

South Central Transportation Planning Region

South Central Regional Planning Commission

AGENDA

Regular Meeting

April 24, 2025, 9:00 AM

SCCOG Conference Room – Walsenburg

625 N. Polk Ave

Walsenburg, CO 81089

- **Call to Order**

- Roll Call

- Huerfano County
 - Las Animas County
 - City of Trinidad
 - City of Walsenburg
 - Town of Aguilar
 - Town of Kim
 - Town of Branson
 - Town of Cokedale
 - Town of La Veta
 - Town of Starkville
 - South Central Council of Governments – Brian Blasi
 - SCCOG Transit

- Approval of Agenda

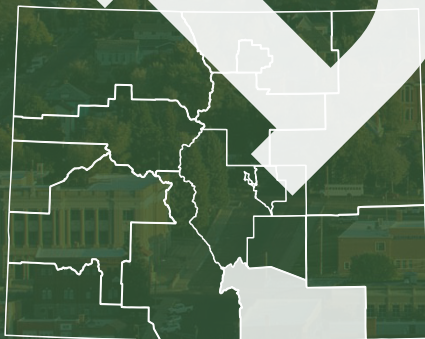
- **Agenda**

- Colorado Transportation Commission Update
 - Colorado Department of Transportation
 - Legislative Update
 - Planning Update
 - Action Item: Walsenburg Transit Facility
 - Headquarters Update
 - Project Updates
 - Local Agency Updates
 - Maintenance Updates
 - Transit Updates
 - 2050 Regional Transportation Plan (RTP)

- **Adjournment**

South Central Coordinated Public Transit & Human Services Transportation Plan

April 2025



Counties:
Huerfano and
Las Animas
Counties

Above: the location of counties in the South Central
Transportation Planning Region.



Photo Credit: Visit Trinidad

South Central Coordinated Public Transit and 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.

SC Transit Vision

To provide safe, reliable, cost effective, and accessible transportation to all residents of Huerfano and Las Animas Counties, dit: Kent Kanouse 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.

Every four to five years, the Colorado Department of Transportation (CDOT), in coordination with regional planning partners, refreshes the regional transit plans in all rural regions of the state. This 2025 plan refresh builds on the previous plan, completed in 2020, and focuses primarily on updating key components such as textual and data revisions to ensure continued alignment with evolving needs. While a larger overhaul of the Coordinated Public Transit and Human Services Plans will occur during the next full update in another four to five years, this refresh will ensure the plan remains relevant and effective in addressing the mobility needs of Coloradans.

CDOT's Division of Transit and Rail (DTR), in coordination with the SC TPR members and transit agencies, gathered input from the general public to develop this plan in compliance with CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this refreshed plan to prioritize transit investments and work towards the long-term implementation of the region's unique transit vision and goals, maintaining a framework for developing an integrated statewide transit system.

Regional Snapshot

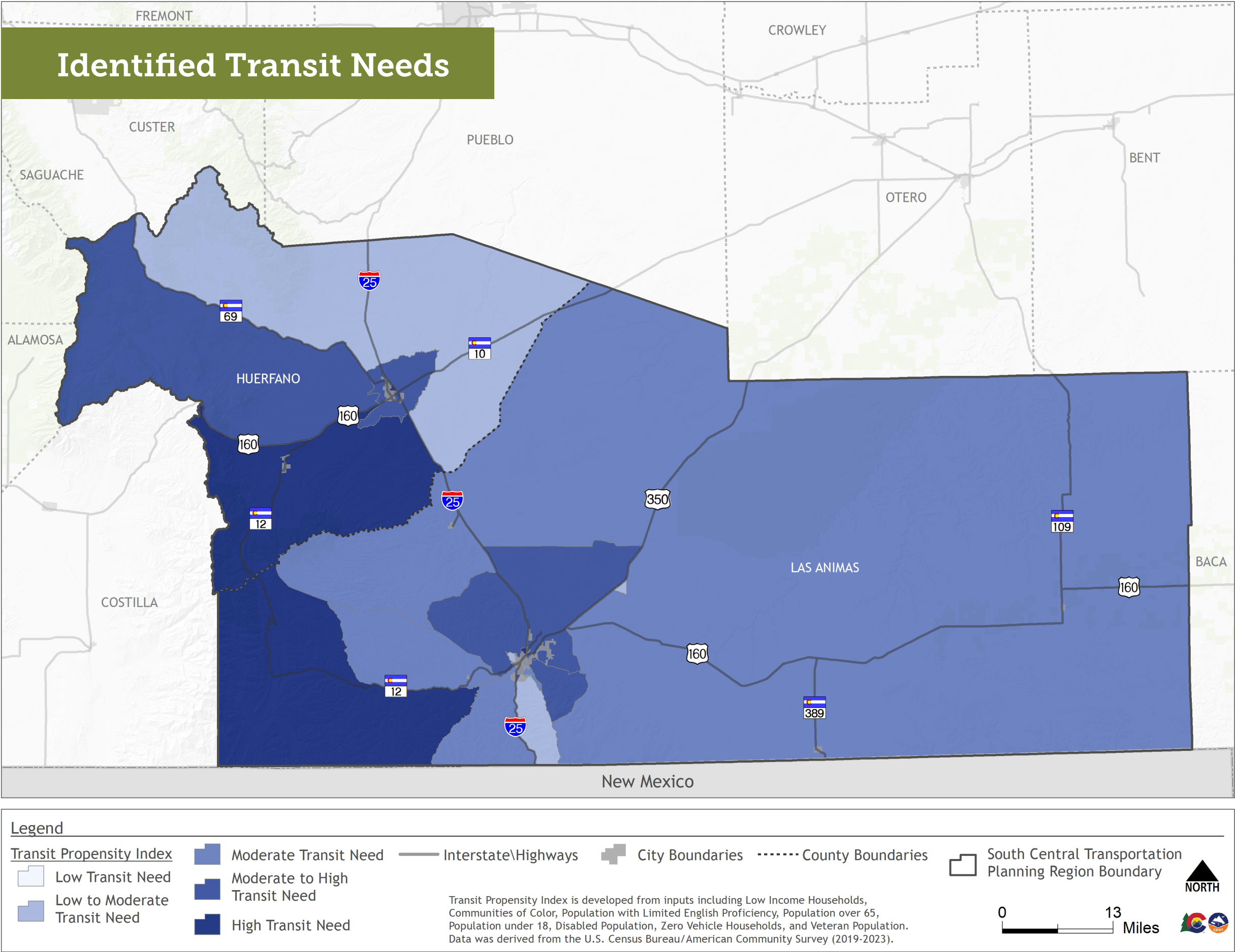
Transportation - whether walking, biking, taking transit, vanpooling, carpooling, or driving a car - is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation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

When considering the South Central TPRs 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 must be considered as a part of any equity-focused assessment of transit access and connectivity.

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.





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



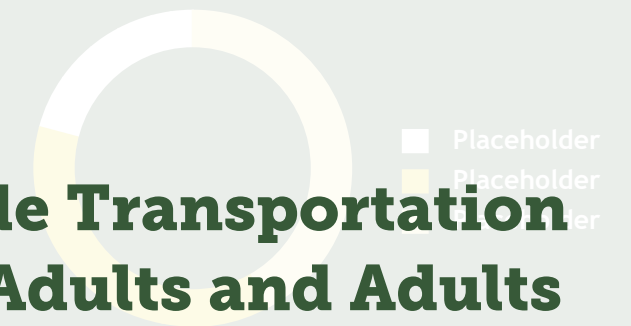
Need for a better understanding of new grant opportunities and funding options for transit projects, such as those available through SB 24-230. Additionally, an assessment is needed to identify which types of projects, whether capital, planning, design, or construction, are required, and to determine whether funding sources have been secured for them.



Need for a cohesive transit network both within and connecting to the SC TPR, along with a holistic approach to all transportation-related decisions that considers the role and integration of the existing network.



Need to assess the feasibility of establishing multimodal transit centers within the Region.



The 2025 Statewide Transportation Survey for Older Adults and Adults with Disabilities is currently in progress. Findings from the survey will be incorporated into the Public Review draft of the plan, expected later this summer.

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South Central stops: Trinidad and Walsenburg

Transit Service Types

- Fixed-route: Transit service that operates on a defined route and schedule.
- Deviated Fixed-Route: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.
- Commuter Bus: Local fixed-route bus transportation primarily connecting outlying areas with a central city. Characterized by a motorcoach, multiple trip tickets and stops in outlying areas, limited stops in the central city, and at least five miles of closed-door service.
- 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.
- Bus Rapid Transit (BRT): Fixed-route bus systems that operate at least 50 percent of the service on fixed guideway. These systems also have defined passenger stations, traffic signal priority or preemption, short headway bidirectional services for a substantial part of weekdays and weekend days; low-floor vehicles or level-platform boarding, and separate branding of the service.
- Aerial Tramway: Unpowered passenger vehicles suspended from a system of aerial cables and propelled by separate cables attached to the vehicle suspension system. Engines or motors at a central location, not onboard the vehicle, power the cable system.

Transit Service Categories

- Interstate Public: Open to the general public and connections one or more regions/TPRs to regions outside the state of Colorado.*
- Interregional Public: Open to the general public and connects one region/TPR of the state to another region/TPR.*
- Regional Transit Service: Open to the general public and connects communities and counties within a region/TPR.
- Local Transit: Open to the general public and operates primarily within a city, town, or community.
- Human Services Transportation: 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.

* Interstate and interregional include intercity bus service as defined by the Federal Transit Administration (FTA) in reference to the FTA’s classification for Section 5311(f) Intercity Bus Funding eligibility



Interregional, Regional & Local Transit Providers

The SC TPR currently only has one regional transit provider that operates on-demand services.

