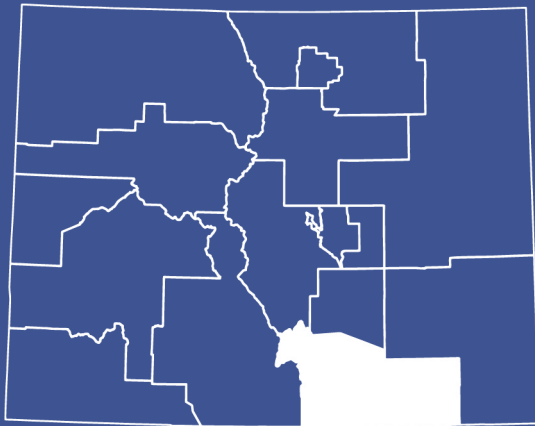


DRAFT



South Central 2050 Regional Transportation Plan



Counties: Huerfano and Las Animas

The map to the left shows the location of the South Central Transportation Planning Region within Colorado.

**YOUR
TRANSPORTATION**

PLAN

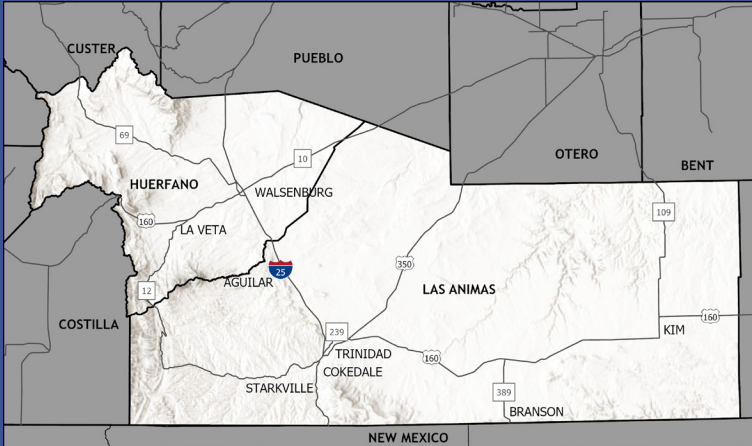
CONNECTION. CHOICE.
COLORADO FOR ALL.



COLORADO
Department of Transportation



Regional Plan Introduction



Map of the counties in the South Central TPR.

This Regional Transportation Plan is the long-range transportation planning document that guides the continuing development of a multimodal transportation system for the South Central Transportation Planning Region (TPR). This plan has been developed in compliance with state and federal requirements, as outlined in the State and Federal Requirements section.

Accompanying the RTP is the region's Coordinated Public Transit and Human Services Transportation Plan as an appendix, in accordance with all Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) planning requirements. The plan communicates the South Central TPR's evolving transportation needs and priorities to CDOT and Colorado's Transportation Commission. This Plan reflects TPR members' input, data, background information and public sentiment. While the plan looks out 25 years to 2050, it also helps to

inform the development of the 10-Year Plan, which allows decision-makers to consider transportation investments in the South Central TPR today, tomorrow and in the future.

The South Central TPR is a smaller and more remote region along Colorado's southern state line with New Mexico, and includes Huerfano and Las Animas counties. The TPR is primarily served by the I-25 and US 160 corridors. The TPR consists of rolling plains, high mountain peaks and small towns. Communities are located far from each other, often resulting in long travel distances for employment, medical services and shopping. Residents of the South Central TPR value their rural and small-town way of life, and the region has seen an uptick in retirees moving to the area. The region's recreational opportunities are increasing along the Highway of Legends, Santa Fe Trail, national grasslands and Fisher's Peak – Colorado's newest state park.



Letter from Region Chair

Dear Neighbor,

As administrator of the South Central TPR, representing Huerfano and Las Animas counties, it is my responsibility to ensure that our area's transportation needs and priorities are met, that our planning efforts are easily accessible to the public, and that the process is clearly communicated to the public and key transportation decision makers. This plan helps to accomplish this by recognizing our region's current needs and priorities, while also formulating solutions to keep pace with regional growth and changing conditions.

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

and regional transit plans, as well as the Statewide Active Transportation Plan to support a multimodal approach to network development and project identification. This coordination enhances regional connectivity, improves transportation efficiency, and ensures a seamless network that better serves communities across the South Central TPR.

This plan is intended to be a living, useful document that is referred to when transportation decisions are being made, and as the TPR implements projects and strategic actions documented herein. This plan will be revisited periodically to ensure that we are on the right path toward accomplishing its vision and goals. Your familiarity with our region's transportation needs, our transportation priorities, and the challenges that we face in meeting those needs are important now and into the future. I invite you to review this plan and become more engaged in the South Central region's transportation future.

Sincerely,

Mitch Wardell
South Central
TPR Chair

South Central TPR Members

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

- Aguilar
- Branson
- Cokedale
- Huerfano County
- Kim
- Las Animas County
- La Veta
- Starkville
- South Central Council of Governments (SCCOG)
- SCCOG Transit
- Trinidad
- Walsenburg



State & Federal Requirements

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

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

The Statewide Transit Plan, while not a federally required document, is required by the State of Colorado and the supporting Regional Coordinated Human Services and Transportation Plans must be South Central's RTP, and the full Regional Transit Plan is included in Appendix X.



