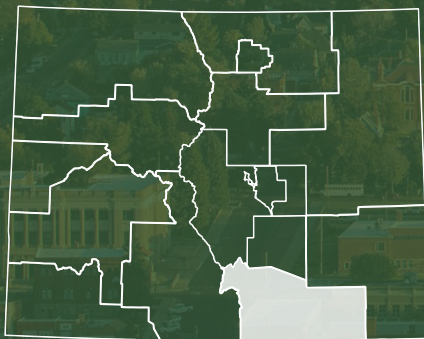


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# South Central Coordinated Public Transit and Human Services Transportation Plan

November 2025

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**Counties:**  
Huerfano and  
Las Animas

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



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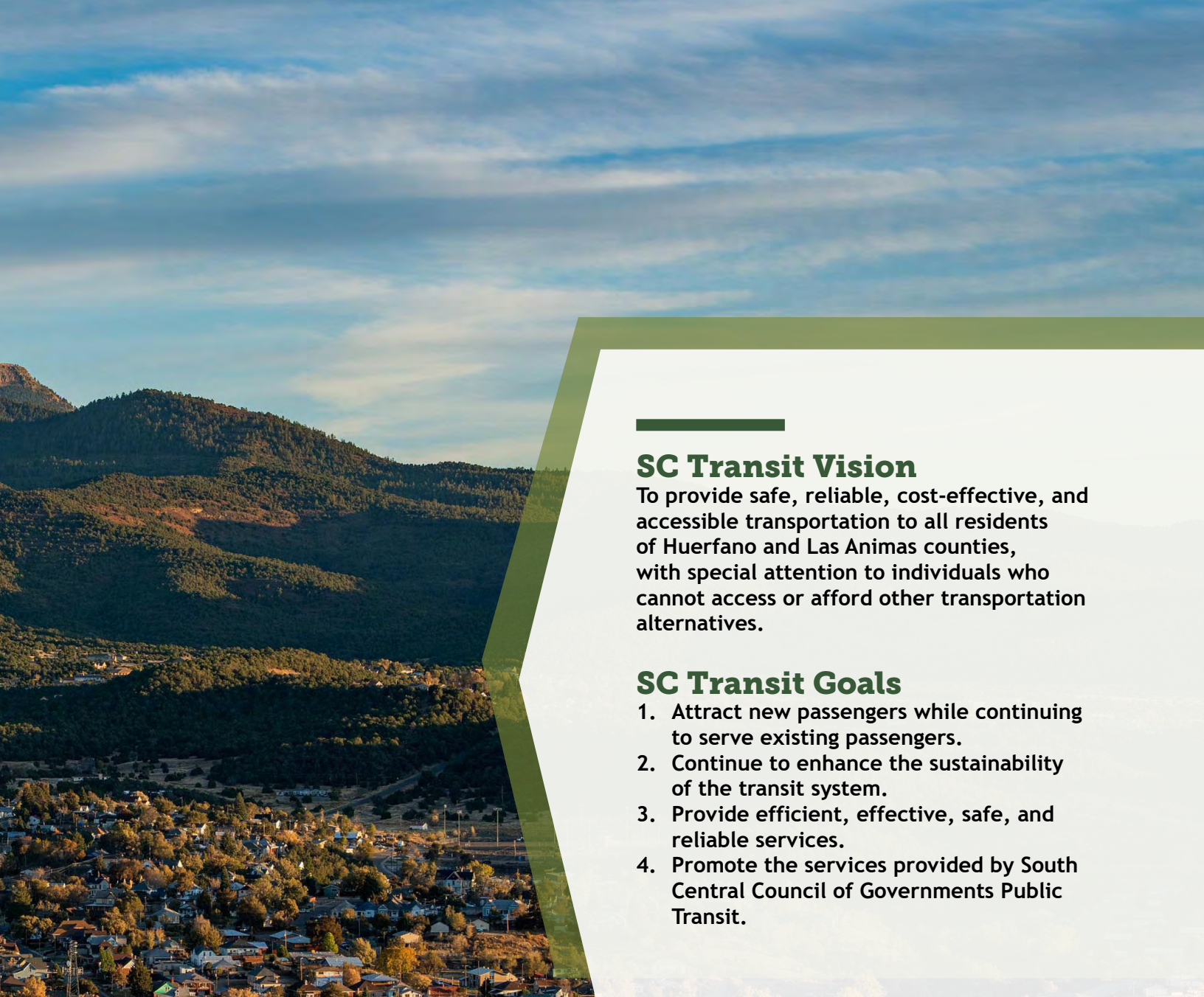
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Photo Credit: Visit Trinidad

# 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.



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## **SC Transit Vision**

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

## **SC Transit Goals**

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

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 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 Transportation Plans will occur during the next full update in another four to five years, this refresh will ensure that the plan remains relevant and effective in addressing the mobility needs of Coloradans.

CDOT's Division of Transit and Rail, in coordination with 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 SC TPR will use this refreshed plan to prioritize transit investments and work toward the long-term implementation of the Region's unique transit vision and goals, while maintaining a framework for developing an integrated statewide transit system.



# Regional Snapshot

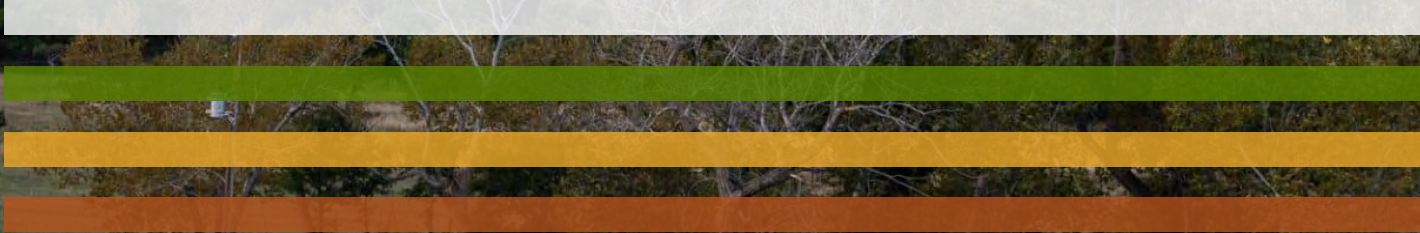
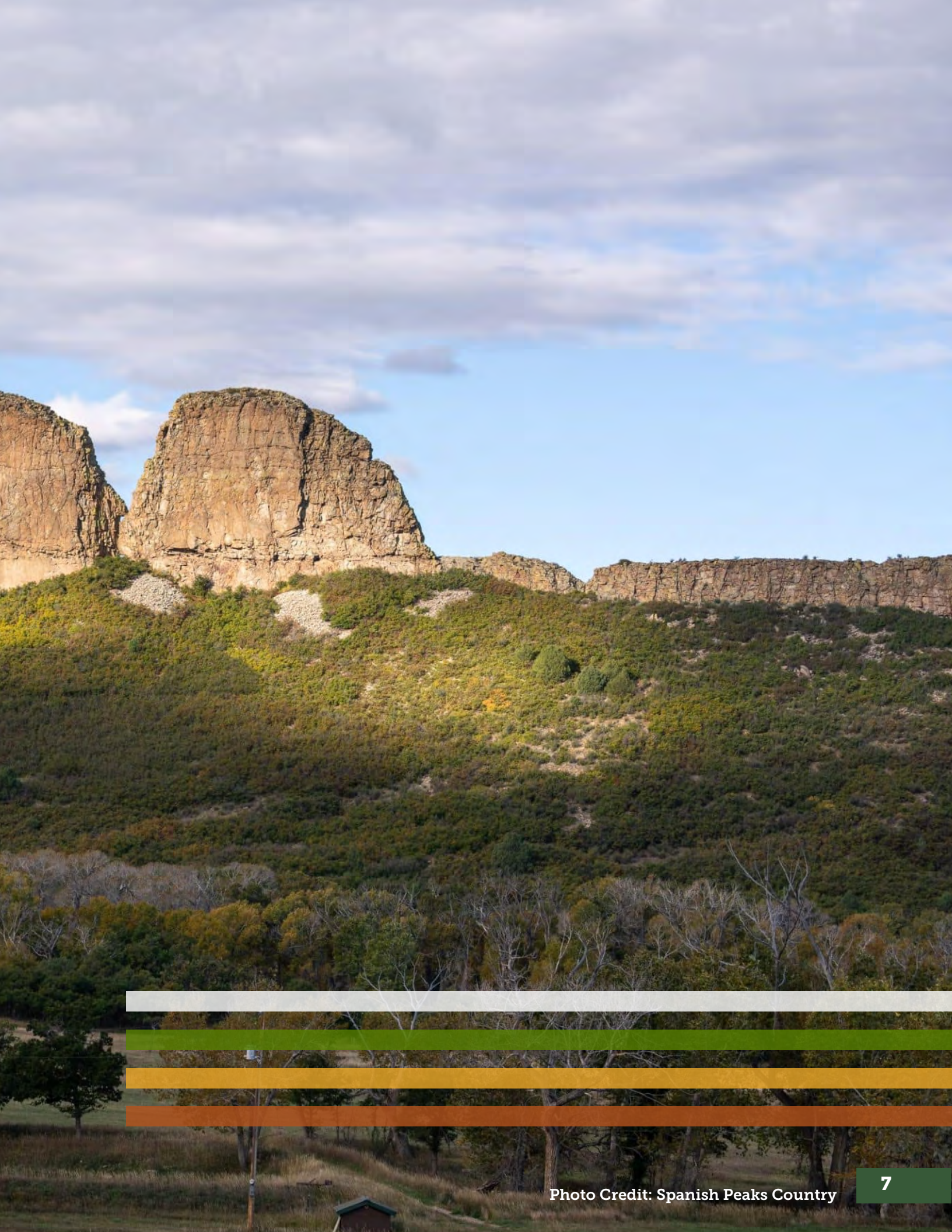
Transportation—whether walking, biking, taking transit, vanpooling, carpooling, or driving a car—is a critical element of everyone’s daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or from where they come, results in communities that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