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

Provider	Service Area	Types of Service	Span of Service	Fares	2023 Annual Ridership	2023 Ops & Admin Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
South Central Council of Governments Transit (SCCOG Transit)	Walsenburg, La Veta, and Aguilar Multi-Region: Colorado Springs and Pueblo	Demand Response	Mon-Fri, 8am to 4pm	\$2 to \$4	15,017	\$522,296	105,535	6,304

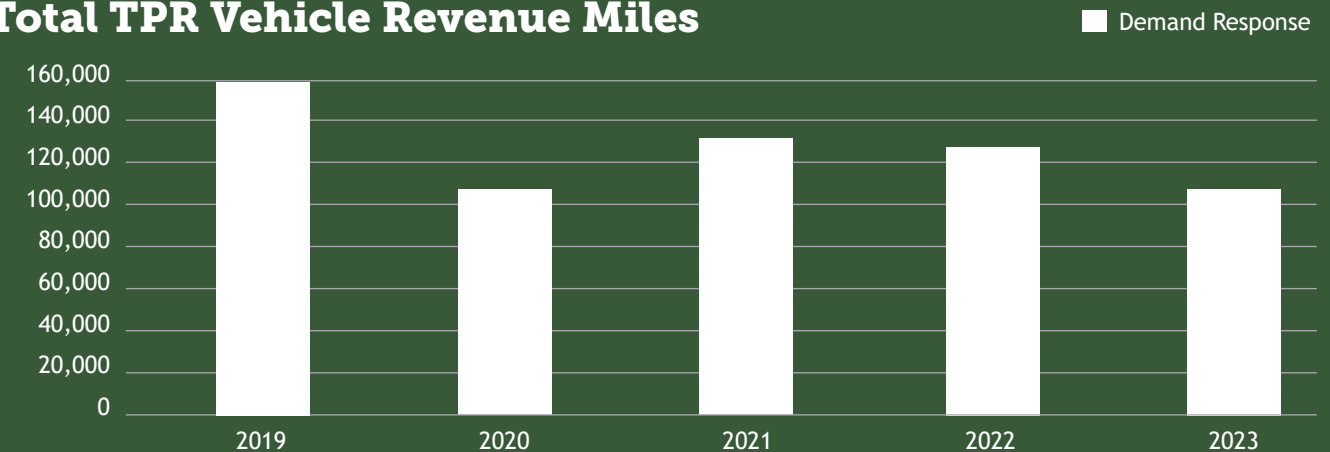
Source: 2023 National Transit Database and Tailored Provider Surveys



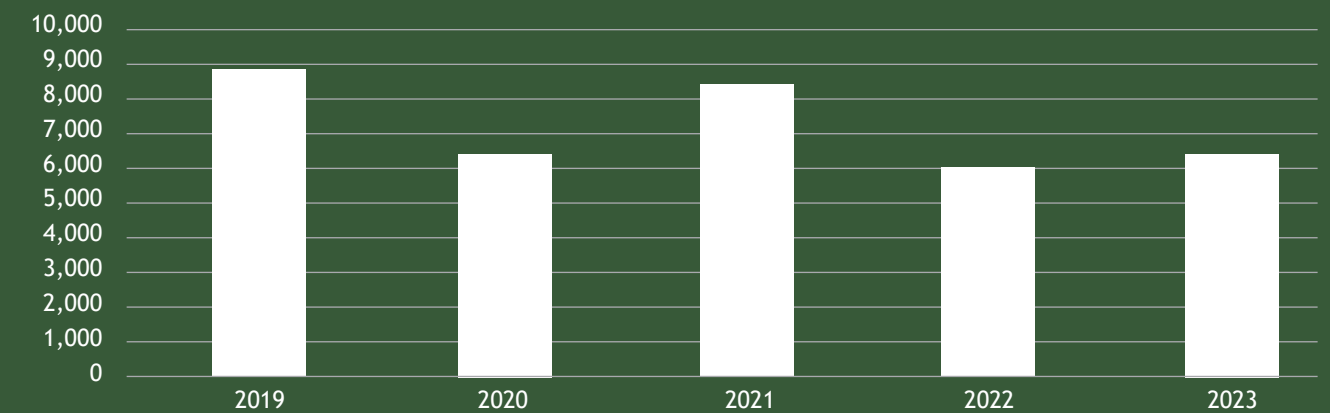
5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the SC TPR show a notable decline in all metrics around 2020, the beginning of the COVID-19 pandemic. The region experienced a sharp decline in ridership in particular, indicating that although fewer rides were taken, transit agencies were still covering high mileage over several hours. SCCOG, the sole provider in the area, experienced a slight rebound in ridership starting in 2022, but ridership is still almost half of what it was in 2019.

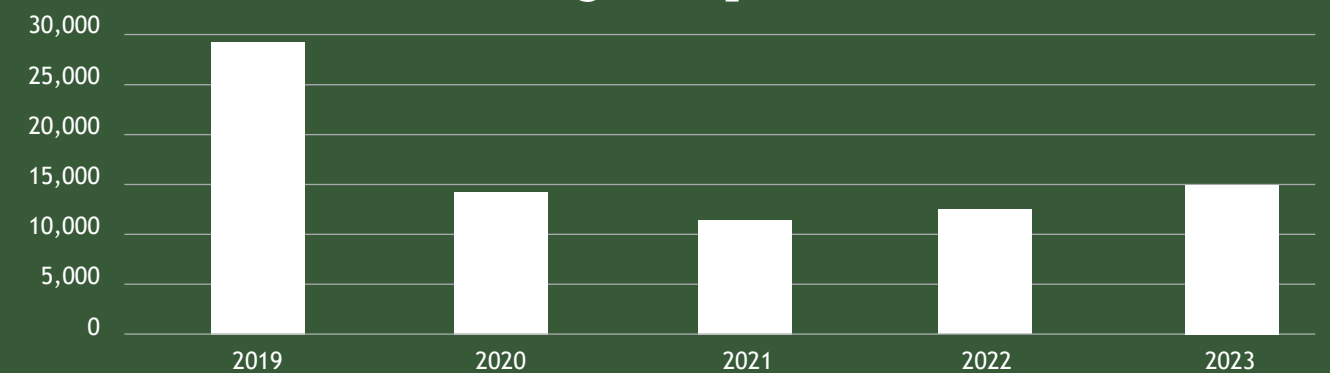
Total TPR Vehicle Revenue Miles



Total TPR Vehicle Revenue Hours



Total TPR Unlinked Passenger Trips



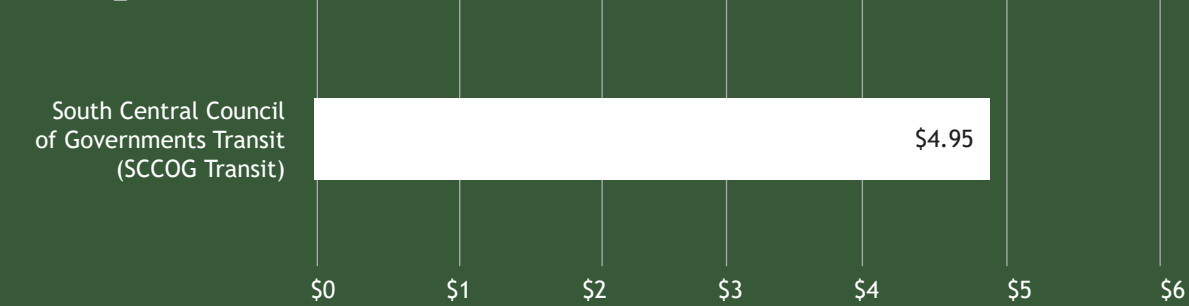
Source: 2019-2023 National Transit Database



Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency’s service operations. SC TPR cost per trip, cost per revenue hour, and cost per revenue mile are highlighted to understand agency performance.

Cost per Mile



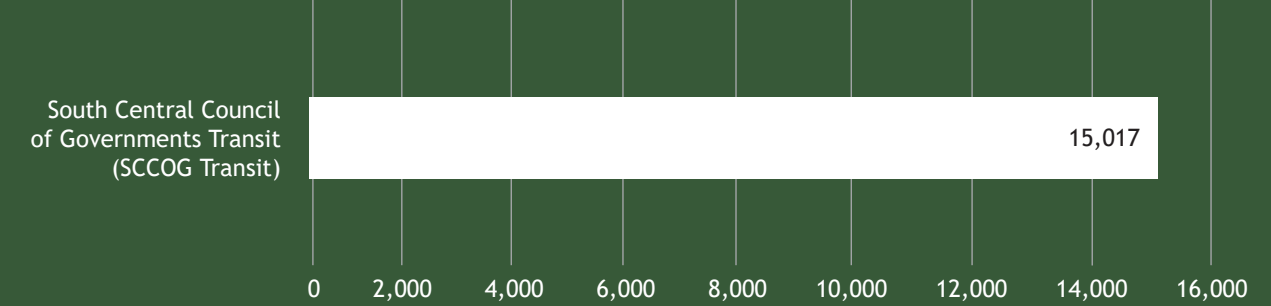
Cost per Hour



Cost per Ride



Annual Ridership



Annual Operating Costs



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

Human Services Providers

Several human services agencies operate transportation services in the SC TPR; however, for many of these providers, transportation is only one of the services they provide. The table below identifies human services agencies in the Region that provide transportation services and the populations they serve. The list below includes providers from the 2020 SC Coordinated Public Transit & Human Services Plan that still provided services in 2023, as well as providers found through desktop review. As this list was compiled through online research, it may not reflect all providers in the SC TPR, particularly those that do not have websites

Provider	Service Area (Within SC)	Additional TPRs	Types of Service	Days of Service	Passenger Eligibility
Aponi Transport Inc	Huerfano County	CFR, Eastern, SLV, SE	Demand Response	Daily	N/A
Brave Sisters Transportation LLC	Las Animas County	CFR, Eastern	Demand Response (Medical)	Mon-Fri	Individuals needing non-emergency medical transportation
Golden Gate Manor Inc	Huerfano and Las Animas Counties	CFR, GV, IM, NW, SLV, SE, SW, Eastern	Demand Response (Medical)	Mon-Fri	Medicaid-eligible older adults and people with disabilities
Retired Senior and Volunteer Program	Huerfano and Las Animas Counties	SLV, SW	Specialized Services, Demand Response, Reimbursement	Mon-Fri	Older adults (65+), low income populations, veterans, Medicaid recipients
Southern Colorado Developmental Disabilities Services	Huerfano and Las Animas Counties		Demand Response	Upon Request	Adults and children with developmental disabilities

Source: 2020 SC Coordinated Public Transit & Human Services Plan, Desktop Review



Photo Credit: Uncover Colorado

Other Human Services Providers

Some human services providers do not offer direct transportation services but may fund transportation programs, offer transportation-related services, or coordinate with transportation providers in the region. The list below includes providers from the 2020 SC Coordinated Public Transit & Human Services Plan that were still active in 2023, along with additional providers identified through online research. Since this list was compiled through available online resources, it may not include all providers in the SC TPR, especially those without websites.