Plan Development Process

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



1.
Identification of
Transportation Needs



2.
Verification of
Priority Projects



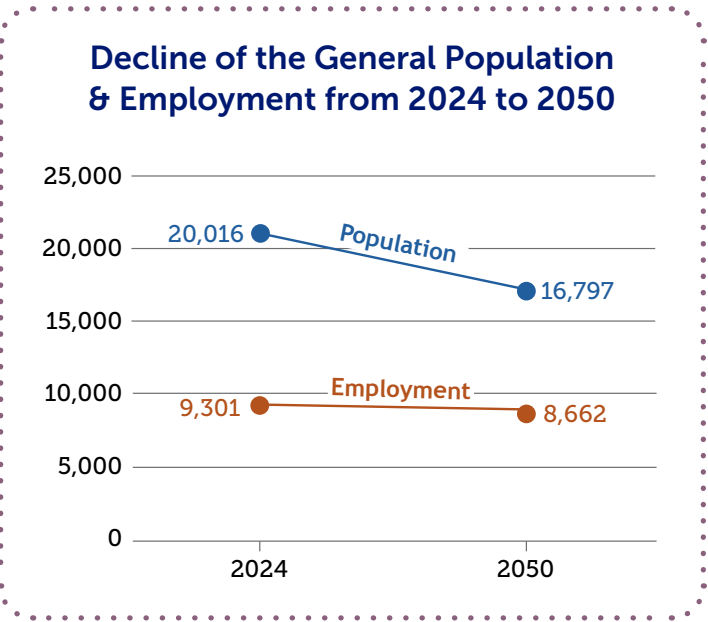
3.
Creation
of a Plan

Regional Transportation Story

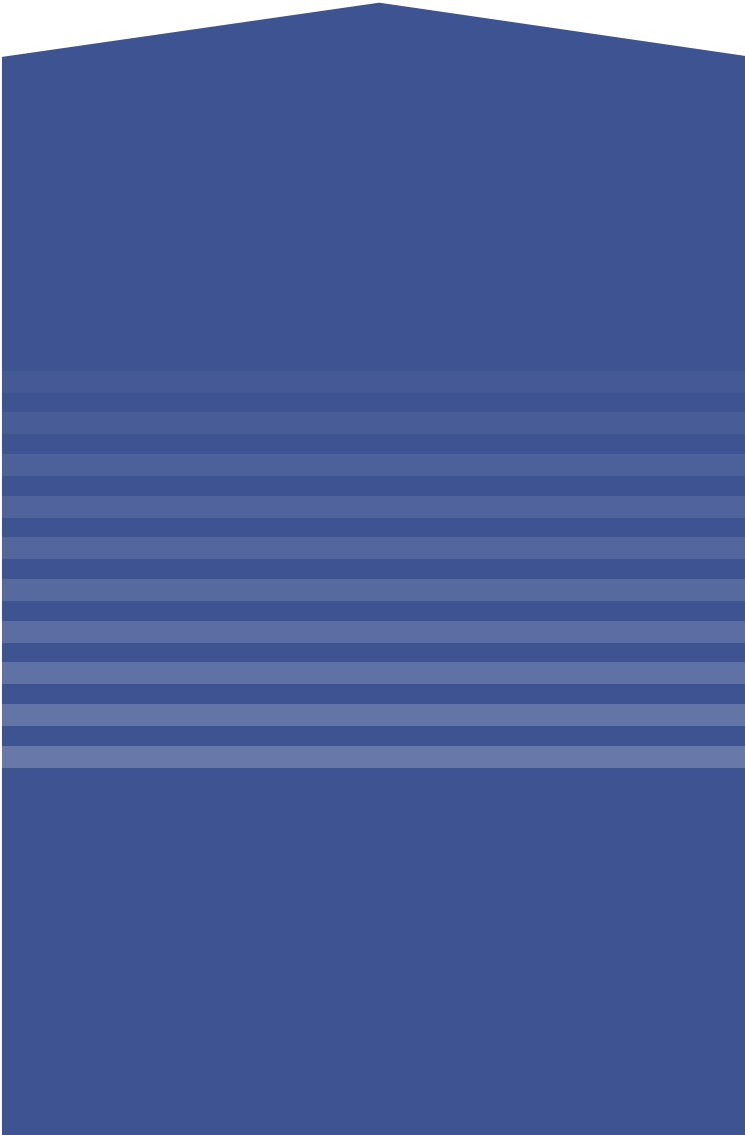
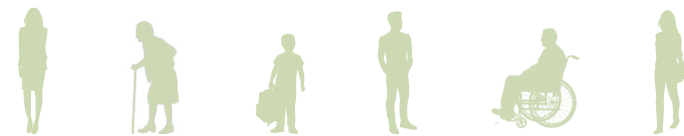
The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this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

Population & Employment

The South Central TPR is projected to experience declines in both population and employment, highlighting the importance of economic development, community resilience, and a transportation system that evolves to support the region’s changing needs.



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



Historically Underserved Populations

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

prosperity. When considering the South Central 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 and the population totals in the South Central TPR are outlined in the table below.

Total Population	Youth Population	Older Adult Population	People of Color	People with Limited English Proficiency	Veteran Population	Low-Income Population	Zero-Vehicle Households	People with Disabilities
21,326 (100%)	3,737 (18%)	6,039 (28%)	9,065 (43%)	589 (3%)	1,731 (8%)	1,704 (18%)	584 (6%)	4,819 (23%)

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

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



Creating an Equitable Transportation System

Colorado’s statewide transportation and transit planning efforts consider the needs of all communities through an equity framework, ensuring that equity is meaningfully integrated into the planning process. This approach acknowledges that communities face unique challenges and have varying needs, particularly those that have been historically underserved. An equitable transportation

network ensures convenient and affordable access to essential services such as jobs, medical care, education, groceries, and social or recreational activities. By addressing these unique needs, equitable access creates opportunities that can significantly improve personal health, well-being, and overall quality of life.



Where People Travel to Work (by County)