When considering the SC TPR’s mobility future, reviewing and analyzing available data helps uncover potential transportation network gaps and needs. 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 needs-focused assessment of transit access and connectivity.

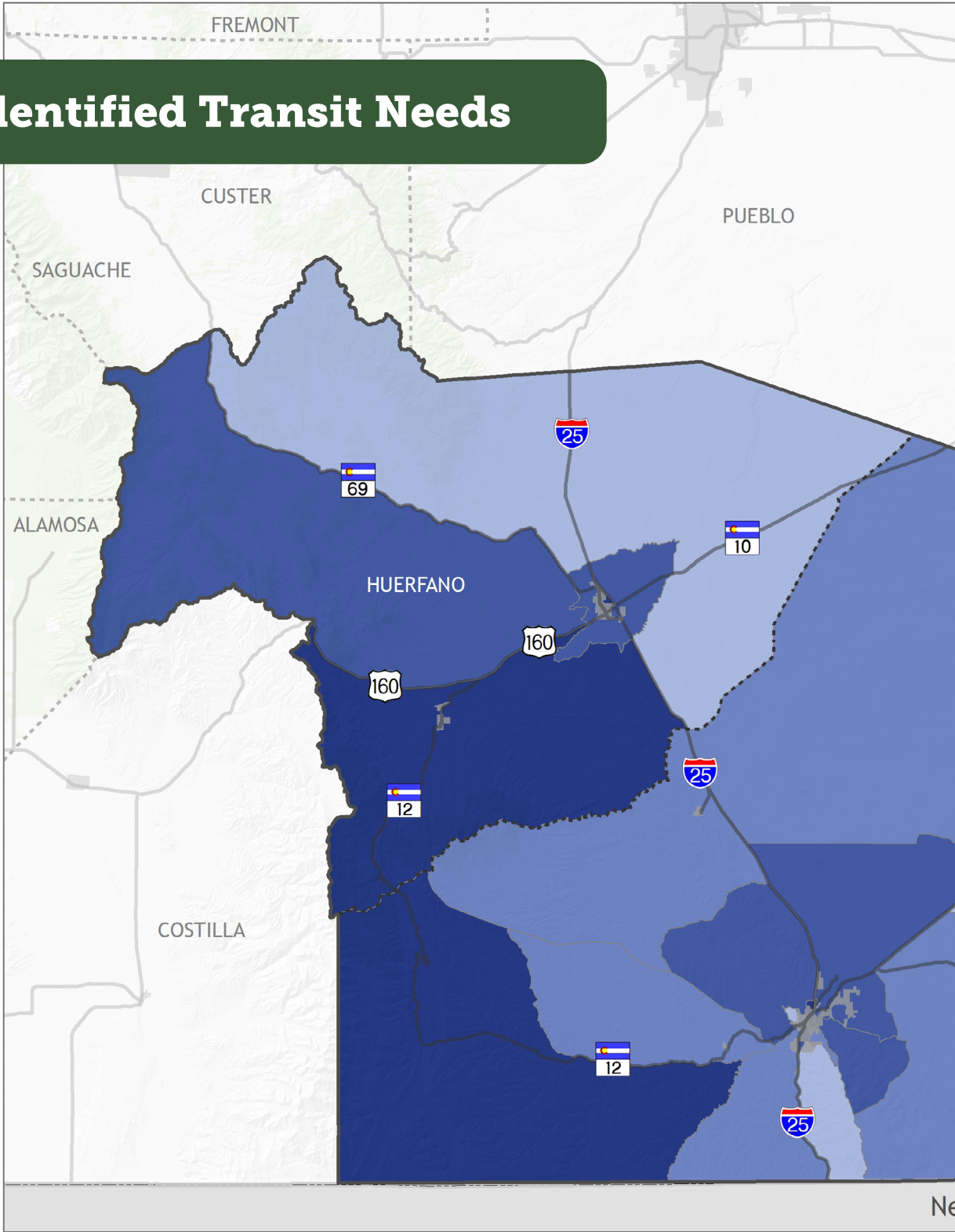
## Transit that Serves All Coloradans

Colorado’s statewide transit planning efforts consider the needs of all people. A strong transportation network that is conveniently located, easy to navigate, and serves everyone helps ensure reliable and affordable access to jobs, medical care, education, grocery stores, and social or recreational activities. This access creates opportunities that can positively affect personal health, employment, and overall quality of life.