Provider	Service Area (Within SC)	Additional TPRs	Types of Service	Days of Service	Passenger Eligibility
Axel Medical Transportation	Huerfano and Las Animas Counties	IM, SLV, CFR, SE, SW, PPACG	Demand Response (Medical)	Upon request	Medicaid beneficiaries
Maguy Medical Transport LLC	Huerfano and Las Animas Counties	CFR, GV, IM, SLV, SE, PPACG, PACOG	Demand Response (Medical)	Upon request	Health First Colorado (Colorado's Medicaid Program) members and individuals needing non-emergency medical transportation
MedRide	Custer, Fremont, Park, El Paso, and Teller Counties	All of Colorado	Demand Response (Medical); Specialized Services	Mon-Fri, 6am to 6pm Sat-Sun, 6am to 5pm	Individuals requiring non-emergency medical transportation
Medilyft LLC	Las Animas County		Demand Response (Medical); Specialized Services	Upon request	Individuals requiring wheelchair-accessible transportation for medical and mobility needs
The Independence Center	Huerfano and Las Animas Counties	CFR, Eastern, DRCOG, PPACG, PACOG	Vouchers or Reimbursement	N/A	People with disabilities, older adults (65+), low income populations, veterans, Medicaid recipients

Source: 2020 SC Coordinated Public Transit & Human Services Plan, Desktop Review

Private Transportation Providers

Three private for-profit companies in the SC TPR provide transportation services, including City Cab, Safe Rides of Trinidad, and Uber.

State of Good Repair

CDOT's DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2023. 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, a third of CDOT tracked transit vehicles in the SC are beyond their state of good repair.

Provider	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 Transit)	17	10	58.82%	\$1,168,255
TOTAL	17	10	58.82%	\$1,168,255

Source: 2023 Transit Asset Management Plan

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 2025 Statewide Transit Plan Provider Survey gathered information from providers in the SC TPR about coordination to better understand current activities and identify barriers.

PLACEHOLDER GRAPHIC

Meetings are currently underway with agencies to update both quantitative and qualitative data related to coordination activities in the region. This updated data will be included in the Public Review Draft, which is expected to be released in the summer of 2025.

Local/Regional Coordinating Councils

PLACEHOLDER GRAPHIC

Coordination with agencies is currently underway to update information on local/regional coordinating councils. This updated data will be included in the Public Review Draft, which is expected to be released in the summer of 2025.

Mobility Management

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Coordinating Services/Schedules

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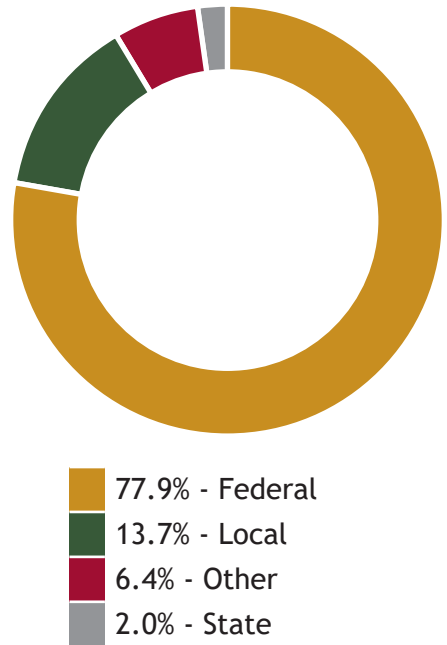
Other Partnerships

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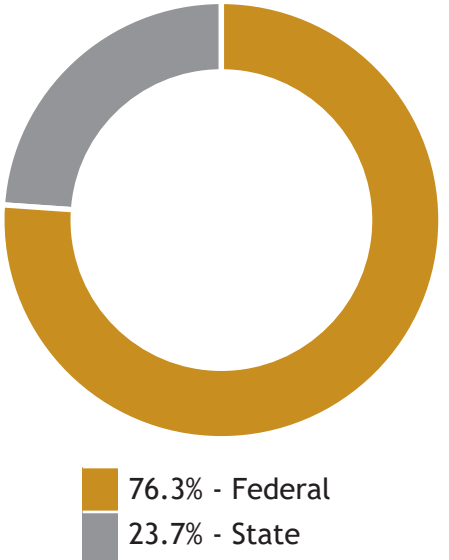
Financial Snapshot

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 2019-2023 budget data, over three quarters of SC's operating and capital revenues from federal sources. For operating revenues, the remaining quarter is split between local, state and other sources. For capital revenues, the remaining quarter comes exclusively from state sources.

Operating Revenue Sources



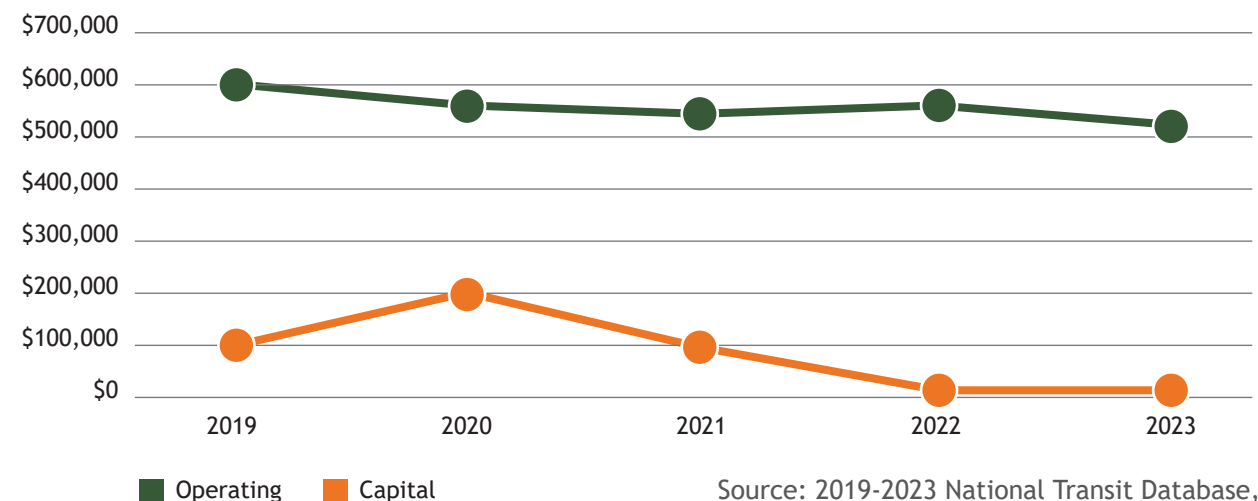
Capital Revenue Sources



Source: 2023 National Transit Database, Tailored Provider Surveys

Historic Revenue Data

The chart below shows five-year SC operating and capital funding trends. Both operating and capital funds have decreased since the COVID-19 pandemic, with operating funds falling by 13 percent between 2019 and 2023, and capital funds seeing an increase in 2020 but falling to \$0 for both 2022 and 2023.



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

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 XX for the full list of additional project needs.

- Capital Project Needs: TBD
- Operational Project Needs: TBD
- Total Identified Need: TBD

Regional Transit Revenue Trends Annual Operating/Capital Projections

PLACEHOLDER GRAPHIC

Financial data is currently being reviewed to determine the most effective approach for updating this information, as this plan is a refresh rather than a full update.

Funding Programs and Opportunities

Federal funding is the primary source of revenue for transit and human services providers in Colorado, supporting both operating and capital projects. CDOT serves as the designated recipient for rural transit funds, allocating Grants for Rural Areas (5311) funding based on a Colorado-specific rural funding methodology. Additionally, CDOT distributes Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers across the state.

Historically, funding for both operating and capital transit needs has been limited. In the previous planning cycle, strategic funds from sources like SB-267 and others were allocated for transit capital projects over four years. Recently, the Clean Transit Enterprise was established through HB 21-260, creating a Retail Delivery Fee to provide competitive funding for zero-emission transit planning, facilities, charging infrastructure, and bus replacement projects. Furthermore, SB 24-230 introduces an “Oil & Gas Production Fee” to fund future transit and rail projects, with implementation expected in January 2026. This bill allocates fees from oil and gas companies to fund a Formula Local Transit Operations Grant Program (70 percent), Competitive Local Transit Grant Program (10 percent), and a Rail Funding Program (20 percent).

Due to limited state funding, many transit agencies in Colorado rely heavily on local funding, especially for operational costs. Alternative funding sources to support local and regional transit services include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorships/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees
- CDOT’s Office of Innovative Mobility Enterprise Funding

Federal Transit Administration Funding Programs

- 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)

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.
- 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.
- Maintain existing 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. If projects were added after the TPR prioritization process, those projects are identified as “unranked.” It is important to note that while projects are ranked, priorities may change based on available funding, grant opportunities, agency needs, etc.

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits

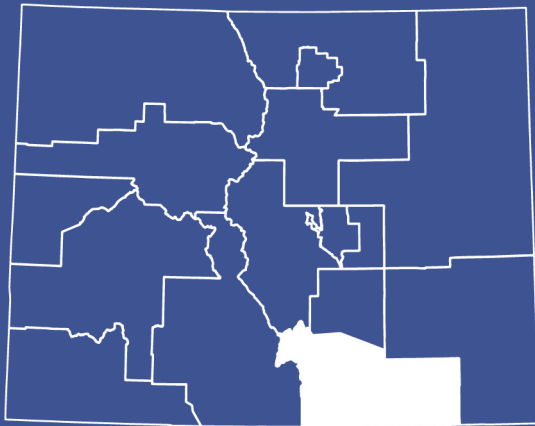
Priority projects are currently under review. An updated draft list of projects will be included in the Public Review Draft.



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

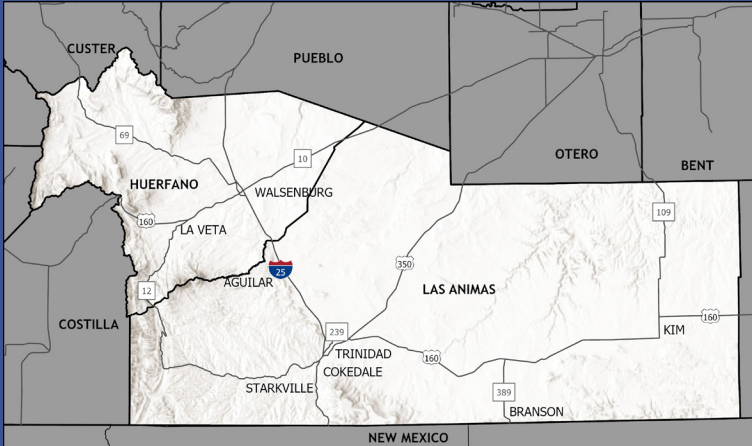
CONNECTION. CHOICE.
COLORADO FOR ALL.