Huerfano

Huerfano (Live & Work): 38.8%

Pueblo: 10.3%

El Paso: 9.7%

Las Animas: 5.9%

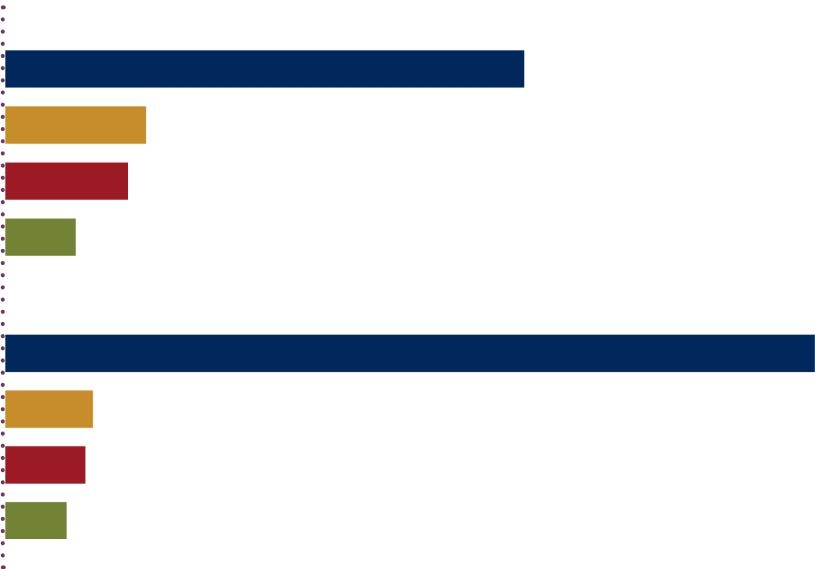
Las Animas

Las Animas (Live & Work): 54.4%

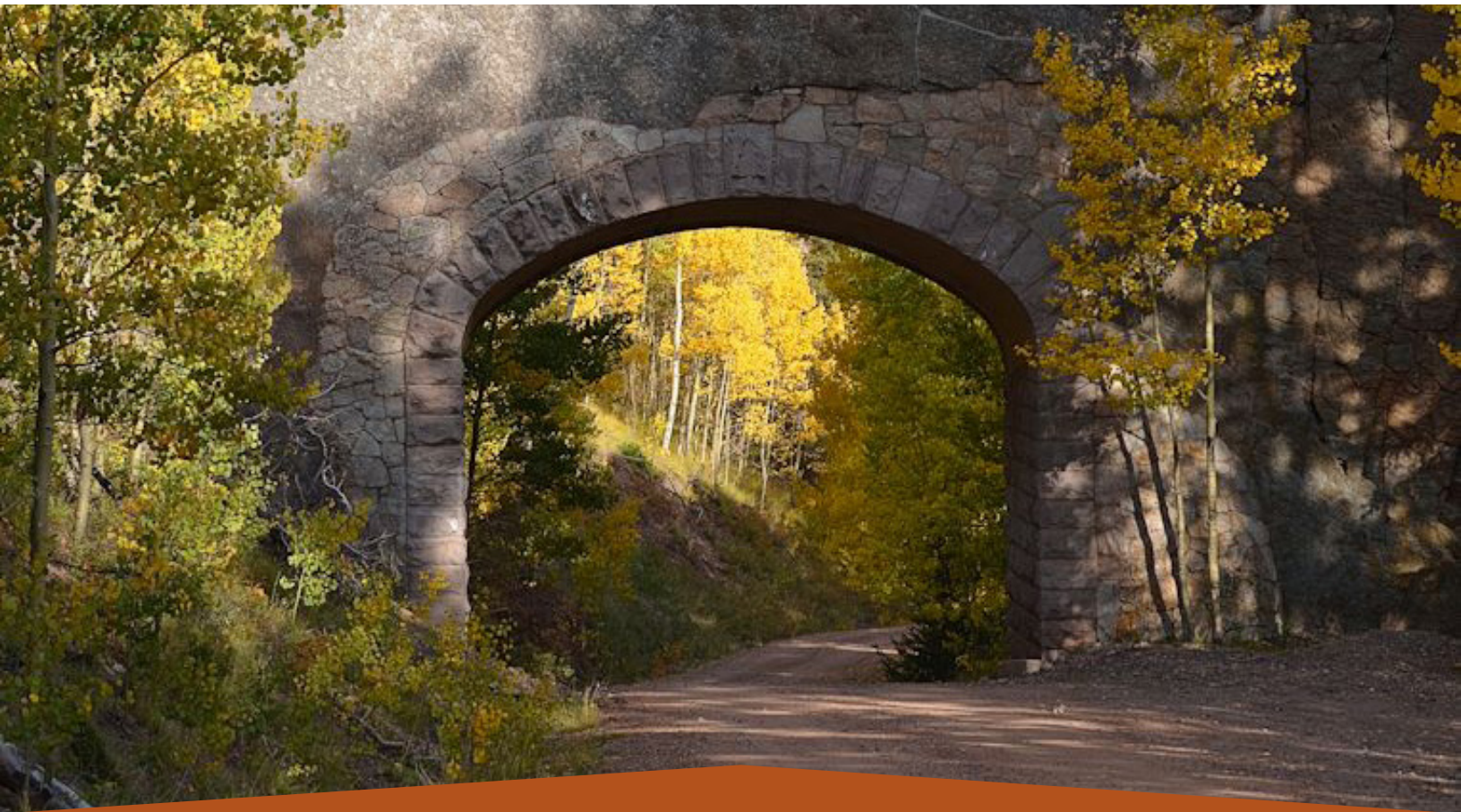
Pueblo: 6.5%

El Paso: 6.3%

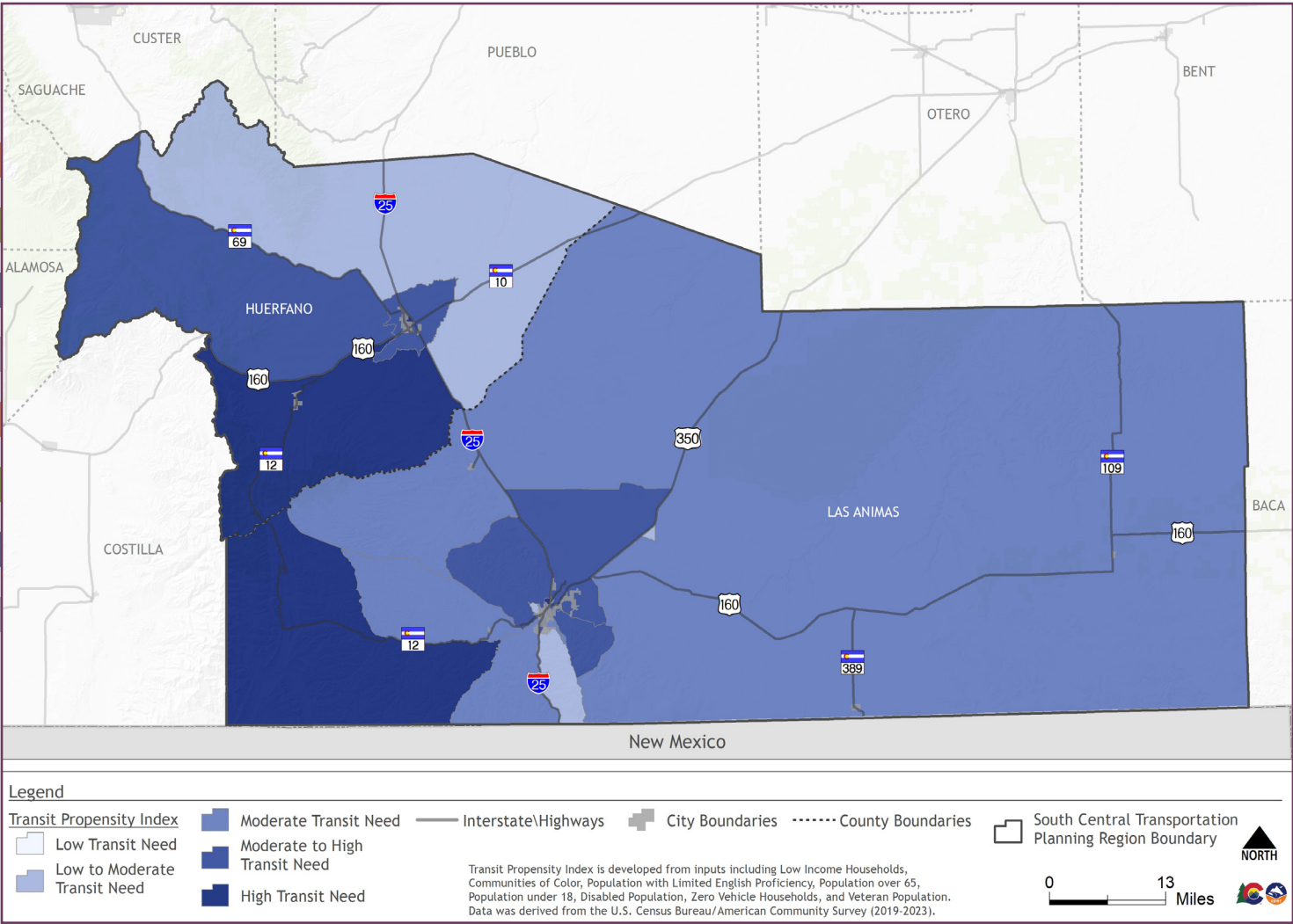
Denver County: 5.0%



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



Identified Transit Need



The map above depicts transit needs in the South Central TPR and helps identify priority areas for transit improvements.



Aging Population

Aging adults, those over 65 years old, are anticipated to have different travel needs. The aging population will likely need public transportation services as alternatives to driving, as well as roadway improvements such as better signage, striping and lighting. The older adult population is projected to decline by 15%. It will be essential to consider the unique needs of aging populations, particularly in rural, more dispersed areas where residents must travel longer distances to access essential services. Ensuring mobility options adapt to these changing needs will be crucial for maintaining accessibility and quality of life.

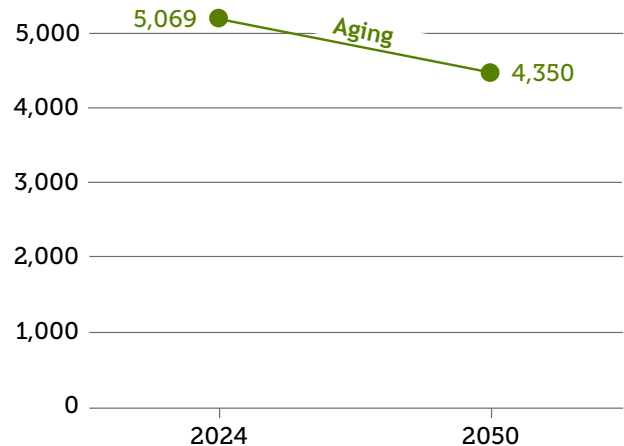