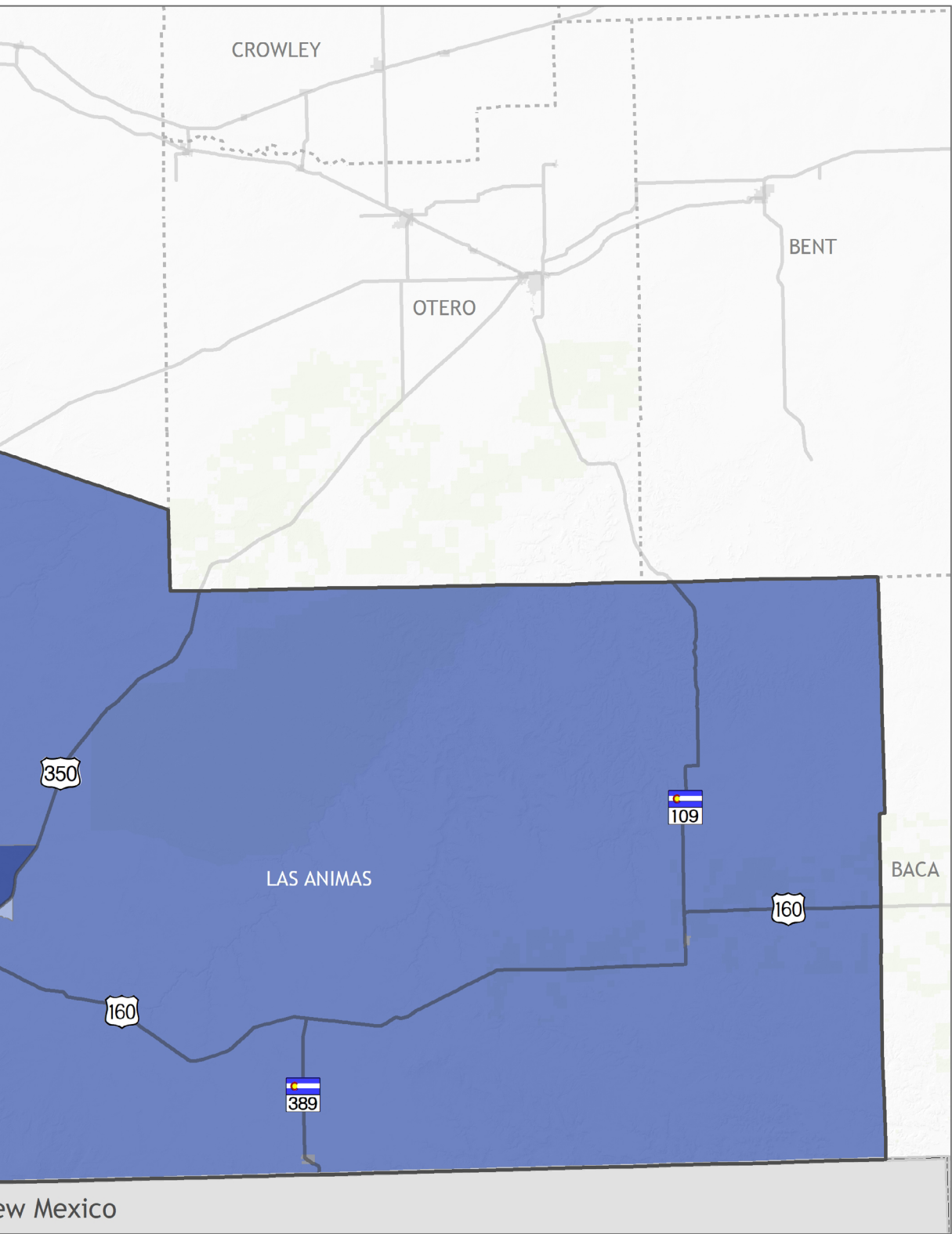
# Identified Transit Needs



**Legend**

<b>Transit Propensity Index</b>		— Interstate\Highways	
Low Transit Need	Moderate Transit Need	Moderate to High Transit Need	Urban Centers
Low to Moderate Transit Need	High Transit Need		

Transit Propensity Index is developed based on factors including: Communities of Color, Population under 18, Disabled Population, and Population under 18. Data was derived from the U.S. Census Bureau.

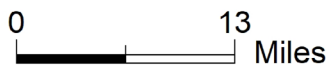


■ City Boundaries    ..... County Boundaries

□ South Central Transportation Planning Region Boundary



Map data derived from inputs including Low Income Households, Population with Limited English Proficiency, Population over 65, Population with Zero Vehicle Households, and Veteran Population. Source: Census Bureau/American Community Survey (2019-2023).





## What We Heard

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



### **New Funding Opportunities and Funding Assessment**

Need for a better understanding of new grant opportunities and funding options for transit projects, such as those available through Senate Bill (SB) 24-230. Additionally, need an assessment 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.



### **Interconnected Transportation Network**

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.



### **Multimodal Transit Centers**

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

# Public Engagement Overview

## Telephone Town Halls

As part of the public outreach conducted for the statewide planning process, CDOT hosted a series of regional telephone town halls between April and June 2025. These live, over-the-phone events served as a highly accessible platform for engaging Coloradans across all regions of the state. More than 50,000 participants joined the town halls, where they had the opportunity to ask questions about transportation issues and provide input through interactive live polling. Each session connected residents directly with CDOT leadership, who answered over 120 questions live, addressing concerns ranging from road conditions and transit service expansion to safety, accessibility, and long-term investment strategies. On average, participants stayed engaged for more than eight minutes per call, reflecting a high level of interest and involvement. The telephone town halls were designed to broaden access, especially for those who may not be able to attend in-person meetings or navigate digital tools.

## Statewide Online Survey

To complement this outreach, CDOT also conducted a Statewide Online Survey to gather additional public feedback on transportation priorities. More than 3,400 Coloradans from all 64 counties participated, providing valuable input on needs and opportunities related to transit and mobility. Together, the telephone town halls and online survey played a crucial role in understanding statewide, regional, and local transportation needs, to ensure that the planning process was informed by a wide and representative range of voices from urban, suburban, and rural communities alike.





# Public Engagement Key Themes

## 1. Support for Front Range Passenger Rail and Regional Connectivity

- Expand Front Range Passenger Rail, particularly as a strategy to manage highway congestion and improve long-distance travel options.
- Provide options for regional connectivity to larger population and employment centers along the I-25 corridor.

## 2. Transit Accessibility

- Improve mobility options available for residents without private vehicles, including older adults, youth, and low-income households.

## 3. Multimodal Considerations

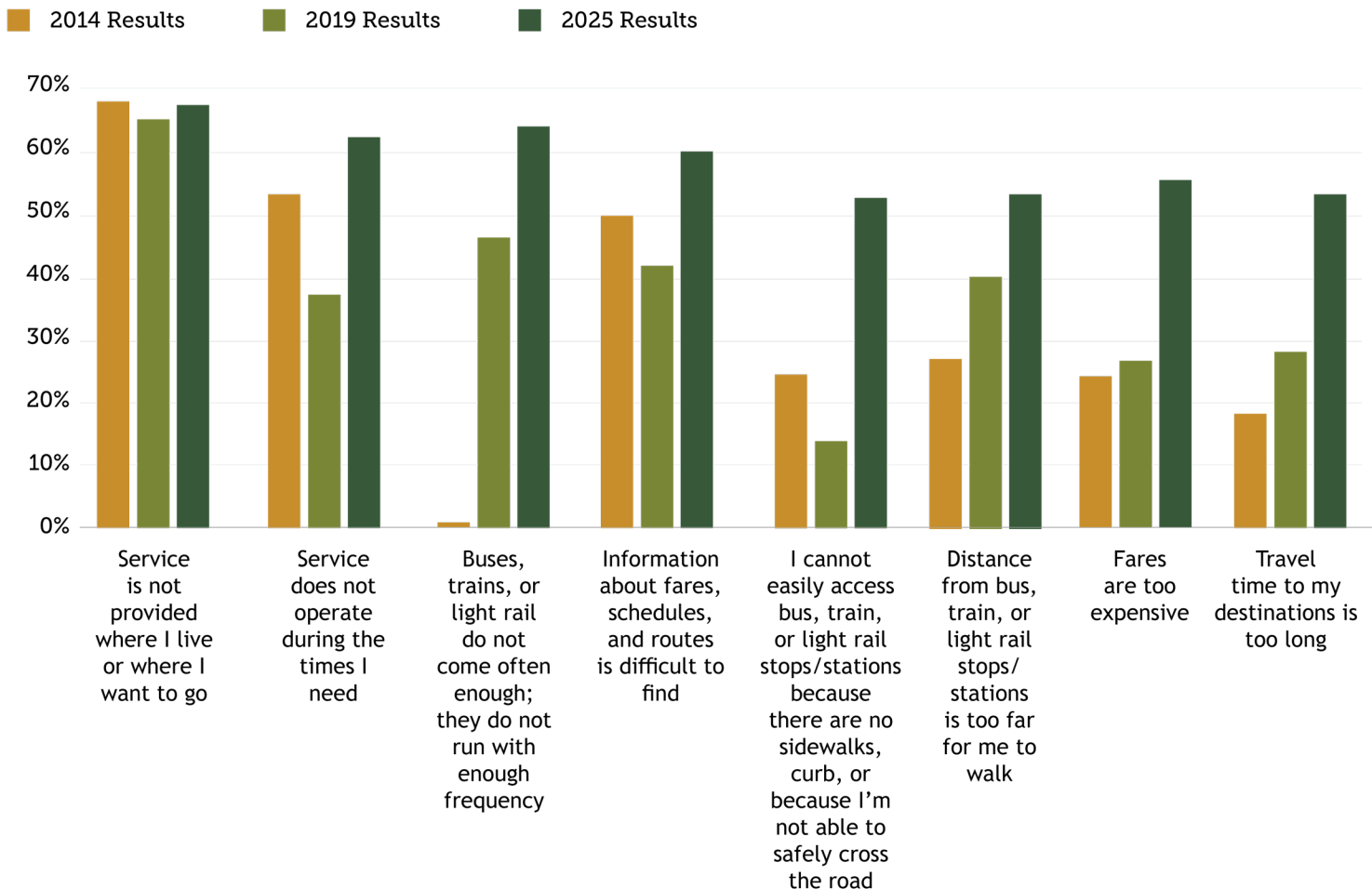
- Support the development of multimodal options, including pedestrian and bicycle facilities to improve overall accessibility to transit.