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



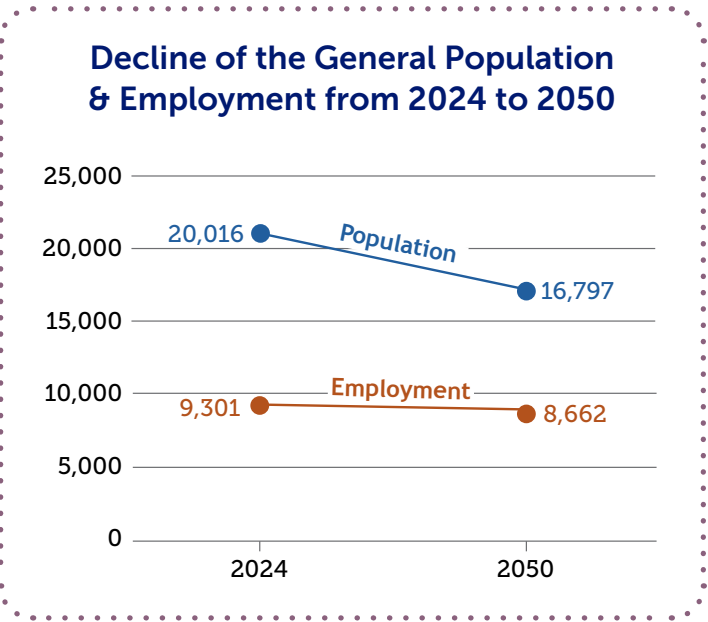
3.
Creation
of a Plan

Regional Transportation Story

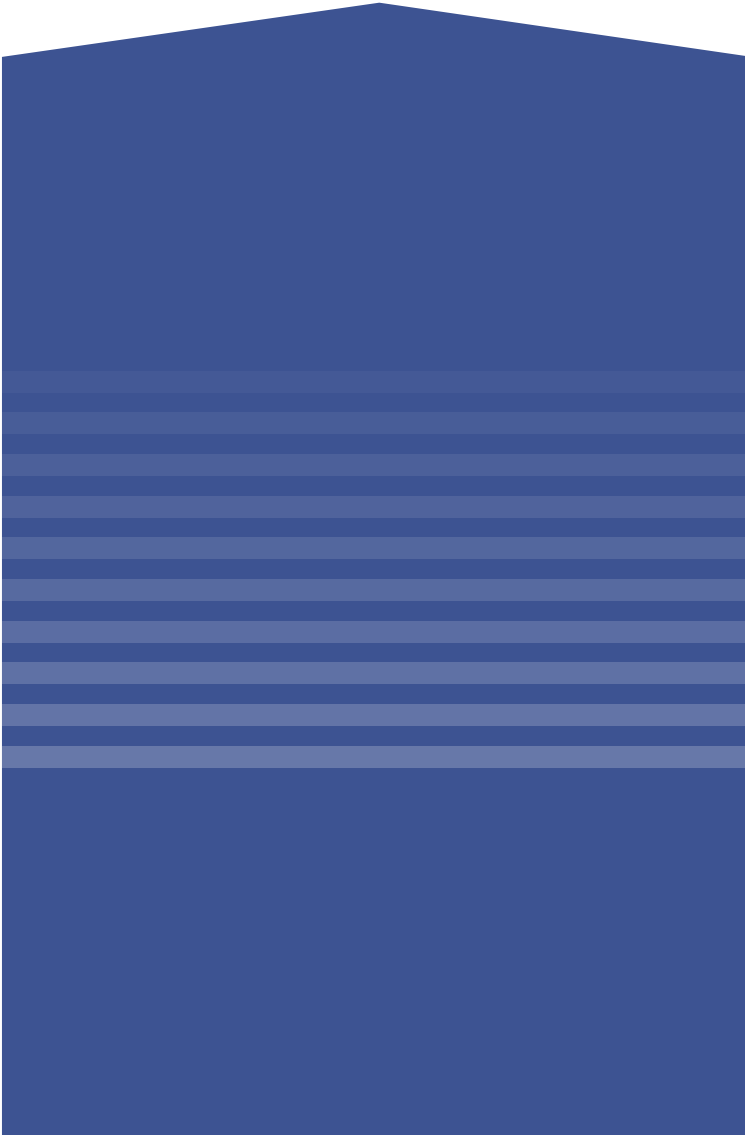
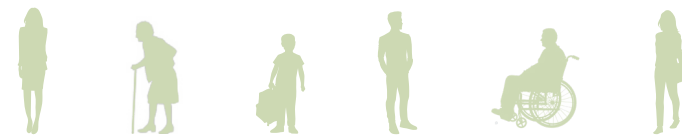
The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this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