Vehicle Travel & Congestion

While the total vehicle miles traveled are anticipated to increase by 33% in the region from 2020 to 2050, the travel experience is anticipated to remain at an acceptable level of service with minimal congestion compared to other highways around the state.

Road Conditions

- Drivability life is the remaining life of the surface of the road and indicates how long a highway will have acceptable road surface and driving conditions
- Most of the highways in the South Central TPR (45%) have moderate-drivability life (four to 10 years)
- Highways with high-drivability life account for 24% of roadways, while those with low drivability life comprise 31% of the roadways
- Highways with low-drivability life are often rough on vehicles, create safety issues and require resurfacing or reconstruction in the near term
- The South Central TPR road conditions are categorized based on 2023 data

Decline of the Aging Population from 2024 to 2050



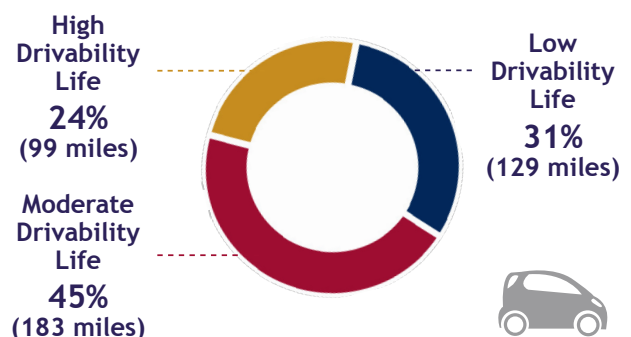
Source: Colorado State Demographer, 2023

Vehicle Miles Traveled (VMT) in the TPR in 2024 Versus Estimated VMT in 2050



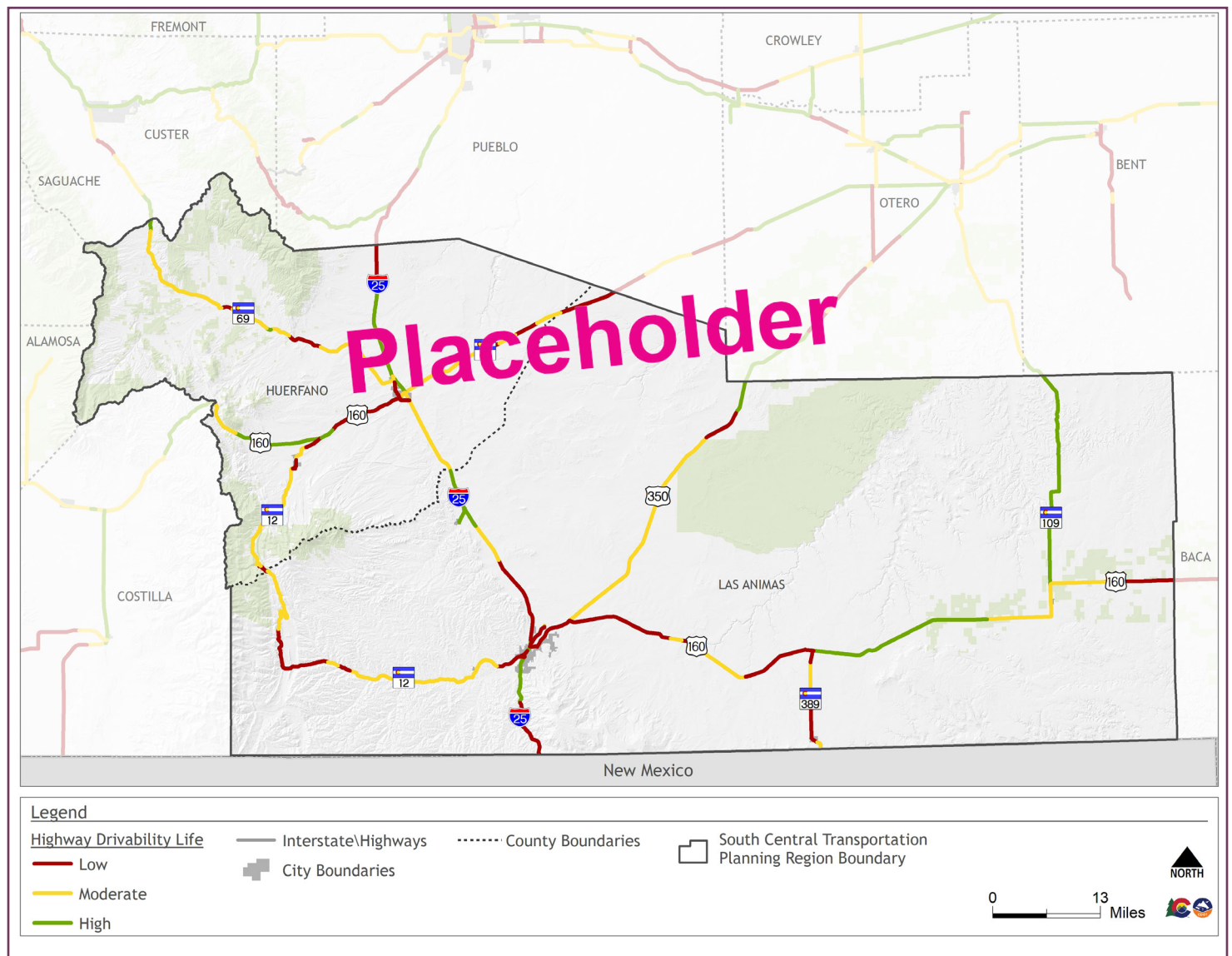
Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated

Percentage of Highways in the Region with Various Levels of Drivability Life



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

Highway Drivability Life



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

CDOT's Advancing Transportation Safety

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

Vulnerable Road Users (VRU)

A Vulnerable Road User is any person walking, riding a bicycle, electric bicycle, kick scooter or electric scooter, or other micromobility device, using a personal mobility device (e.g. walkers or wheelchairs), as well as people working in work zones. The 2021 Bipartisan Infrastructure Law (BIL) requires each state to identify areas where people who ride bikes and walk are at higher risk of being involved in a crash that results in a death or serious injury, and work towards making those locations and populations safer. CDOT is committed to this effort, actively working with local partners to implement data-driven safety improvements and ensure safer travel for users of all modes.

VRU Crashes Recorded in the South Central TPR (2023)

1

Vulnerable
Road User

Source: CDOT Active Transportation Plan, 2025

Top Two Crash Types

1

Roadway
Departure
53
Crashes

2

Intersection
4
Crashes

Source: CDOT Crash Database, 2014 to 2018

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

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



Colorado Freight Corridors

Colorado Freight Corridors are key transportation routes in Colorado that are critical for local, regional, and national goods movement. These corridors have been identified as the most critical routes to facilitating the movement of goods into, out of, and within Colorado. Highways that have been identified as Freight Corridors are critical because they support Colorado's economy by connecting industries to markets, integrating multimodal networks like rail and air, and ensuring reliable, cost-effective movement of goods. Together, these corridors cover more than half of all State Highway System lane miles. Three Colorado Freight Corridors pass through the region: CO 10, I-25 and US 160.

Transit

The South Central TPR has a limited number of transit providers. The South Central Council of Governments (SCCOG) provides local, regional and interregional service. Intercity transit is provided by Amtrak, Greyhound and Los Paisanos Autobuses. The CDOT Bustang service also offers interregional services from Pueblo to Trinidad during the weekday. The Southern Colorado Developmental Disabilities Services and The Independence Center are the two human services providers serving the region.

Airports

The South Central TPR includes two general aviation airports, one in Walsenburg and the other in Trinidad.

Bicycling & Walking

Bicycling and pedestrian facilities are vital components of a sustainable and healthy community, offering numerous benefits such as: reduced traffic congestion, improved air quality and enhanced public health through increased physical activity. These modes of transport also foster stronger social connections, promote environmental sustainability, and contribute to economic growth by attracting businesses and visitors to walkable and bike-friendly areas. The facility mileage statistics are based on a 2017 CDOT inventory that documented striped bike lanes, bikeable shoulders, shared-use paths and sidewalks along Colorado's state highways. Corridors were identified using 2023 Strava data, which tracks annual trip activity by roadway segment. Segments ranking in the top quartile of activity within each TPR are classified as High Bicycle Activity.

Facility Mileage

- 411 miles of highways
- 145 bikeable miles
- 1 mile of sidewalks
- 0 miles of striped bike lanes
- 1 mile of shared-use path

High Bicycle Activity Corridors

- CO 12



Main Street Communities are those officially designated or affiliated with the Colorado Department of Local Affairs Main Street program. While participation does not require a state highway to serve as the community's main street, those that do are specifically noted below.

Several communities in the South Central TPR are designated as Main Street Communities including:

- Trinidad
- Walsenburg*

These corridors require careful planning and design to ensure the safety and accessibility of all users, including pedestrians, cyclists, transit riders and drivers. Investing in bicycle and pedestrian infrastructure not only enhances mobility, but also provides significant economic development benefits. Well-designed walking and cycling corridors can attract new businesses, increase property values, and stimulate local economies by encouraging foot traffic and increasing access to commercial areas. Additionally, these infrastructure investments support a healthier, more active population, which can lead to reduced healthcare costs and improved productivity. By prioritizing bicycle and pedestrian transportation, communities can create vibrant, sustainable environments that foster both economic growth and social well-being.

* Main Street is also a state highway

Scenic Byways

Colorado's 26 Scenic and Historic Byways are officially designated routes each having irreplaceable and distinctly characteristic intrinsic qualities, which include scenic, historic, recreational, cultural, archaeological and natural. The byway corridor includes the right-of-way and adjacent areas such as viewsheds, main streets, point of interests, overlooks, sites and attractions within the region.

Each byway has its own Corridor Management Plan outlining the byway's goals, strategies and responsibilities, as well as protecting their intrinsic qualities, specifically for community livability and visitor experience. Included in the South Central TPR are two byways, the Highway of Legends (America's Byways® and National Forest Scenic Byway) and Santa Fe Trail (America's Byways® and National Historic Trail).



Economic Vitality

Primary economic generators in the South Central TPR include agriculture, energy development (oil and gas, wind and solar), tourism and outdoor recreation. Transportation allows agricultural goods to leave the TPR and supports visitor access to the TPR for tourism and recreation. Las Animas County has a strong economic base in federal and state government employment, including jobs in higher education and other government-supported sectors.