# 2025 Statewide Transit Survey of Older Adults and Adults with Disabilities

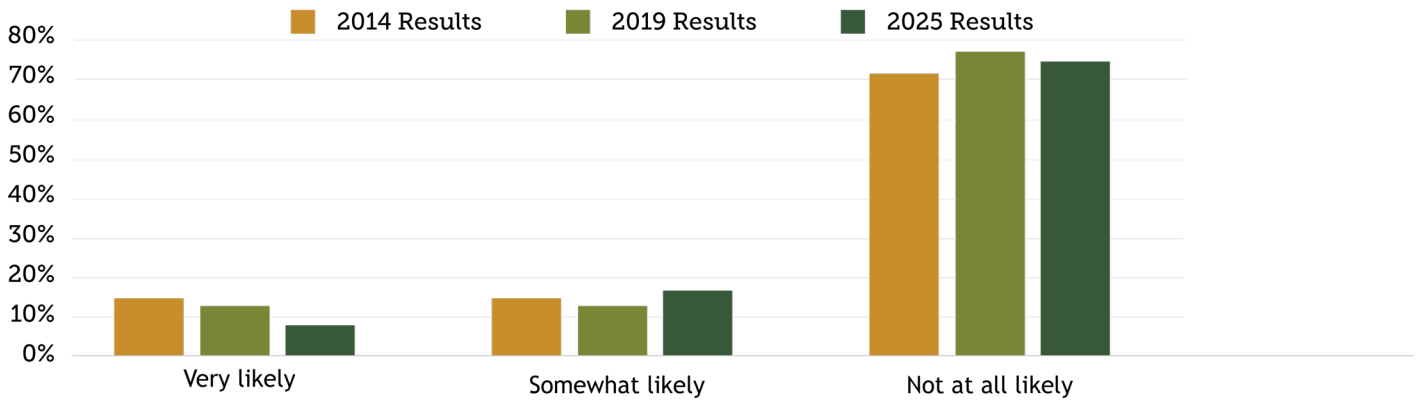
In 2014, CDOT conducted its first statistically valid statewide survey specifically targeting older adults and adults with disabilities. The goal of the survey was to better understand the unique travel behaviors and transportation needs of these populations, who often face distinct mobility challenges. CDOT conducted the survey in 2019 and again in 2025 to capture changes over time and provide insight into how shifting demographics, services, and infrastructure have impacted mobility.

In 2025, the top concerns were consistent service availability and operational frequency. Specifically, 67 percent of respondents indicated that service was not provided where they live or want to go, unchanged from 2014 and slightly up from 65 percent in 2019. Similarly, concern that service does not operate at needed times increased from 39 percent in 2019 to 61 percent in 2025, nearly returning to the 52 percent seen in 2014. One of the most dramatic increases was in the perception that transit services do not run frequently enough, which jumped from 48 percent in 2019 to 64 percent in 2025. Likewise, difficulty obtaining fare and schedule information rose significantly, from 41 percent in 2019 to 60 percent in 2025. Access issues also became more pressing: those reporting challenges due to lack of sidewalks or safe crossings rose sharply to 52 percent in 2025, after dipping to 13 percent in 2019. The number of people saying the distance to transit stops is too far increased, from 28 percent in 2014 to 53 percent in 2025. Affordability concerns grew too, with 56 percent citing fares as too expensive in 2025, more than double the rate in 2014. Travel time concerns followed the same trajectory, increasing from 19 percent in 2014 to 54 percent in 2025.

## Barriers to Using Public Transportation Services

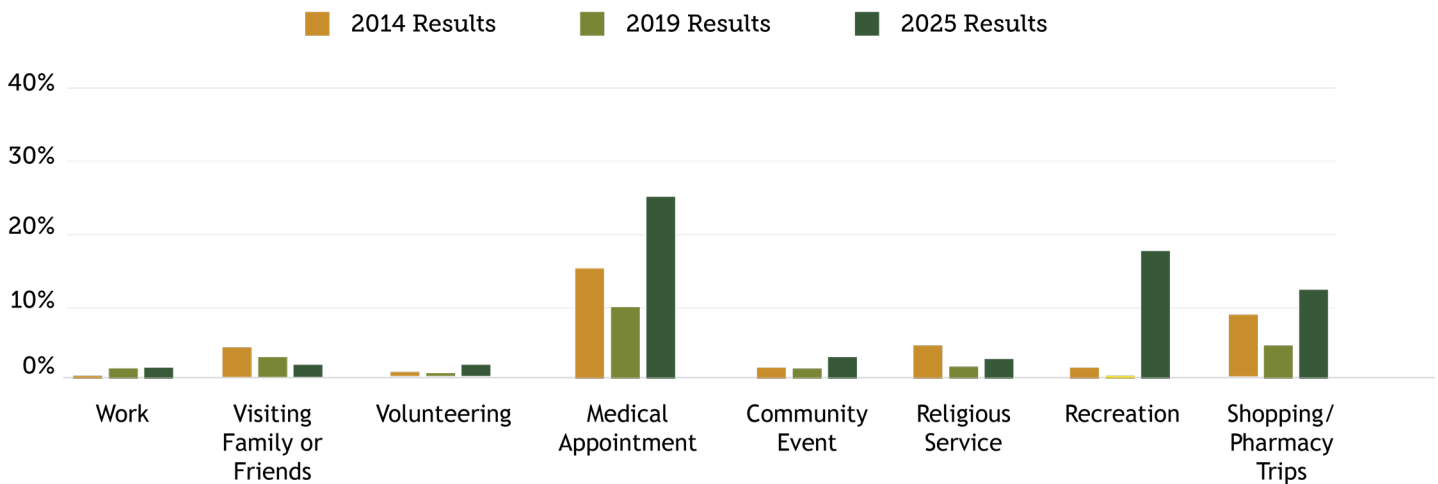


## For the times you drive yourself, how likely would you be to use fixed route public transportation or demand-response transportation services instead of driving?



There has been a noticeable decline in those who are “very likely” to make the shift away from driving, dropping from 15 percent in 2014 to 12 percent in 2019, and further down to 8 percent in 2025. The “somewhat likely” category remained stable at 15 percent in 2014, decreased slightly to 12 percent in 2019, but increased to 19 percent in 2025, showing a modest resurgence in openness to public transportation. Meanwhile, the majority of respondents consistently indicated that they are “not at all likely” to switch, with 70 percent in 2014, increasing to 75 percent in 2019, and slightly decreasing to 72 percent in 2025.

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



Medical appointments consistently ranked among the top areas of need, with 15 percent of respondents identifying transportation difficulties in 2014, slightly decreasing to 10 percent in 2019, and then rising to 24 percent in 2025. Transportation to shopping or pharmacy trips also increased in concern, moving from 9 percent in 2014 to 11 percent in 2025, despite a dip to 4 percent in 2019. Recreation saw a sharp increase in 2025, with 18 percent citing transportation barriers, up from only 1 percent in 2014 and 2 percent in 2019. Visiting family or friends remained a minor concern overall, fluctuating slightly from 4 percent in 2014 to 2 percent in 2025. Other categories such as religious services, community events, and volunteering remained low across all years, typically reported by only 1 to 2 percent of respondents. Transportation needs for work and school trips were minimal across the board, never exceeding 1 percent in any year.

# Existing Providers and Coordination Activities

All transit service provider information and associated data for the SC TPR were collected from the 2023 National Transit Database, previous plans, CDOT's Division of Transit and Rail, tailored outreach to providers, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

## Bustang Outrider

Bustang, Colorado's statewide bus service, offers affordable and reliable transportation between major cities and regions. Bustang's mainlines serve I-70 and I-25 to connect Denver with destinations such as Colorado Springs, Fort Collins, Vail, Glenwood Springs, and Grand Junction and to provide convenient options for travelers across the state. In addition, Outrider extends service to rural communities, to offer regional connections and enhance access to areas not covered by Bustang.

## Trinidad to Pueblo Outrider Route

Outrider connects the SC TPR with the Pueblo area. The Southern Colorado Council of Governments (SCCOG) operates two trips in each direction Monday through Friday. One bus heads south around 10am, while another heads south at 3:45pm. One bus heads north at 8am, while another heads north at 2pm.

**South Central stops: Trinidad, Aguilar, and Walsenburg**

## Intercity Transit

Greyhound serves the SC TPR and connects Colorado to the national transit network.

## Greyhound – Albuquerque to Denver

Greyhound - Albuquerque to Denver operates one bus in each direction daily from Albuquerque, New Mexico, to Denver, Colorado, with two stops in the SC TPR. Buses heading north depart around 9:30am, while buses headed south depart around 11:30am.

**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 5 miles of closed-door service.
- Demand Response: Typically door-to-door service where riders call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).
- Vanpools: Service 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 a 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 connects 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: Provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, or veterans.
- Private For-Profit Transportation: Operated privately and includes taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

\* Interstate and interregional services, as defined in this plan, include intercity bus service. For more information on intercity bus services please refer to FTA's Section 5311(f) Intercity Bus Funding circular.