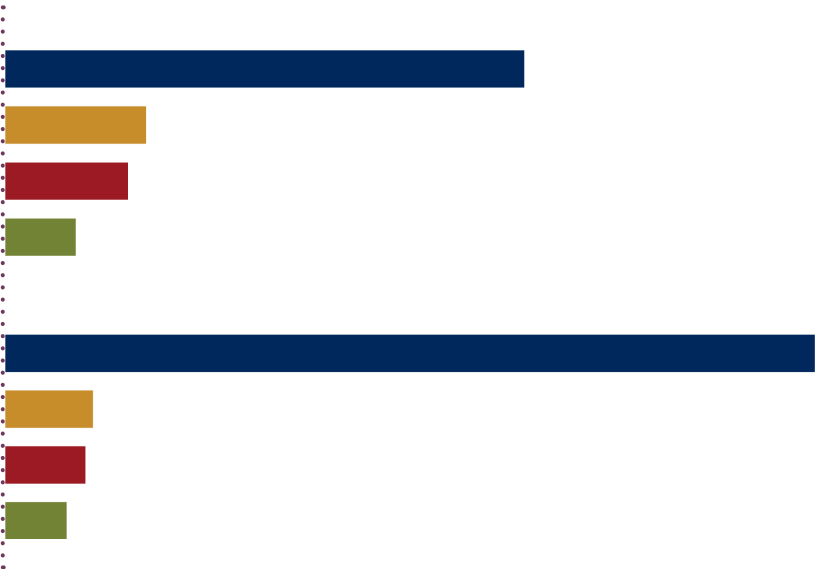
Las Animas

Las Animas (Live & Work): 54.4%

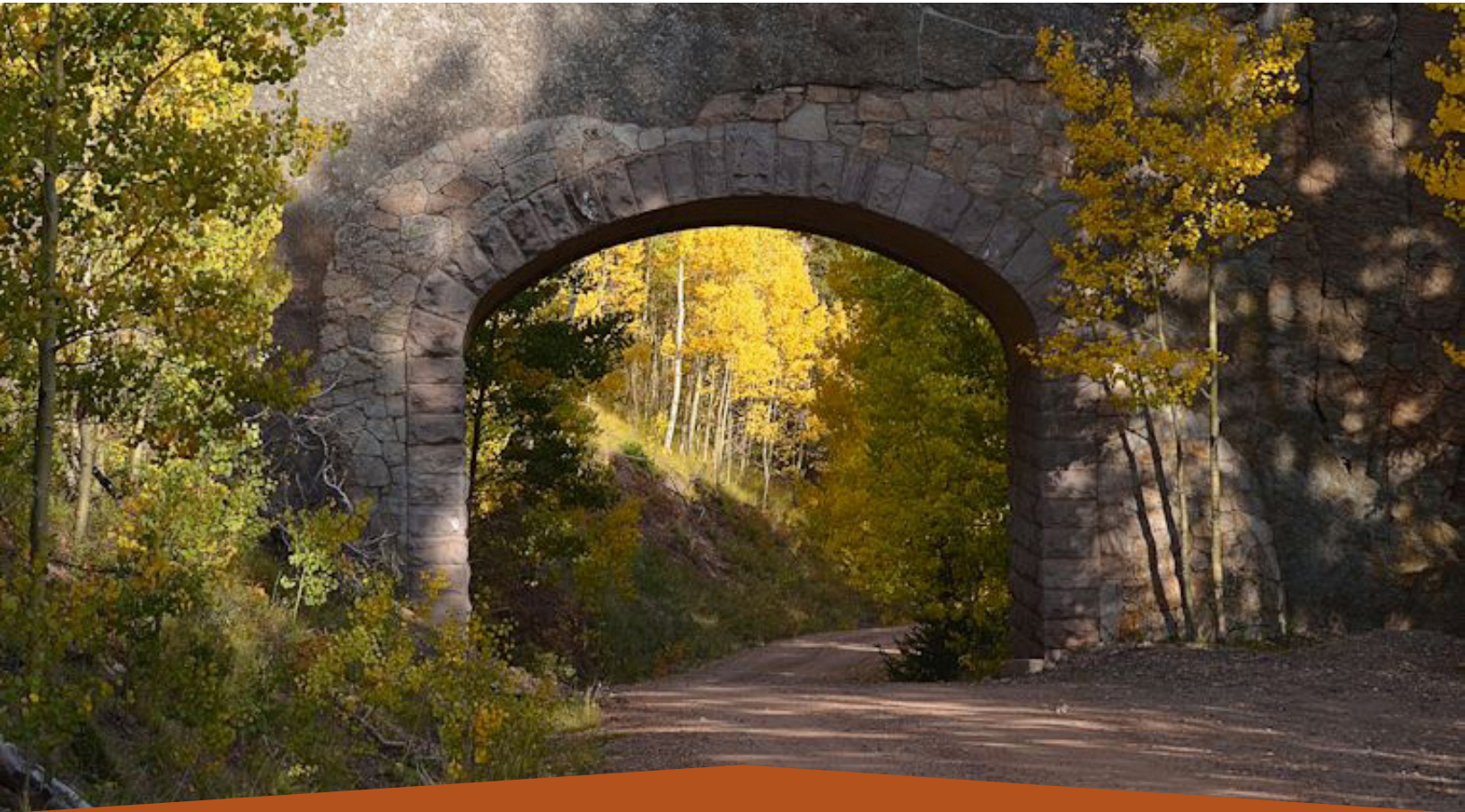
Pueblo: 6.5%

El Paso: 6.3%

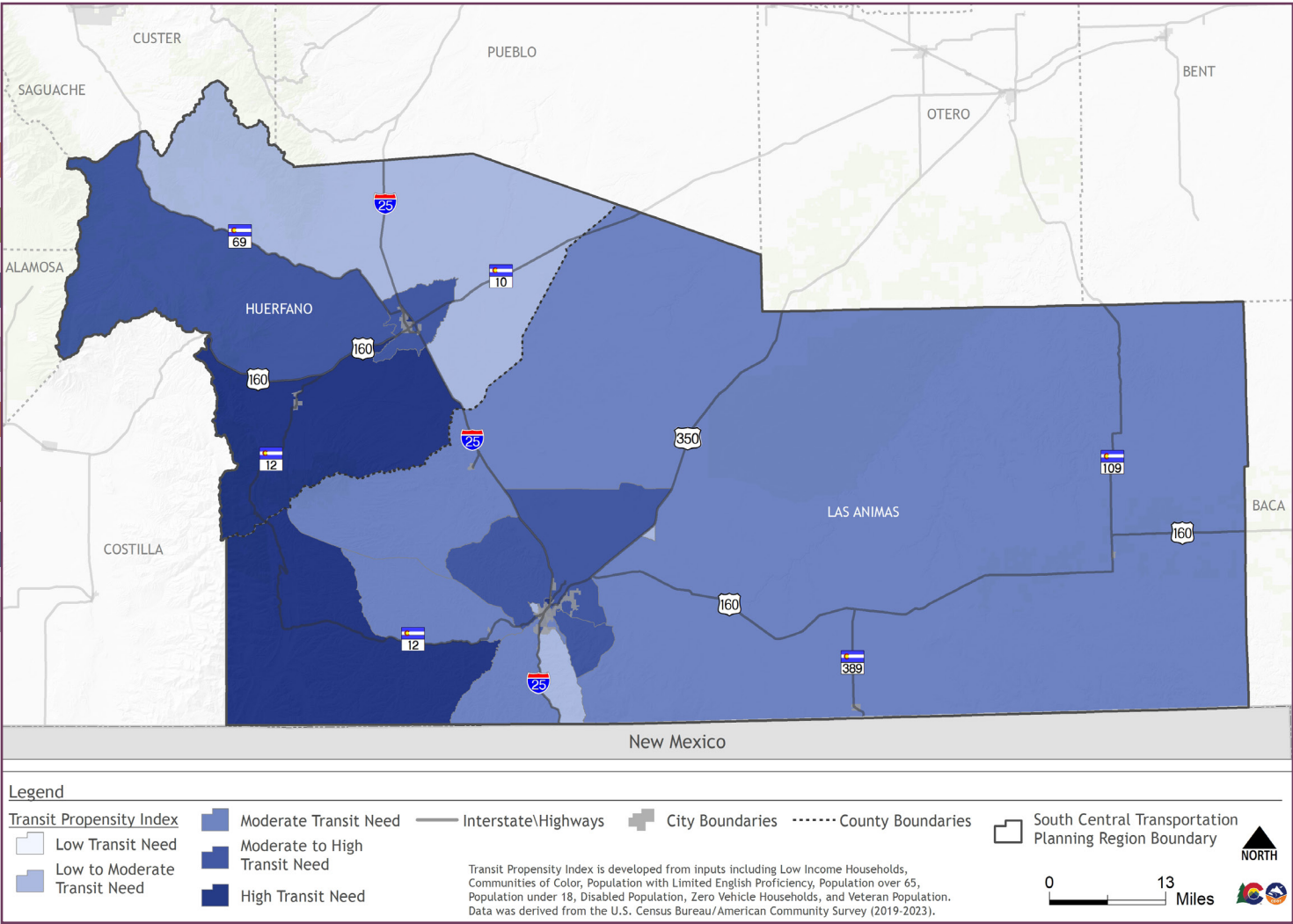
Denver County: 5.0%



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.

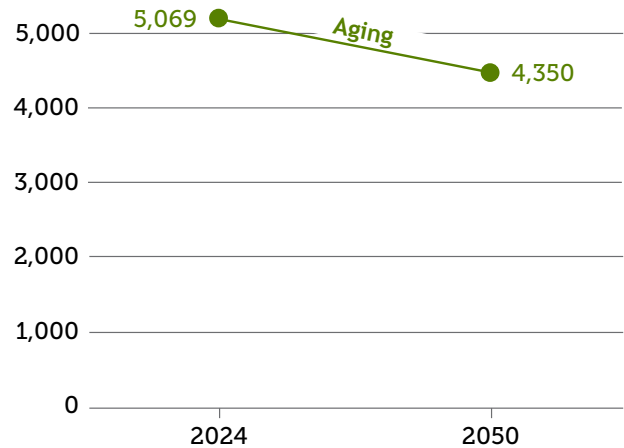
Vehicle Travel & Congestion

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



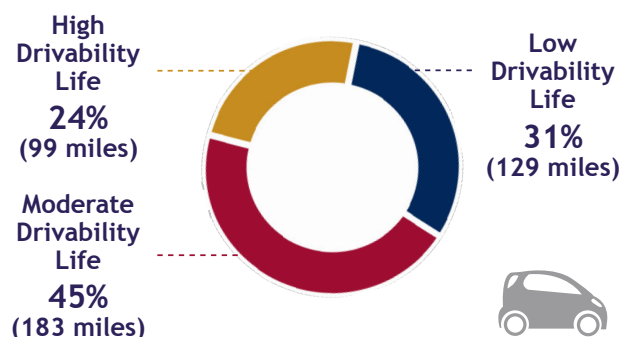
Source: Colorado State Demographer, 2023

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



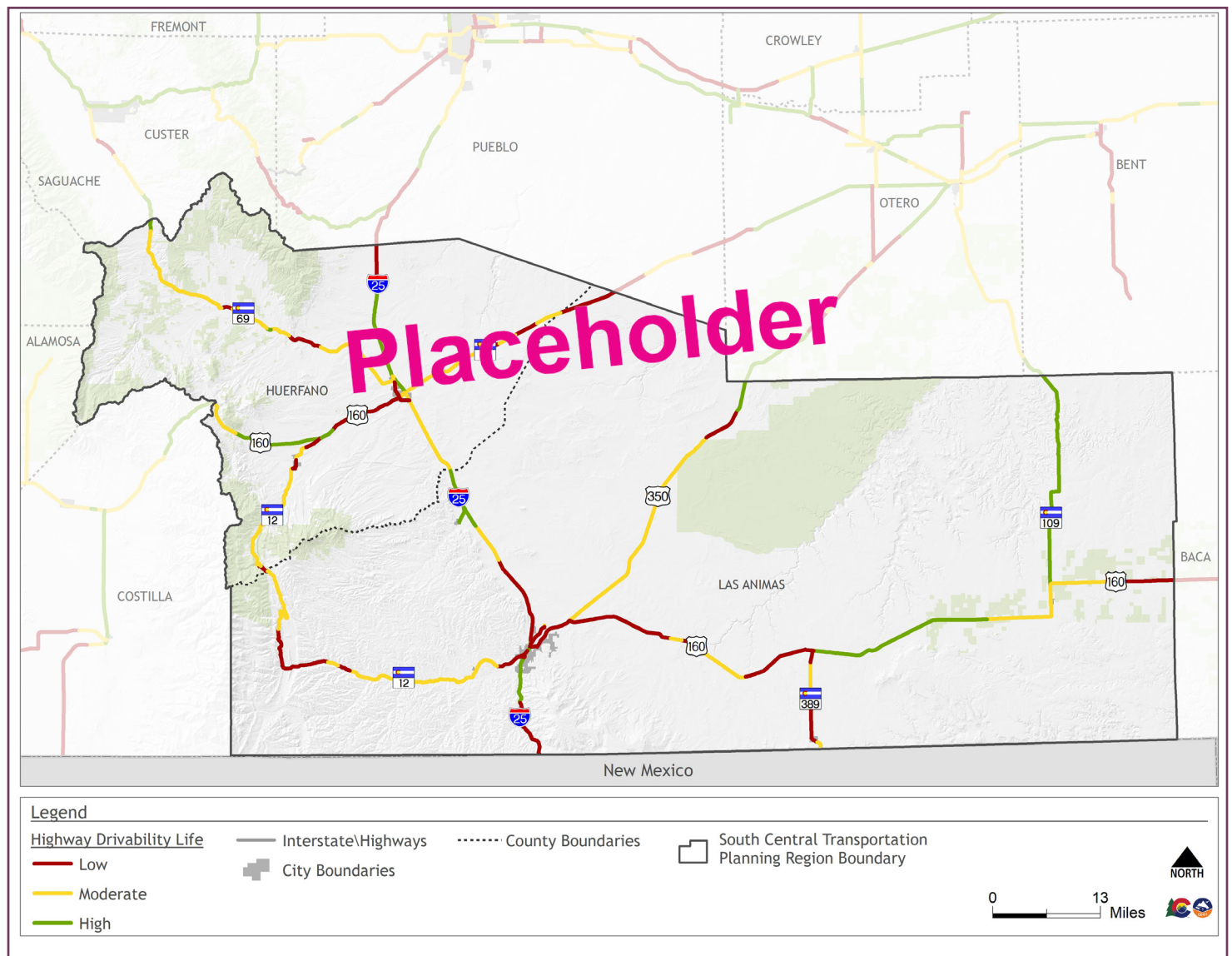
Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated

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

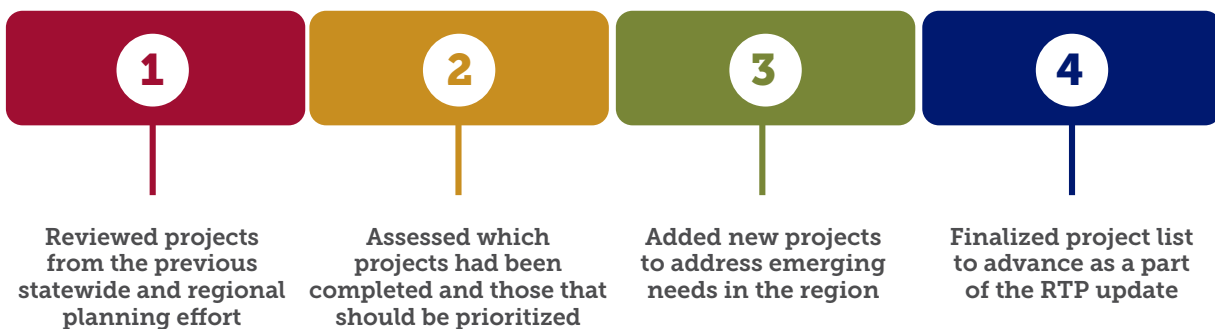
The TPR's transportation priority project list is characterized by a mix of transit, interchanges, auxiliary lanes and shoulder projects. The list also includes a new off-system bridge and Main Street safety projects.