South Central TPR's Transportation Focus Areas

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

Road Conditions

Well-maintained roads are essential to the quality of life for residents, employers and visitors to the South Central TPR. When roads are well maintained in the region, drivers are safer and the wear and tear on cars, trucks and heavy vehicles is minimized. Likewise, goods and services can be provided to the region and transit services can be reliably provided. The condition of the road determines the ability of people to get around – whether biking along the highway for recreation, or using a wheelchair to cross the highway in a downtown community.



Tourism & Local Economy

Tourism is a key economic driver in the South Central TPR, drawing visitors for outdoor recreation, scenic byways and historic sites. The region is home to the Spanish Peaks, Comanche National Grassland, Trinidad Lake State Park and Fisher's Peak. Popular destinations like Cuchara and La Veta experience seasonal population increases as visitors come for hiking, hunting, camping and cycling. The Southern Mountain Loop Trail, running along CO 12 and a part of US 160 near Walsenburg, is expected to become a major tourist attraction while also promoting public health through expanded outdoor recreation opportunities.

Additionally, the region features two scenic byways as previously noted, which highlight its rich cultural heritage and agricultural history. By leveraging these assets and investing in tourism, small business development, workforce training, renewable energy and improved connectivity, communities in the South Central TPR can strengthen their local economies and foster long-term resilience.

Multimodal Options

As the population of the South Central TPR continues to age and older adults face mobility challenges, local, regional and interregional transit services will become increasingly important. Local transit provides residents and visitors with access to essential services such as grocery stores and medical care, while regional and interregional transit improves connectivity to larger communities like Pueblo.

Expanding these services is crucial for maintaining the health, well-being and quality of life of all residents — particularly older adults and people with disabilities. The planned Front Range Passenger Rail (FRPR) will further enhance mobility by connecting Fort Collins, Denver and Pueblo, with a long-term vision to extend into other parts of southern Colorado like the City of Trinidad. This project will provide an additional transportation option for communities in the broader South Central TPR. To maximize its benefits, careful coordination with local and interregional transit services will be necessary to ensure seamless connectivity.



Freight & Rail

Freight movements on Colorado infrastructure are substantial, with 382 million tons of freight worth nearly \$472 billion moved in 2021. Freight moves the products and valuables we use on a daily basis. The South Central TPR includes three designated freight corridors as previously noted, CO 10, I-25 and US 160. Amtrak's Southwest Chief, BNSF Railway, Colorado Pacific Rio Grande Railroad and Union Pacific Railroad are also located in the South Central TPR. Several critical industries rely on trucks and rail for freight movement in the South Central region.

From the agricultural fields in the South Central TPR to the homes of individuals and families across the state and country, freight is how these valuable products reach their destinations. Agriculture is the primary industry that contributes to goods movement in the region. However, oil, gas and alternative energy contribute to the high number of trucks as well. If coal mines in the region were to reopen, an increase in trucks would be expected on these freight corridors. These industries need a reliable transportation network to get products to market. As Colorado's population and economy grows, there will be an even greater demand for products from these key South Central region industries.

Resiliency

Resiliency is the ability of communities to rebound, positively adapt or thrive amongst changing conditions or challenges. This includes natural and man-made disasters and climate change, while maintaining quality of life, healthy growth, durable systems and conservation of resources for present and future generations.

In 2018, Huerfano County was impacted by the Spring Creek Fire. As a result, burn scars that are prone to runoff and flooding now threaten communities in the Cucharas River Valley, including both La Veta and Walsenburg. With a heightened risk of flash flooding events, major highways such as US 160 and I-25 are critical as they serve as evacuation routes for residents. Emergency response can be difficult in regions like the South Central TPR because many emergency responders, such as firefighters, are volunteers and may have to travel long distances to respond. As extreme weather events increase in Colorado, CDOT must evaluate options to reduce risk and implement resilient design solutions.



Environmental Mitigation

Transportation, like all human activities, affects the environment. The rules governing the statewide and regional planning process require CDOT to consider environmental impacts potentially caused by transportation projects.

These planning regulations require plans and projects to be coordinated with other local, state and federal agencies to identify and discuss how to maintain projects and restore the environments impacted by the transportation projects.

For example, if a project is anticipated to worsen air quality, the project solutions should seek to avoid, minimize or mitigate this impact. In this case, mitigation measures could include providing public transportation options or optimizing the traffic signal to improve traffic flow and reduce vehicle emissions. Additionally, enhancing transit and other transportation infrastructure, such as expanding bus routes, increasing bicycle lanes and improving pedestrian walkways, can further alleviate congestion. The state and federal requirements pertaining to environmental consultation have been followed in the creation of this plan.



South Central Vision & Goals

Vision

The South Central TPR will provide a safe, reliable, cost-effective and accessible multimodal transportation system that supports other modes of transportation, and accommodates and enhances the region's high-quality of life while preserving the environments that make Huerfano and Las Animas counties great places to live, work and visit.

Goals

- Provide safe travel opportunities for all modes of transportation, reduce the potential for wildlife crashes and all other crashes in the South Central TPR
- Maintain the transportation system effectively and efficiently
- Provide multimodal options that address regional travel demand and reduce congestion on the transportation system
- Invest in and improve the function of the transportation system with effective access and connectivity, both within the region and to the rest of the state
- Minimize transportation's impact to the region's air, water, scenic view corridors, cultural resources and wildlife habitat
- Support transportation projects that consider and accommodate emergency responders
- Preserve and enhance the region's overall economic health for individuals, local businesses, tourism and commerce
- Support a safe and efficient airport system, while supporting Colorado's diverse economy
- Identify, evaluate and prioritize options that can be implemented through existing or reasonably anticipated funding
- Attract new transit passengers while continuing to serve existing passengers and promote sustainability of the transit system for services provided by local, regional and state transit providers

What We've Heard

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

Placeholder:

Key findings or themes; including ATP feedback?

Policy Guiding Statewide Transportation Plan Goals & Performance Measures

CDOT Policy Directive (PD) 14 was designed to help guide the development of CDOT’s long-range statewide plan, as required by federal statute. The goals listed in the policy include: Advancing Transportation Safety, Fix Our Roads and Sustainably Increase Transportation Choice. PD 14 provides a guiding framework, allowing regions to adapt their project prioritization and planning processes to best reflect their unique needs.