La Veta  
TOWN LIMIT  
ELEV 701

NOISE  
ORDINANCE  
ENFORCEMENT

SPEED  
LIMIT  
35



# Interregional, Regional, and Local Transit Providers

The SC TPR currently 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	Type of Service	Span of Service	Fare	2023 Annual Rider-ship	2023 Ops and Admin Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
South Central Council of Governments Transit (SCCOG Transit)	Walsenburg, La Veta, and Aguilar  Multiregion: 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



Photo Credit: SCCOG

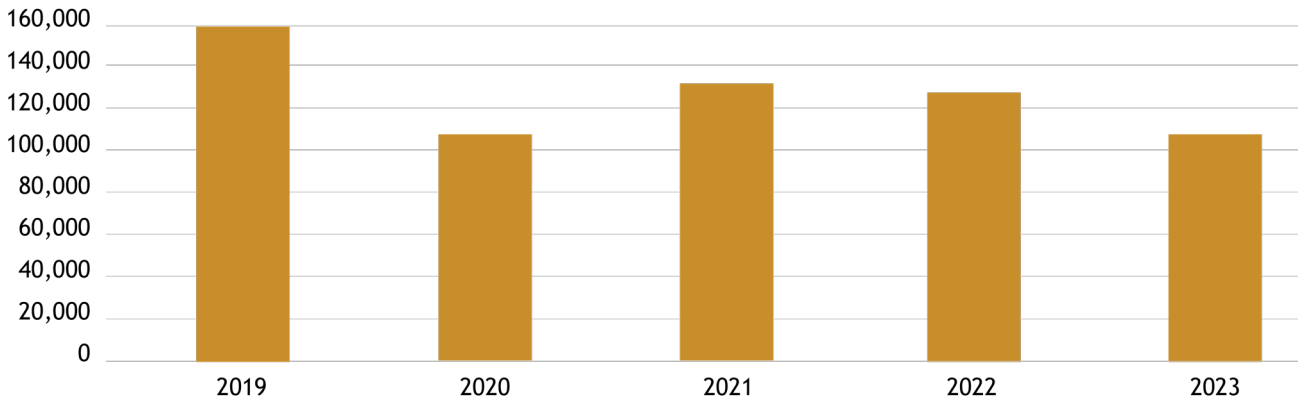


# 5-Year Historic Operating Data

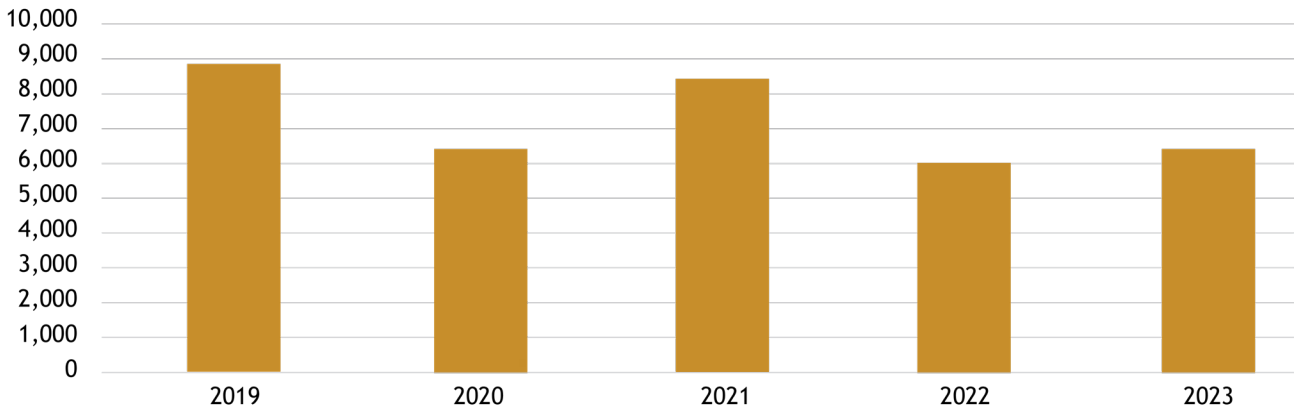
Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the SC TPR show a notable decline in all metrics around 2020, the beginning of the COVID-19 pandemic. The Region experienced a sharp 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

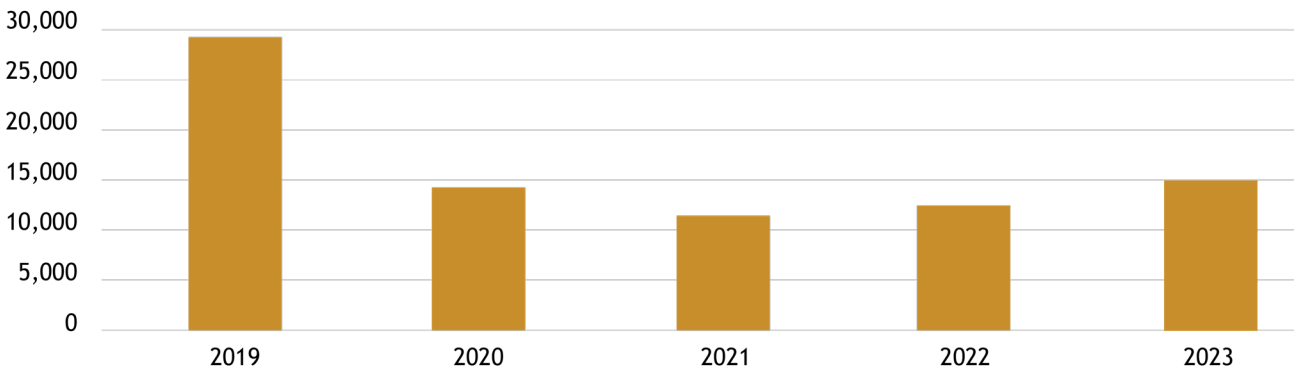
■ Demand Response



## Total TPR Vehicle Revenue Hours



## Total TPR Unlinked Passenger Trips



Source: 2019-2023 National Transit Database

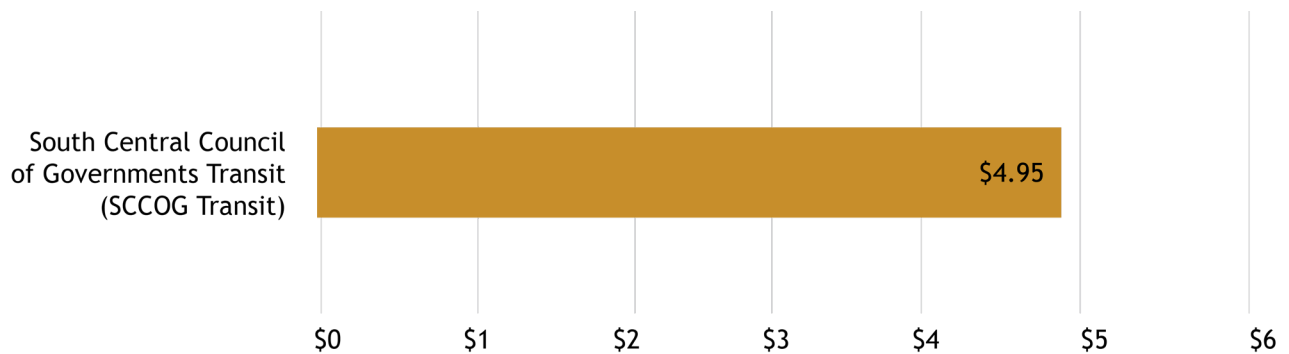


# Transit Provider Service Performance Metrics

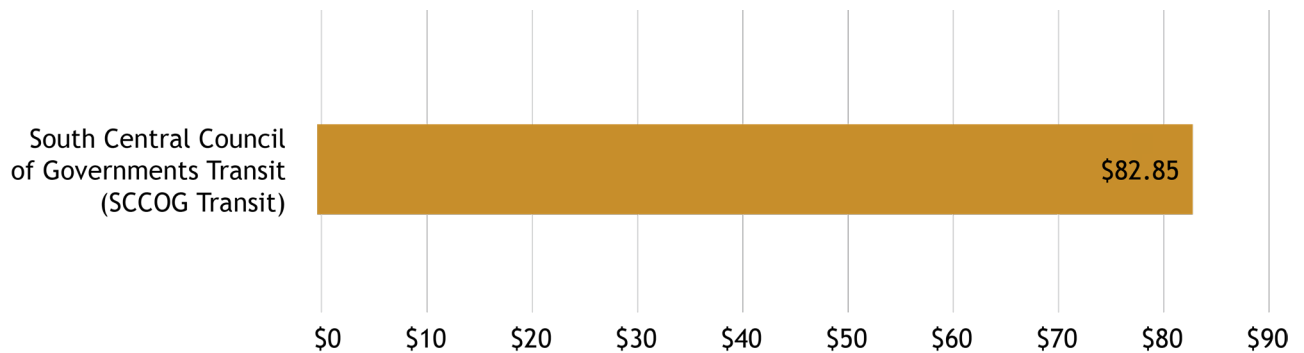
Key performance data indicate the efficiency of an agency's service operations. SC TPR cost per trip, cost per revenue hour, and cost per revenue mile are highlighted to understand agency performance.