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

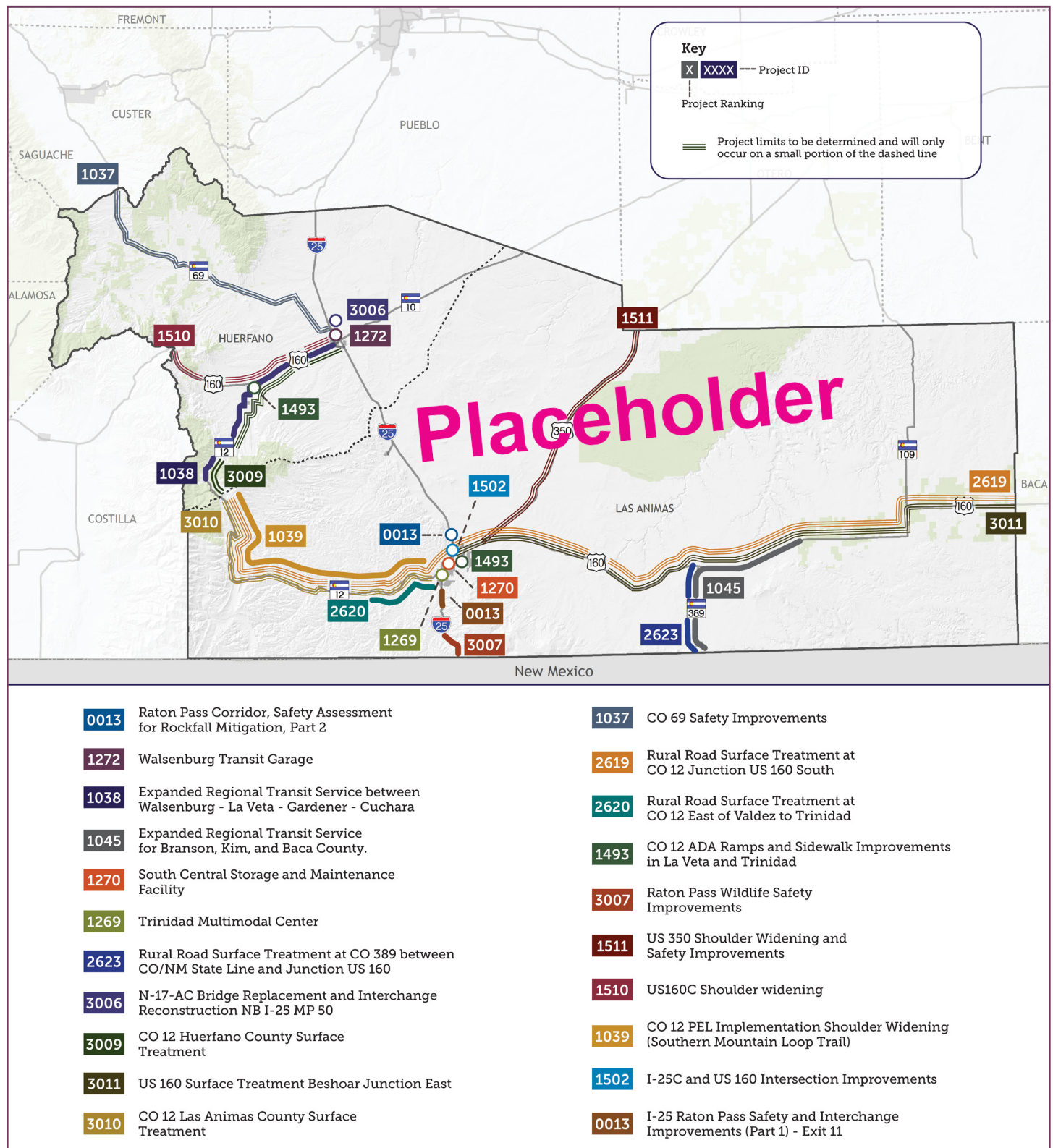
To ensure projects align with regional and statewide priorities, the South Central TPR utilized CDOT PD 14, Statewide Planning Goals and Performance Measures, and region-specific prioritization criteria to guide project selection for this plan. These criteria help evaluate and prioritize investments 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





YOUR

TRANSPORTATION

PLAN

CONNECTION. CHOICE.
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COLORADO

Department of Transportation

To Learn More

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



South Central (SC) Transportation Planning Region (TPR)					
Colorado Department of Transportation (CDOT) Project Updates					
April 2025					
Project Control Number (PCN)	Description	Scope	Phase	Schedule/Status Update	Funding Amount in Thousands (K) and Millions (M)
Engineering					
23321	Information Technology System (ITS) Fiber Install on South (S) I25 - Walsenburg to New Mexico (NM)	Install Fiber Optic from Walsenburg to NM state line. Add node building in Trinidad.	Closure	Project has been accepted and is in Finals closure stage.	\$6.2M
23558	Region 2 (R2) Bridge Bundle Design Build	Multiple structure replacements in Region 2 on US350, CO9, and US24.	Landscape Establishment/ Warranty	Project Complete Currently in Landscape Establishment Period	\$43M
22350	I25 Walsenburg N-17-AD Bridge Replacement	Bridge replacement of N-17-AD at Mile Post (MP) 50 in Walsenburg	Closure	Project has been accepted and is in Finals closure stage.	\$20M
25093	I25A Pueblo Resurfacing Mile Posts (MP) 64-79.6	Surface treatment near Colorado City with striping, guardrail replacement, and minor structure repairs.	Construction	Martin Marietta Materials is prime contractor. Minor culvert work along with guardrail patching is being completed. Project is expected to be accepted by early May 2025.	\$31.5M
22338	CO69 Safety Improvements	Widening shoulders in 3 locations MP 11-12.5, MP 15.8-16.7, and MP 26-26.7	Construction	Project awarded to Walsenburg Sand & Gravel. Construction starting in April 2024 and finishing by end of 2025.	\$6.5M
25542	CO160 Surface Treatment, Kim to Pritchett	Overlay of CO160 from MP 423-451	Closure	Construction is completed, and project is in the closure process.	\$14.8M
25974	R2 SE Timber Bridge Retrofit	Add sister beams to freight and non-freight corridor timber bridges in various locations.	Closure	Construction is completed, and project is in the closure process.	\$3.8M
24488	CO12 Widening MP 46.7-48.0	Add a passing lane to CO12 between MP 46.7-48	Design	Planned advertisement Fall 2025. Construction Summer/Fall 2026.	\$4M
25973	R2 South Central (SC) Timber Bridge Retrofit	Add sister beams to freight and non-freight corridor timber bridges in various locations.	Design	Planned advertisement in Winter 2025. Construction in Spring/Summer 2026.	\$3.8M
26001	I25A South of Trinidad Surface Treatment	Surface treatment project from MP 0-7.5 with striping, guardrail, minor structure repair	Construction	Advertised in Oct. Construction Spring/Fall 2025.	\$22.3M
26002	I25A North of Trinidad Surface Treatment	Surface treatment project from MP 14-26.6 with striping, guardrail, minor structure repair	Construction	United Companies is awarded contractor. Construction will commence April 2025.	\$25.2M
25780	CO10 Walsenburg East Resurfacing MP 0-28.3	10Yr Plan Project/Rural Paving: Surface treatment project from MP 0-28.3 with striping, guardrail, minor structure repair	Design	Design in progress. Advertisement Fall 2025. Construction Spring/Summer 2026.	\$16.2M
25393	I25C Widening North of City	Widen with 6 ft shoulders and 2-way left turn lane	Design	Design in progress. Right-of-Way (ROW) acquisition to started. Advertise Summer 2025.	\$9M
24946	CO12 ADA Improvements	Upgrade ADA ramps along SH12 corridor in LaVeta and Trinidad	Design	Design in progress. Advertise 2026.	\$2.5M
25466	I25A Exit 14 Southbound (SB) Ramp Improvements	10 Year Plan (10YP) Project: Ramp Re-alignment	Plan	Consultant on board. Project Scoped in December. Advertisement Fall 2025 Construction Spring/Summer 2026	\$5M
25436	I25 Raton Pass Wildlife Crossing Mitigation MP 0-13	Wildlife Hits Mitigation - Planning Study	Design	Creating planning document/report of proposed multiple projects addressing the corridors needs. Working on Phase 2 of the report.	\$500K
Traffic					
25453	FY26 Walsenburg Signal Replace	Replace existing signals at US 160 (7th Street) & Main Street (I25C); intersection improvements	Preliminary Planning	Collecting new Traffic/Ped counts. Community engagement in works; design anticipated to start late Summer 2025 Advertisement Spring 2026 Construction Summer/Fall 2026	\$3.2M = \$1.9M 10YP \$1.3M Signal Asset Management (SGA)

South Central (SC) Transportation Planning Region (TPR)					
Colorado Department of Transportation (CDOT) Local Agency (LA) Project Updates					
April 2025					
Project Control Number (PCN)	Description	Scope	Phase	Schedule/Status Update	Grant Funding in Thousands (K) and Millions (M)
24026	Trinidad Accessible Pedestrian Signals	Upgrading the pedestrian signals at four intersections on Main Street in Trinidad. Installing new Americans with Disabilities Act (ADA) compliant push buttons with voice messaging and instruction as well as installing new Pedestrian Signal Heads at each of the crossing points.	D	Construction Notice to Proceed (NTP) sent to Local 11/22. Awaiting pre-construction	\$70K
24028	Walsenburg Transit Facility	Design and construction of a Transit Garage located at 625 N Polk Ave, Walsenburg, CO 81089.	D	Advertised for construction 8/30. Local finding additional funding	\$259K
25197	Gardner Loop Trail	Study and report for an approximately 1-mile multi-use trail/sidewalk in Gardner.	D	In design ; Designer conducting survey work and design alternatives. Should have plans by 12/31.	\$118K
25199	Cuchara Connector Trail	Study and design of a multi-use trail connecting Downtown Cuchara and subdivisions in the Cuchara area to the Cuchara Mountain Park, with a distance of approximately 3.4 miles.	D	In design; Designer conducting survey work and design alternatives. Should have plans by 12/31.	\$418K
25208	Main Street Revitalization Improvements Project - La Veta	The design, planning and construction of the La Veta Downtown Main Street revitalization to include bulb outs on all four corners with ADA Ramps Ryus Ave and Main Street (Hwy 12), Francisco and Main Street. Also, bulb outs on the two south corners of at Park Street (Moore St) and Main Street. Crosswalks will be put in at each of the listed intersections. Additionally, sidewalks running west on Ryus Ave and east on Francisco, including additional parking on west Ryus Ave.	D	Waiting for town board to approve/award a firm; GMS was awarded Design; Kickoff meeting 12/11/2023; In preliminary design; working toward Field Inspection Review (FIR); FIR meeting 06/11/24; Working toward Final Office Review (FOR);	\$1.57M
25448	Trinidad Multi-Use Path along Santa Fe Trail (was 25294)	Design and construction of a multi-use trail along Santa Fe Trail within the existing right-of-way; extending from Exit 11 to the south, then Saddle Road to the north, totalling a distance of 1.15 miles.	D	In design 12/16	\$1.8M
25944	South Central Council of Governments (SCCOG) Multimodal Wayfinding Signage on CO12	Targets pedestrians, bicyclists and others who use non-motorized transportation on 82 miles of Highway 12. Employing wayside exhibits and pull-offs to inform travelers, and create a safer travel system while expanding recreational and cultural choices for travelers.	D	Executed Intergovernmental Agreement (IGA) sent to local 7/19. Awaiting Request for Proposal (RFP) for design. Awaiting RFP for design 12/16; OL1 & NTP recieved 03/26/25;	\$357K
25955	La Veta Oak Street Bike Lane	Pave the entire Park Street to Oak Street to include bike lane striping for designated bike lanes. Pave the area next to the railroad depot for bike racks and parking. Includes bike lane striping on the west side of Oak Street to GrandC7:C12 Street.	D	Project created in ZJ08 07/31/2023; Transportation Alternative Program (TAP) Funds Fiscal Year (FY)24; Draft documents sent to LA; Waiting for Executed Official Letter of Agreement (OLA); Draft OLA sent to LA 03/12/2024; Executed OLA 04/08/24; Working on Budget/RFP; NTP for design on 8/27; Working towards Advertisement (AD); Firm selected 11/24; Kickoff meeting after the new year;	\$361K