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

Complete Projects

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

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

Complete Projects Concepts



People



Safety



**Cost
Effectiveness**



Mobility



Choice



Demand



Context

South Central Transportation Projects

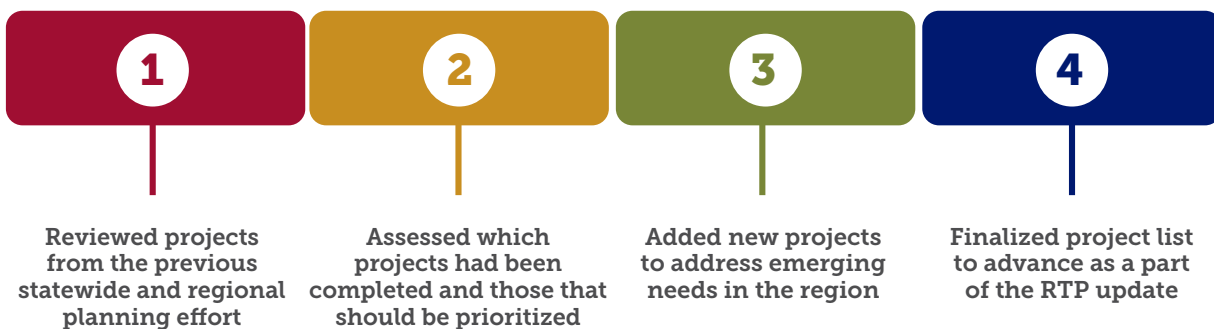
The TPR's transportation priority project list is characterized by a mix of transit, interchanges, auxiliary lanes and shoulder projects. The list also includes a new off-system bridge and Main Street safety projects.

TPR members and other stakeholders worked together to develop and refine the project list. TPR members reviewed the project list from the previous statewide and regional planning effort to assess which projects had been completed and identify which projects should be advanced.

New projects were also added to address emerging or growing needs since the last update. TPR members designed their own criteria to prioritize the TPR list of projects for consideration in the 10-Year Plan update.

The full project list includes the projects best suited to meet the transportation needs of the region between now and 2050.

Development of Project List



Regional Priorities

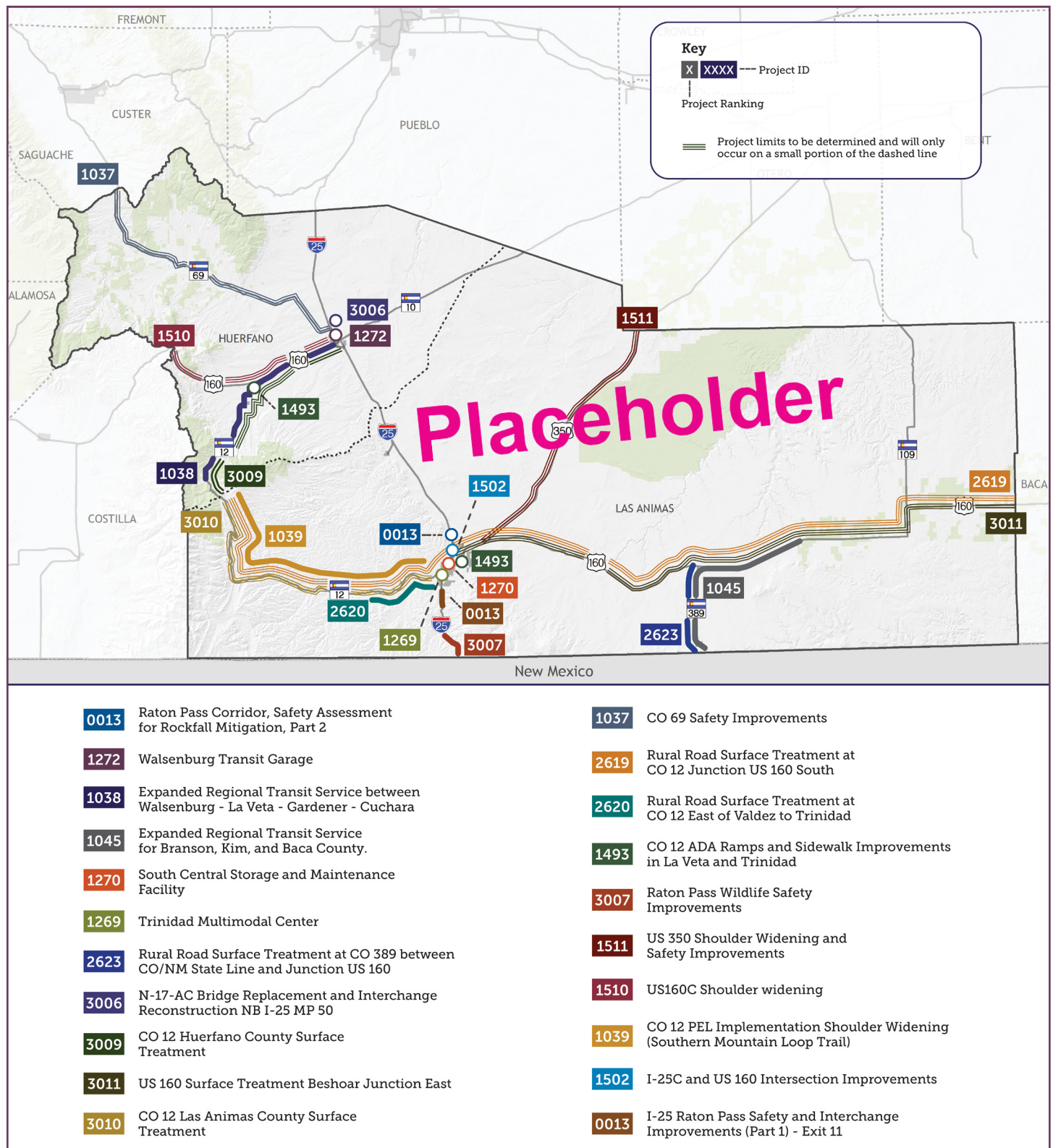
To ensure projects align with regional and statewide priorities, the South Central TPR utilized CDOT PD 14, Statewide Planning Goals and Performance Measures, and region-specific prioritization criteria to guide project selection for this plan. These criteria help evaluate and prioritize investments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

The South Central TPR prioritization criteria is listed to the right.

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

South Central TPR's Top Project Priorities

The top 22 priority projects for the South Central TPR were identified at a TPR meeting of stakeholders in February 2025. Attendees reviewed the project list from their last plan and the status of projects based on information provided by CDOT Region 2. This helped them to identify completed projects to remove from the project list, and to determine which projects to keep as priorities for the 2050 plan. In addition, new projects were added to the priority project list.