SCCOG operates demand response service with a reported cost of \$4.95 per mile and \$82.85 per hour. The cost per ride is \$34.80. SCCOG provided 15,017 rides over the year, with total annual operating costs amounting to \$522,296.

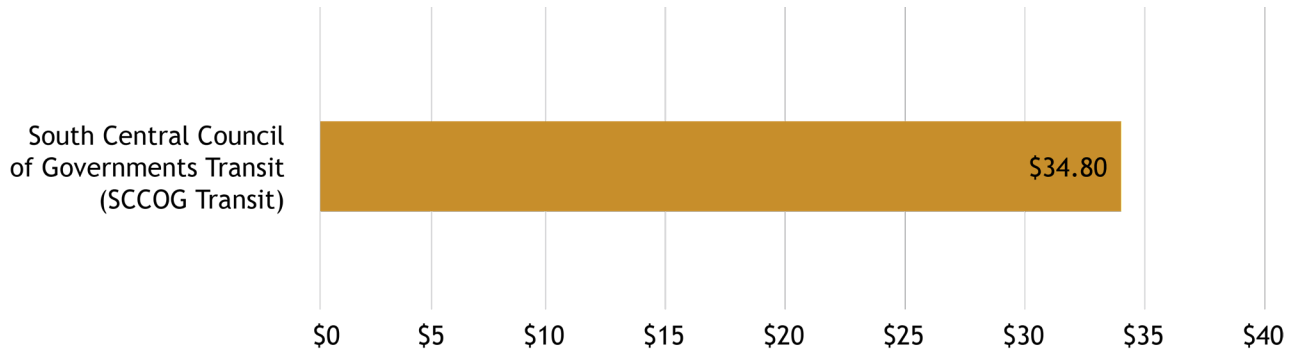
## Cost per Mile



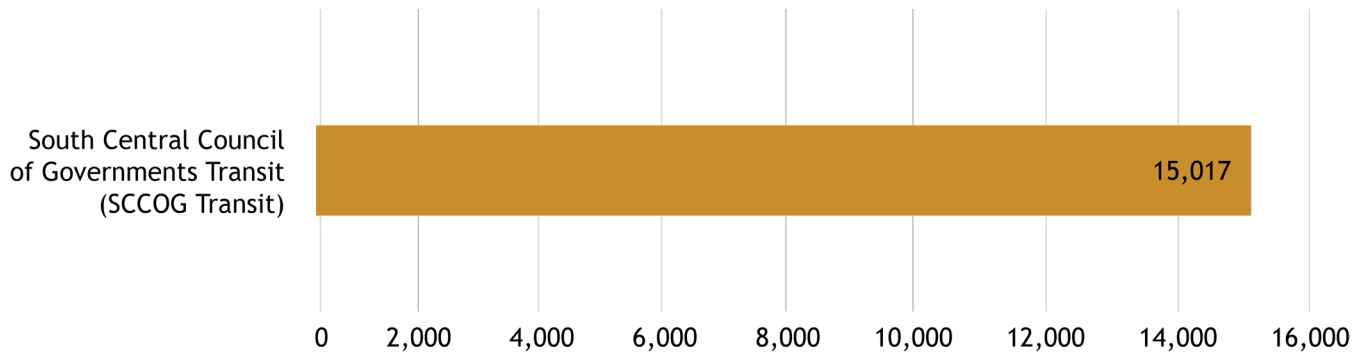
## Cost per Hour



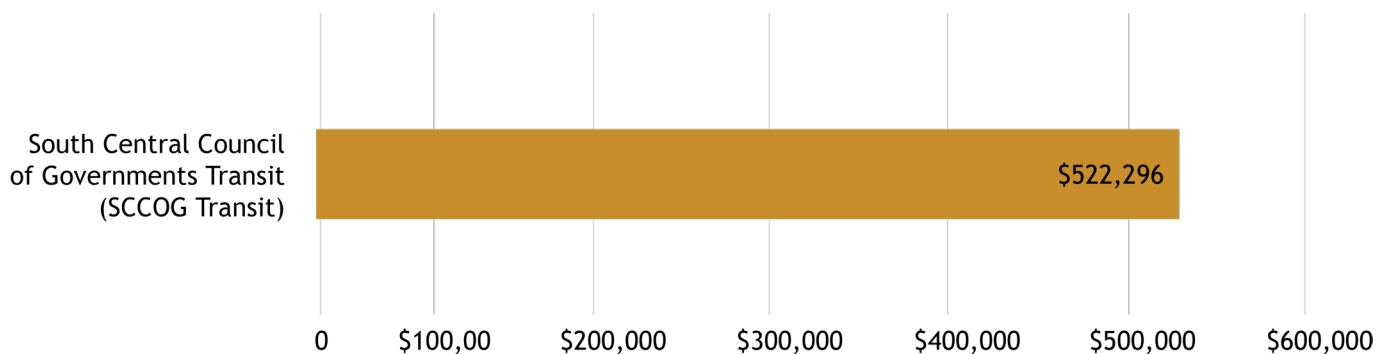
## Cost per Ride



## Annual Ridership



## Annual Operating Costs



■ Demand Response

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

# Human Services Transportation 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 following table identifies human services agencies in the Region that provide transportation services and the populations they serve. The table lists providers from the 2045 SC Coordinated Public Transit and Human Services Transportation 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	Type of Service	Days of Service	Passenger Eligibility
American Red Cross - Southeastern Colorado	Huerfano and Las Animas counties	CFR, IM, PPACG, PACOG, SE, SLV	Demand Response	Upon request	Older adults and critically ill
Aponi Transport	Huerfano County	CFR, Eastern, PPACG, SLV, SE	Demand Response	Mon-Fri, 7:30am to 5pm	Open to all passengers requiring transportation services
Axel Medical Transportation	Huerfano and Las Animas counties	CFR, IM, PACOG, PPACG, SE, SLV, SW	Demand Response (Medical)	Mon-Fri, 7:30am to 5pm	Medicaid beneficiaries in need of non-emergency medical transportation
Brave Sisters Transportation	Las Animas County	CFR, Eastern, PPACG	Demand Response (Medical)	Mon-Fri	Individuals needing non-emergency medical transportation
Maguy Medical Transport	Huerfano and Las Animas counties	CFR, GV, IM, PACOG, PPACG, SE, SLV	Demand Response (Medical)	Upon request	Health First Colorado (Colorado's Medicaid Program) members and individuals needing non-emergency medical transportation
Medilyft	Las Animas County	N/A	Demand Response (Medical), Specialized Services	Upon request	Individuals requiring wheelchair-accessible transportation for medical and mobility needs
MedRide	Huerfano and Las Animas counties	All of Colorado	Demand Response (Medical), Specialized Services	Mon-Fri, 6am to 6pm Sat-Sun, 6am to 5pm	Medicaid recipients requiring non-emergency medical transportation
Region 14 Area Agency on Aging (AAA)	Huerfano and Las Animas counties	N/A	Demand Response	Upon request	Huerfano and Las Animas County residents registered with the AAA and 60 years or older
Retired Senior and Volunteer Program	Huerfano and Las Animas counties	SLV, SW	Specialized Services, Demand Response, Reimbursement	Mon-Fri	Older adults (65+), low-income community members, veterans, Medicaid recipients
Southern Colorado Developmental Disabilities Services	Huerfano and Las Animas counties	N/A	Demand Response	Upon request	Adults and children with developmental disabilities

Source: 2045 SC Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

## Other Human Services Agencies

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 following table lists providers from the 2045 SC Coordinated Public Transit and Human Services Transportation 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	Type of Service	Days of Service	Passenger Eligibility
The Independence Center	Huerfano and Las Animas counties	CFR, DRCOG, Eastern, PACOG, PPACG	Vouchers or Reimbursement	Mon-Thurs, 8am to 4:30pm	People with disabilities, older adults (65+), low-income community members, veterans, Medicaid recipients

Source: 2045 SC Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

## Private Transportation Providers

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

## State of Good Repair

CDOT's Division of Transit and Rail comprehensive Transit Asset Management Plan meets federal requirements and was last updated 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, one-third of CDOT tracked transit vehicles in the SC TPR 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





Photo Credit: Uncover Colorado

## Regional Coordination Activities

SCCOG collaborates with a wide range of direct service agencies across Huerfano and Las Animas Counties and serves as a key provider of regional transportation throughout the South Central TPR. SCCOG’s transit department operates under contract with the Area Agency on Aging (AAA) to provide transportation services for all seniors registered with the agency. In addition to local service, SCCOG extends its reach through intercity connections, partnering with CDOT to operate the Bustang Outrider route between Trinidad and Pueblo. This partnership supports CDOT’s broader Bustang program, which is designed to connect rural communities with urban centers through reliable intercity bus service.