South Central TPR 2045 Regional Transportation Plan Appendix B Update

10-Year Plan	TPR Priority from 2045 South Central RTP	Data Ranking Results	South Central TPR Planning Project ID	Project Type	State Highway	Project Name	Project Description	County(ies)	Status	CDOT Recommendation
FUNDED (2019-2026)	A	13	1039	Highway	CO 12, US 160	CO 12 PEL Implementation - Shoulder Widening (Southern Mountain Loop Trail)	This trail project 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.	Huerfano, Las Animas	Phase 1 in design - Shoulder widening and EB passing lane west of Weston. Project is 24488. 10YP has \$4M funded FY19-22 and \$6M FY27+. Will need \$6M+ for phase 1. AD late CY 25.	CDOT Region Priority
FUNDED (2019-2026)	B	14	13	Highway	I-25	I-25 Raton Pass Safety and Interchange Improvements (Part 1) - Exit 11	At Exit 11, the project constructs a new, wider bridge over I-25 which connects to existing roundabouts. The project will assess other safety improvements from MP 0-12 including rockfall mitigation or improved access to the future Fisher's Peak State Park.	Las Animas	Split into two projects in 10-Year Plan 0013.1 - Completed Exit 11 Interchange. 21324. ~\$18M. 0013.2 - Planning Raton Pass Corridor Phase 2. 23463. \$3M.	CDOT Region Priority for Wildlife Mitigation
NO, BUT FUNDED: OTHER	C	11	1037	Highway	CO 69	CO 69 Safety Improvements	Shoulder widening, safety improvements, and passing lanes on CO 69.	Huerfano, Las Animas	Under Construction - 22338 in construction. ~\$7.5M. Shoulder widening and safety improvements in multiple locations between Gardner and the I-25 and CO 69 interchange, as well as one mile west of Gardner along CO69. No resurfacing.	CDOT Region Priority - Keep this project or replace with new CO 69 project?
	D									
FUNDED (2019-2026)	E	13	1502	Highway	I-25	I-25C and US 160 Intersection Improvements	This project includes a roundabout or other mitigation to address intersection operation and drainage issues at the intersection of I-25C and US 160 in Walsenburg.	Huerfano	Project is in Design. No longer looking at roundabout per TPR direction.	CDOT Region Priority - No longer a roundabout
	F									
FUNDED (2019-2026)	G	6	1044	Transit	US 160	Kim Transit Garage	This project includes a new transit garage that will hold two vans and administrative offices to support SCCOG transit service in Kim, Branson, and Baca County.	Baca, Las Animas	Project Database indicates project funded for 2019-2026 in 10 Year Plan. Project is in the planning stage.	TPR to prioritize/consider integration into Highway Project.
NO	H	12	1510	Highway	US 160	Proposed US160C shoulder widening	Widen shoulders on both sides along the corridor at selected areas.	Las Animas	No funding Identified.	Not a CDOT Region Priority - Consider replacing with project below?
	I									
	J									
NO	K	4	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.	Huerfano	Design Completed; Project on hold, due to higher than anticipated bids.	TPR to decide if to keep on the list or not.
	L									
FUNDED (2019-2026)	M	6	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.	Baca, Las Animas	Project Database indicates funding for planning in the 10-Year Plan.	TPR to prioritize/consider integration into Highway Project.

South Central TPR 2045 Regional Transportation Plan Appendix B Update

10-Year Plan	TPR Priority from 2045 South Central RTP	Data Ranking Results	South Central TPR Planning Project ID	Project Type	State Highway	Project Name	Project Description	County(ies)	Status	CDOT Recommendation
NO	N	8	1269	Transit	I-25	Trinidad Multimodal Center	Multimodal center to serve Amtrak, Greyhound and SCCOG transit services	Las Animas	Project database indicates not funded in the 10-Year Plan, and that the status is in the planning stage.	TPR to prioritize/consider integration into Highway Project.
	O									
NO, BUT FUNDED: OTHER	P	N/A	1041	Transit	US 160, I-25	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.	Alamosa, Costilla, Huerfnao, La Plata, Mineral, Pueblo, Rio Grande Counties	Complete except for extension of service to Durango. SCTPR section is complete.	TPR to prioritize/consider integration into Highway Project.
FUNDED (2019-2026)	Q	5	1038	Transit	CO 12, CO 69, US 160	Expanded Regional Transit Service between Walsenburg- La Veta-Gardener- Cuchara	This project includes the purchase of three new vans and operating costs to expand transit service to La Veta, Gardener, and Cuchara.	Huerfano	Project Database indicates funding for planning in 10-Year Plan.	TPR to prioritize/consider integration into Highway Project.
FUNDED (2019-2026)	R	7	1270	Transit	I-25	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.	Las Animas	Design for this project is funded in 10-year Plan. (IGA is under development)	CDOT Region Priority
UNFUNDED (2027-2028)	S	10	1508	Highway (Freight)	US 160	US 160 Freight and Safety Improvements	Increase truck parking, improve existing pull-offs, and install passing lanes at select locations between North La Veta Pass and Walsenburg.	Huerfano	\$13M on 10YP 27+. Still need to analyze and determine the locations where improvements are warranted.	Not a CDOT Region Priority - Consider replacing with project below?
	T									
FUNDED (2019-2026)		6	1267	Transit	CO 12	Expanded Regional Transit Service between Trinidad and CO 12 Communities	This project includes the purchase of six new vans and operating costs to expand Trinidad transit service to the communities of Segundo, Weston, Stonewall Gap, and Monument Lake.	Las Animas	Project Database indicates project funded for 2019-2026 in 10 Year Plan.	TPR to prioritize/consider integration into Highway Project.
NO		13	1277	Highway	US 160	Walsenburg Stop Sign Gap Assist Project	Alerts drivers when it is not safe to enter a stop sign-controlled intersection. This is intended to improve safety at non-signalized intersections where only the minor road has posted stop signs. It includes both onboard (for connected vehicles) and roadside signage warning systems (for non-equipped vehicles).	Huerfano	No funding Identified.	TPR to prioritize/consider integration into Highway Project.
NO		12	1492	Highway	CO 10	Proposed CO10 Shoulder Widening & Resurfacing	Widen CO 10 along the highway at selected areas in Huerfano County	Huerfano	CDOT proposes to modify the scope to widening only from Walsenburg to the Huerfano County Line, 28 miles to the east, since paving of that stretch is currently in design. \$10M on 10YP 27+ for shoulder widening in SE TPR Area only. No work has been done to determine if shoulder widening is warranted.	Not a CDOT Region Priority
UNFUNDED (2027-2028)		11	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.	Huerfano, Las Animas	In Design. 24946. \$3,225,000 10YP, ADA and RPP Funds identified.	CDOT Region Priority
NO		12	1495	Highway	I-25	I-25 Raised Pavement Markings	I-25 Raised Pavement Markings	Huerfano, Las Animas	No funding Identified.	Not a CDOT Region Priority
NO		13	1496	Highway (Freight)	I-25	Create or expand chain-up and parking facilities (Trinidad, CO)	Partner with NMDOT to improve signing & open existing rest area / truck parking area on northbound I-25 at the state line. Also may be able to use existing temporary northbound weigh station as a chain-up area.	Las Animas	No funding Identified.	Not a CDOT Region Priority