South Central TPR Priority Project List

Project ID	Project Type	Highway	Project Name	Project Description
1038	Transit	NA	SCCOG Transit Storage & Maint Facility	Design and construction of new bus storage and maintenance facility in Trinidad to serve SCCOG Transit and CDOT's Outrider service.
1044	Transit	NA	SCCOG Transit Storage & Maint Facility	Design and construction of new bus storage and maintenance facility in Trinidad to serve SCCOG Transit and CDOT's Outrider service.
1267 A	Transit	NA	SCCOG Transit Storage & Maint Facility	Design and construction of new bus storage and maintenance facility in Trinidad to serve SCCOG Transit and CDOT's Outrider service.
1270	Transit	I-25	SCCOG Transit Storage & Maint Facility	Design and construction of new bus storage and maintenance facility in Trinidad to serve SCCOG Transit and CDOT's Outrider service.
1039	Highway	CO 12, US 160	CO 12 PEL Implementation - Shoulder Widening (Southern Mountain Loop Trail)	This shoulder widening on select areas of CO 12 is based on the Southern Mountain Loop Trail PEL that will complete a portion of the Southern Mountain Loop of the Colorado Front Range Trail. This portion of the Southern Mountain Loop will run approximately 85 miles with segments that are on the road and segments that are separated from the road, providing a bicycle and pedestrian trail connecting Walsenburg and Trinidad and the communities along the route. CDOT's work will primarily focus on CO 12 shoulder widening improvements.
13	Highway	I-25	I-25 Raton Pass Safety Improvements for Rockfall Mitigation.	This project will assess safety improvements along the I-25 Raton Pass for Rockfall Mitigation.
3007	Highway	I-25	Raton Pass Wildlife Safety Improvements I-25	Implement and construct recommendations from the wildlife studies on Raton Pass. Studies expected to be complete in 2025.
1037	Highway	CO 69	CO 69 Safety Improvements	Shoulder widening and select passing lanes on CO 69.
1502	Highway	I-25	I-25C and US 160 Intersection Improvements	Intersection improvements at the intersection of I-25C and US 160 in Walsenburg.
3011	Rural Paving	US 160	US 160 Surface Treatment Beshoar Junction East	Rural road surface treatment to improve the condition of the pavement on US 160 east of Beshoar Junction. Including upgrading guardrails, striping, and rumble strips for safety.

South Central TPR Priority Project List


Project ID	Project Type	Highway	Project Name	Project Description
1510	Highway	US 160	Proposed US160C shoulder widening for improvement of safety and to accommodate freight	Widen shoulders and assess for safety improvements on both sides along this hazmat corridor at selected areas to enhance safety and freight mobility.
1272	Transit	I-25	Walsenburg Transit Garage	Garage and offices to serve SCCOG Walsenburg, La Veta, Cuchara, and Gardner transit services (with expanded services). This will hold 1 bus and 3 vans.
1269	Transit	I-25	Trinidad Multimodal Center	Multimodal center to serve Amtrak, inter-city bus, and SCCOG transit services
1270	Transit	I-25	South Central (Trinidad) Bus 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.
1045	Transit	US 160	Expanded Regional Transit Service for Branson, Kim, and Baca County.	This project includes the purchase of two new vans and operating costs to expand transit service to Branson, Kim, and Baca County.
1493	Highway	CO 12	CO 12 ADA Ramps and Sidewalk Improvements in La Veta and Trinidad	This project will upgrade ADA ramps to meet the current standard, and improve the sidewalk in select locations in La Veta and Trinidad.
13	Highway (Freight)	I-25	Increase Truck Parking (I-25 El Moro) Exit 18 Accel Lanes; Interchange improvements	Increase Truck Parking at or near El Moro Rest Area/I-25 Exit 18 interchange to include Interchange improvements such as accel/decel lanes, or widening if needed.
1511	Highway	US 350	US 350 Shoulder Widening and Safety Improvements	This project will widen shoulders on both sides of US 350 in select locations.
2619	Rural Paving	CO 12	CO 12 Junction US 160 South	Rural road surface treatment to improve the condition of the pavement on CO 12 from La Veta to US 160. Including upgrading guardrails, striping, and rumble strips for safety.
2620	Rural Paving	CO 12	CO 12 East of Valdez to Trinidad	Rural road surface treatment to improve the condition of the pavement on CO 12 west of Cokedale into downtown Trinidad. Including upgrading guardrails, striping, and rumble strips for safety.
2623	Rural Paving	CO 389	CO 389 between CO/NM State Line and Junction US 160	Rural road surface treatment to improve the condition of the pavement on CO 389 MP 0-12.8. Including upgrading guardrails, striping, and rumble strips for safety.
3006	Highway	CO 10, US 160, I-25	N-17-AC Bridge Replacement and Interchange Reconstruction NB I-25 MP 50	Construction of N-17-AC bridge replacement NB I-25 and reconstruction of NB I-25/CO 10/US 160 NB Interchange near MP 50 in Walsenburg.

Relation to the Colorado Statewide Transportation Plan

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

Additionally, as a part of this planning effort, Coordinated Public Transit and Human Services Transportation Plans and the Statewide Transit Plan were developed concurrently to ensure aligned multimodal improvements in TPR project lists.

The RTPs identify contextual solutions that support the statewide vision and initiatives.



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



Transportation Funding

There are three documents, with varying detail, that outline the projects that will pertain to the South Central TPR:

- Comprehensive list of project needs in the region (Appendix X)
- TPR's priority projects (pages 23 and 24)
- 10-Year Plan Update (Strategic Funding – if TPR projects are selected during the update process)

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

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



South Central TPR's Implementation Strategies

The following section contains information about actions that the TPR recommends to implement its RTP. Implementation actions are meant to be near-term, practicable measures related to the South Central TPR's vision, goals and priority projects. The following actions have been developed as a way for the TPR members to actively promote the RTP:

- Advocate for full funding of the South Central TPR's top priority projects
- Advocate with elected officials for appropriate weight limits on state highways
- Improve communication among CDOT, cities, counties, regional transit partners and first responders concerning planned transportation improvements
- Partner with CDOT and other federal land management agencies to draw tourists to the region
- Improve communication between CDOT and State Patrol related to roadway closures and incident management messaging
- Consider opportunities to partner with broadband providers to get fiber installed to advance economic vitality in the region
- Expand transit service to maintain the quality of life for residents, particularly older residents who desire to age in place and continue to live in the region
- Coordinate with local, regional and interregional transit providers to integrate new or expanded services like FRPR, ensuring seamless community connectivity and maximizing the benefits of this new mobility option





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To Learn More

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