### Partnerships

SCCOG continues to collaborate with bi-county agencies including the Department of Human Services’ Medicaid and Non-Medicaid supported Transportation, Las Animas County Rehabilitation Center, Southern Colorado Developmental Disabilities Services, Trinidad Inn Nursing Home, and Mt. San Rafael Hospital

SCCOG provides critical transportation services to the Raton Veterans Affairs Clinic in Raton, New Mexico, supporting veterans who reside within the SCCOG service area but are required to access care at the nearest VA facility located 19 miles away. In addition, SCCOG offers transportation for clients of the Las Animas County Rehabilitation Center and Southern Colorado Developmental Disabilities Services, ensuring individuals with disabilities have access to essential programs and services across the Region.

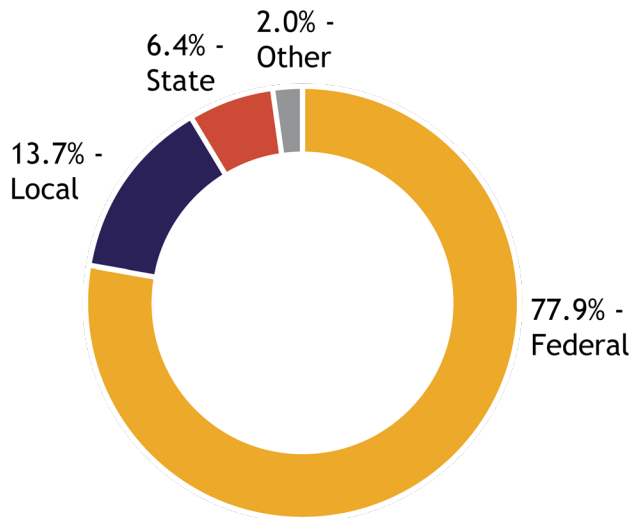
## Financial Snapshot

Because transit funding is complex, 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 FTA. For Operating Revenue Sources, most funding, 77.9 percent, comes from federal sources. Local contributions account for 13.7 percent, while the state provides 6.4 percent. The remaining 2.0 percent is sourced from other revenues. For Capital Revenue Sources, federal funding again plays the most significant role, contributing 76.3 percent of the total. The state provides the remaining 23.7 percent. Local or other sources are not represented in this capital funding breakdown. These figures underscore the heavy reliance on federal dollars to support both operating and capital transit needs, with comparatively smaller shares coming from state and local governments.

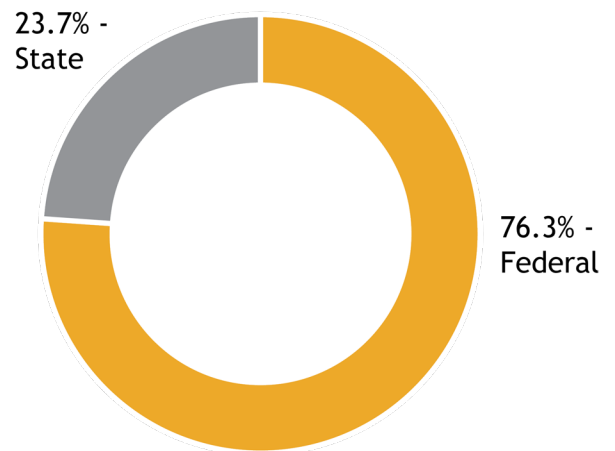




## Operating Revenue Sources



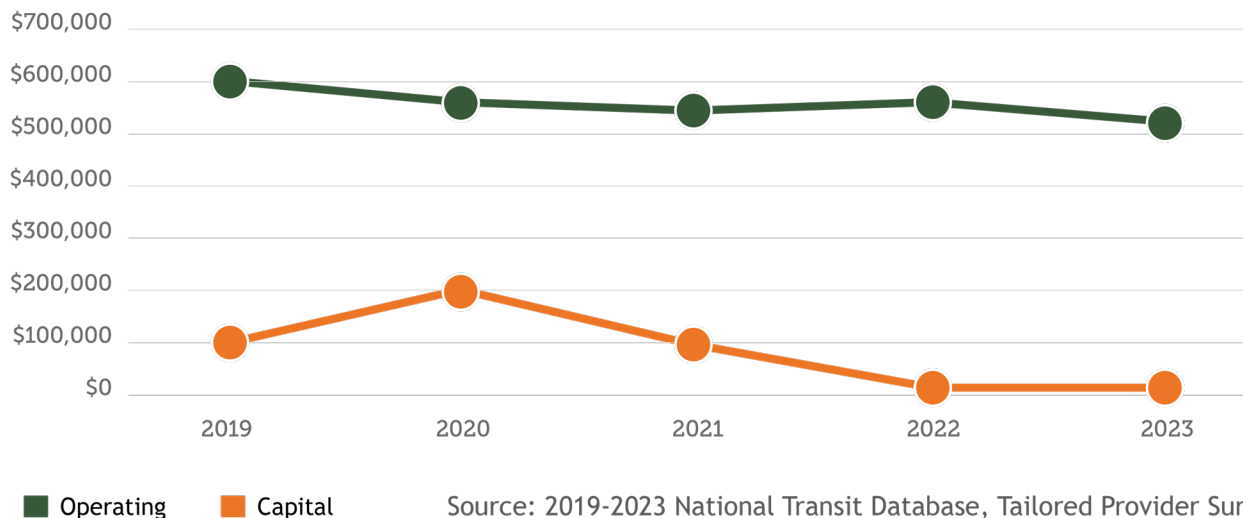
## Capital Revenue Sources



Source: 2023 National Transit Database, Tailored Provider Surveys

## Historic Revenue Data

The following chart shows five-year SC TPR 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



# Regional Transit Revenue Trends

## Annual Operating/Capital Projections

Regional transit funding projections provide a framework for transit planning in the future. However, while these projections are informative, many factors can significantly impact the accuracy of forecasts, including the availability and allocation of funding, economic volatility, and the rate of inflation. As part of this plan refresh, this financial snapshot section focuses exclusively information from the 2023 TAM Plan data and 2023 NTD data to outline projected capital and operating needs through 2050. This financial snapshot is intended to provide a high-level understanding of the magnitude of projected capital and operating expenses relative to anticipated revenue streams. It highlights the scale of need across a region and identifies the funding gaps that must be addressed. These gaps will require a combination of local investment, competitive state and federal grant awards, and potentially new or currently unidentified funding sources to sustain and expand transit services over the coming decades.