South Central TPR 2045 Regional Transportation Plan Appendix B Update

10-Year Plan	TPR Priority from 2045 South Central RTP	Data Ranking Results	South Central TPR Planning Project ID	Project Type	State Highway	Project Name	Project Description	County(ies)	Status	CDOT Recommendation
NO		N/A	13	Highway (Freight)	I-25	Increase Truck Parking (I-25 El Moro)	Existing CDOT rest area; could be expanded within existing CDOT ROW but would require access and circulation changes.	Las Animas	No funding Identified.	Not a CDOT Region Priority
NO		9	1498	Highway (Freight)	I-25	Create or expand chain-up and parking facilities (Walsenburg, CO)	Expansion of the existing TA travel center could be possible on land already owned by the existing TA. This land is a dirt lot already used for overflow truck parking. CDOT could partner with TA to pave this area to make it usable year-round.	Huerfano	No funding Identified.	Not a CDOT Region Priority
NO		8	1505	Highway	CO 69	Improve M-16-Q on CO 69	Replace M-16-Q, west of Gardner.	Huerfano	No funding Identified.	Not a CDOT Region Priority
UNFUNDED (2027-2028)		12	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.	Las Animas	\$5.5M on 10YP 27+ for shoulder widening. No work has been done to determine is shoulder widening is warranted.	CDOT Region Priority
UNFUNDED (2027-2028)		10	1628	Highway	US 160	US 160 Curve Alignment	This project will soften the curve on US 160 south of Kim.	Las Animas	Signing and rumble strips were installed as part of the paving project from Kim to Pritchett in CY 24. Changing the alignment of the curve would require ROW and significant roadway alignment changes that the crash data does not support.	Not a CDOT Region Priority
NO		13	2341	Highway	CO 10	CO 10 Safety Study	Most frequent crash types: Wild Animal, Fixed Objects, Overturning	Huerfano	Not a CDOT priority. Widening Project ID 1492 would complete the study to determine widening locations.	Not a CDOT Priority
NO		13	2343	Highway	I-25	I-25 Safety Study	Most frequent crash types: Fixed Objects, Wild Animal, Overturning.		No funding Identified.	Not a CDOT Priority
FUNDED (2019-2026)		9	2497	Transit	I-25	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	Huerfano, Las Animas, Pueblo	Project Database indicates funding for design in 10-Year Plan.	TPR to prioritize/consider integration into Highway Project.
UNFUNDED (2027-2028)		11	2616	Rural Paving	I-25	I-25 Business Route through Walsenburg	Rural road surface treatment on the I-25 Business Route through Walsenburg.	Huerfano	CDOT Proposes deleting Project IDs 2616, 2617, and 2622 and creating a new priority that combines all 3 small project into 1 larger project for economy of scale due to the proximity of the projects.	CDOT Region Priority
UNFUNDED (2027-2028)		12	2617	Rural Paving	US 160	US 160 Walsenburg West	Rural road surface treatment on US 160 west of Walsenburg to the intersection of US 160 and the I-25 Business Route in Walsenburg.	Huerfano	CDOT Proposes deleting Project IDs 2616, 2617, and 2622 and creating a new priority that combines all 3 small project into 1 larger project for economy of scale due to the proximity of the projects.	CDOT Region Priority
FUNDED (2019-2026)		10	2618	Rural Paving	CO 10	CO 10 Walsenburg East	Rural road surface treatment	Huerfano	Initial Project Name was US 160 and has been corrected.	CDOT Region Priority
UNFUNDED (2027-2028)		11	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.	Huerfano	CDOT Proposes to include "upgrading guardrails, striping, and rumble strips for safety." in the description of the project. Partially funded in the 10_year Plan FY 27+; No work completed to date.	CDOT Region Priority
UNFUNDED (2027-2028)		11	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.	Las Animas	CDOT Proposes to include "upgrading guardrails, striping, and rumble strips for safety." in the description of the project. Partially funded in 10-Year Plan FY 27+; No work completed to date.	CDOT Region Priority
UNFUNDED (2027-2028)		10	2622	Rural Paving	US 160	US 160 between I-25 Business Rout (Walsenburg) and I-25	Rural road surface treatment on US 160 for approximately one mile between I-25 Business Route and I-25 in Walsenburg.	Huerfano	CDOT Proposes deleting Project IDs 2616, 2617, and 2622 and creating a new priority that combines all 3 small project into 1 larger project for economy of scale due to the proximity of the projects.	CDOT Region Priority

South Central TPR 2045 Regional Transportation Plan Appendix B Update

10-Year Plan	TPR Priority from 2045 South Central RTP	Data Ranking Results	South Central TPR Planning Project ID	Project Type	State Highway	Project Name	Project Description	County(ies)	Status	CDOT Recommendation
UNFUNDED (2027-2028)		8	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.	Las Animas	CDOT Proposes to include "upgrading guardrails, striping, and rumble strips for safety." in the description of the project.	CDOT Region Priority
FUNDED (2019-2026)		3	2735	Transit	US 50	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.	Powers, Bent, Otero, Las Animas,	Project Database indicates funding for local match in for construction in 10-Year Plan.	TPR to prioritize/consider integration into Highway Project.
NO		6	2743	Transit	I-25	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.	Las Animas	Project Database indicates no funding in 10-Year Plan, but in the planning stage.	CDOT Priority
FUNDED (2019-2026)		11	2757	Highway	I-25C	I-25C Walsenburg Widening North of City	Safety improvements in Walsenburg from I-25C to I-25. Shoulder widening and center turn lane between mileposts 2.5 and 3.75.	Huerfano	In Design. Project 25393. ~\$12.1M RPP and 10YP Funds.	CDOT Region Priority/ Not originally in Appendix B
FUNDED (2019-2026)		12	2758	Highway	I-25	Implement Recommendations from Trinidad Traffic Study	I25A Exit 14 Trinidad SB Ramp Improvements.	Las Animas	In Design. Project 25466. \$5M 10YP Funds.	CDOT Region Priority/ Not originally in Appendix B
UNFUNDED (2027-2028)		8	1512/2623	Highway	CO 389	Resurfacing CO389 to improve drivability 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.	Las Animas	\$5.28M on 10YP 27+. No work has been done. Not enough \$ to complete the scope.	Not a CDOT Region Priority
		10	3008	Rural Paving	I-25C, US 160	Walsenburg Surface Treatment I-25C and US 160	Rural road surface treatment to improve the condition of the pavement in and around Walsenburg on I-25C and US 160 . Including upgrading guardrails, striping, and rumble strips for safety.	Huerfano	Rural road surface treatment to improve the condition of the pavement in and around Walsenburg on I-25C (MP 0-4) and US 160 (302.7-306.4). Including upgrading guardrails, striping, and rumble strips for safety.	New TPR Project Idea
		9	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/10US 160 NB Interchange near MP 50 in Walsenburg.	Huerfano	Construction of N-17-AC bridge replacement NB I-25 and reconstruction of NB I-25/CO/10US 160 NB Interchange near MP 50 in Walsenburg.	New TPR Project Idea
		10	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.	Las Animas	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.	New TPR Project Idea
		9	3012	Highway	CO 69	CO 69 Widening and Surface Treatment Huerfano County	Surface treatment and shoulder widening select areas of CO 69 improve safety and rideability.	Huerfano	Surface treatment and shoulder widening select areas of CO 69 improve safety and rideability.	New TPR Project Idea
		12	3007	Highway	I-25	Raton Pass Wildlife Safety Improvements	Implement and construct recommendations from the wildlife studies on Raton Pass. Studies expected to be complete in 2025.	Las Animas	Implement and construct recommendations from the wildlife studies on Raton Pass. Studies expected to be complete in 2025.	New TPR Project Idea
		10	3009	Rural Paving	CO 12	CO 12 Huerfano County Surface Treatment	Rural road surface treatment to improve the condition of the pavement on CO 12 in Huerfano County. Including upgrading guardrails, striping, and rumble strips for safety.	Huerfano	Rural road surface treatment to improve the condition of the pavement on CO 12 in Huerfano County. Including upgrading guardrails, striping, and rumble strips for safety.	New TPR Project Idea
		11	3010	Rural Paving	CO 12	CO 12 Las Animas County Surface Treatment	Rural road surface treatment to improve the condition of the pavement on CO 12 in Las Animas County. Including upgrading guardrails, striping, and rumble strips for safety.	Las Animas	Rural road surface treatment to improve the condition of the pavement on CO 12 in Las Animas County. Including upgrading guardrails, striping, and rumble strips for safety.	New TPR Project Idea

10-Year Plan	TPR Priority from 2045 South Central RTP	Data Ranking Results	South Central TPR Planning Project ID	Project Type	State Highway	Project Name	Project Description	County(ies)	Status	CDOT Recommendation
NO, BUT FUNDED: OTHER	D		1274	Transit	I-25	Expanded Regional Transit Service between Trinidad and Pueblo	New buses (2) to expand Trinidad Transit service to Pueblo w/ operating expenses.	Huerfano, Las Animas, Pueblo	Completed.	TPR to consider adding a replacement project to the list or shortening the list of top project priorities
NO	F		1507	Highway	US 160	US 160 by CR 504 West of Walsenburg (Wildlife safety improvements)	Install wildlife safety improvements such as fencing and/or overpass	Huerfano	CDOT Recommends to remove from the list as wildlife fencing is not feasible due to too many accesses at this location.	Remove from the list as part of cleaning up the list. Consider adding a replacement priority project to the list, or shortening the top priority list.
NO, BUT FUNDED: OTHER	I		1036	Highway	CO 10, US 160, I-	N 17 AD on I25 Walsenburg Bridge Replacement and Intersection Reconstruction	Construction of N 17 AD bridge replacement SB I-25 and reconstruction of SB I-25/CO 10US 160 NB Interchange near MP 50 in Walsenburg.	Huerfano	Under Construction	CDOT Region Priority - Recommend 1036 for removal see 3006.
NO, BUT FUNDED: OTHER	J		1042	Highway	I-25	ITS/CAV: CDOT Strategic Fiber Network; add fiber on I-25	Add fiber on I-25	Las Animas	Completed.	TPR to consider adding a project to the list or shortening the list of project priorities
NO, BUT FUNDED: OTHER	L		1273	Transit	I-25	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.	Huerfano, Las Animas, Pueblo	Completed.	TPR to consider adding a project to the list or shortening the list of project priorities.
NO, BUT FUNDED: OTHER	O		1509	Highway	US 160	I25C/US160 Ped/Bike Improvements	Improve ADA ramps, sidewalks along I25C and US160 at selected locations (I25C & US160)	Huerfano	Completed.	TPR to consider adding a project to the list or shortening the list of project priorities.
NO, BUT FUNDED: OTHER	T		1276	Highway (Freight)	I-25	I-25 A (MP 5.583 – 5.600) Repair Structure P-18-BP to allow over weight load utilization	Repair structure P-18-BP by injecting epoxy resin and fiber wrapping the appropriate areas in order to bring this structure's weight rating to a white rating and therefore allowing over weight (OW) loads to utilize	Las Animas	Completed.	TPR to consider adding a project to the list or shortening the list of project priorities.
FUNDED (2019-2026)			29	Highway	CO 109A	CO 109A from CO 160 to south of County Rd E, MP 0 to MP 34	Rural road surface treatment	Las Animas	Completed.	TPR to consider adding a project to the list or shortening the list of project priorities
FUNDED (2019-2026)			19	Highway	CO 12, CO 194	Bridge Preventative Maintenance: CO 12 and CO 194	Repairs three bridges in Southeastern Colorado. Two of the bridges date back to the 1930's and the other one to the 1950's.	Bent, Las Animas	Completed.	TPR to consider adding a project to the list or shortening the list of project priorities
FUNDED (2019-2026)			2621	Rural Paving	US 160	US 160 between North La Veta Pass and Junction CO 12	Rural road surface treatment on US 160 MP 277.6-295.5	Huerfano	Completed.	TPR to consider adding a project to the list or shortening the list of project priorities.

Completed Projects/Room on Draft Priority List to Add a Project