### Capital and Operating Costs

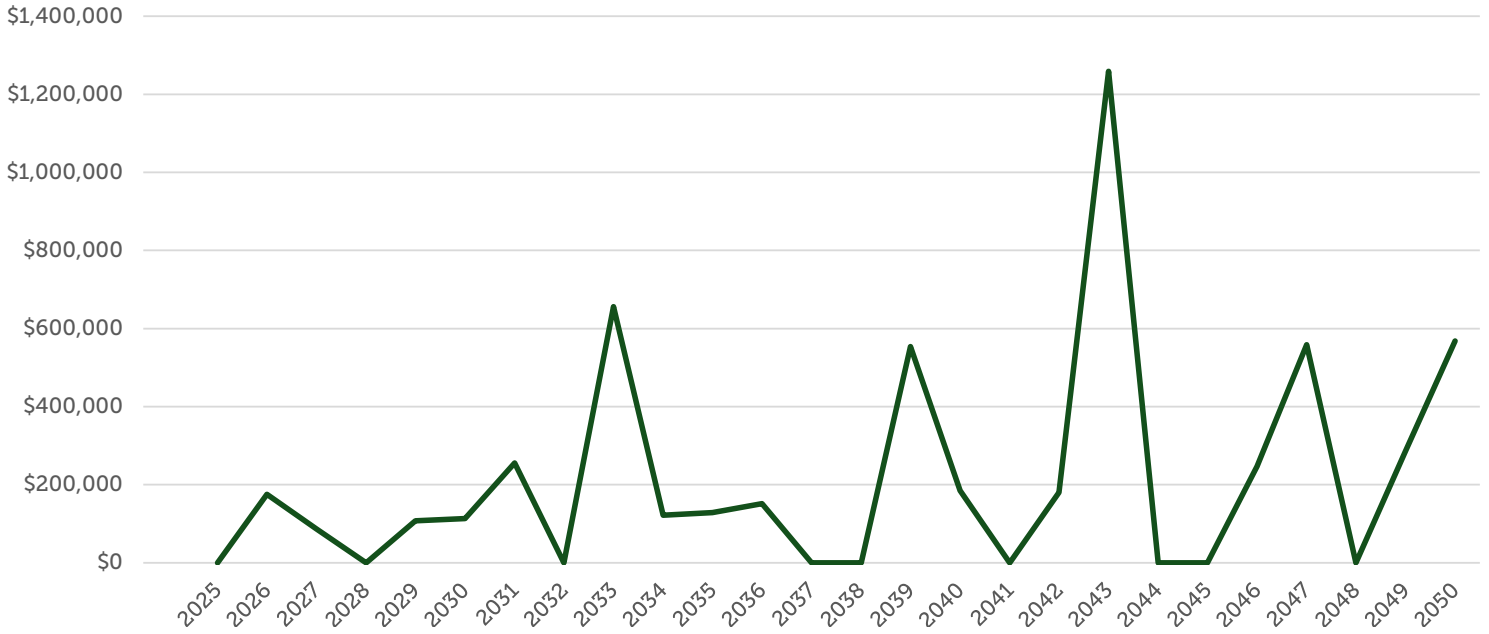
The 2023 TAM Plan uses a four-year planning horizon (2023-2026), consistent with FTA requirements, and identifies asset conditions, anticipated replacement needs, and capital costs necessary to maintain a state of good repair over that period.

To develop a more complete picture of rolling stock replacement needs, data from the 2023 TAM Plan was compared against fleet replacement projections from the 2045 Statewide Transit Plan. This comparison helped reconcile discrepancies between the two sources by accounting for vehicles that were identified for replacement in the 2045 Plan but had not yet been procured as of 2023.

It also allowed the inclusion of vehicles expected to reach the end of their useful life just beyond the TAM Plan's four-year horizon (2023-2026), ensuring that the analysis captures both deferred procurements and emerging replacement needs through the full planning period. This combined approach supports a more realistic estimate of total capital costs over the long term.

The chart below shows projected capital expenditures for rolling stock replacement among SC TPR rural transit providers from 2025 through 2050. Year-to-year cost fluctuations reflect the cyclical nature of vehicle replacement, influenced by fleet sizes, staggered procurement schedules, and vehicle life cycles. This forecast highlights the timing and scale of capital needs required to keep fleets in a state of good repair, assuming replacements only—without expanding fleet capacity—over the 25-year planning horizon.

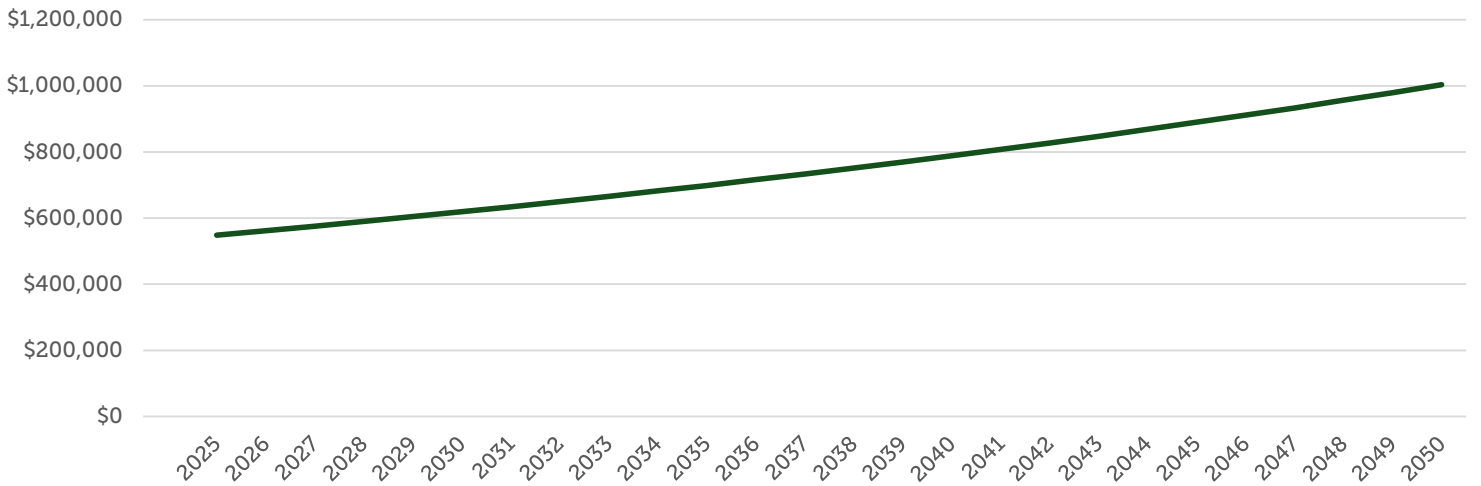
## Capital Expenditures to Maintain State of Good Repair



Operating cost estimates were developed using 2023 NTD data reported by transit agencies. To project future costs, these baseline figures were escalated using county-level population growth forecasts. This approach reflects anticipated increases in service demand driven by demographic changes.

Similarly, the following chart illustrates projected operating expenditures for transit providers from 2025 through 2050. The forecast assumes continuation of existing service levels and does not account for major changes in service, such as new routes or significant expansions. As such, the analysis provides an estimate of future operating needs, useful for identifying long-term funding requirements under a steady-state service scenario.

## Anticipated Operating Expenditure Forecasts (To Maintain Current Operations)



# 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. 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. FTA also awards 5339 funds through a competitive process.

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, established through House Bill (HB) 21-260, created 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 and 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 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

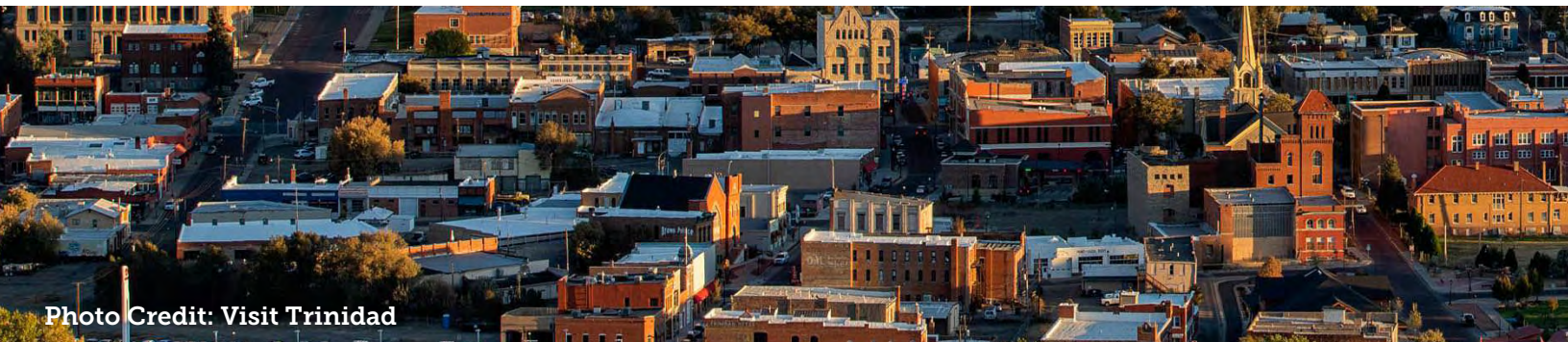
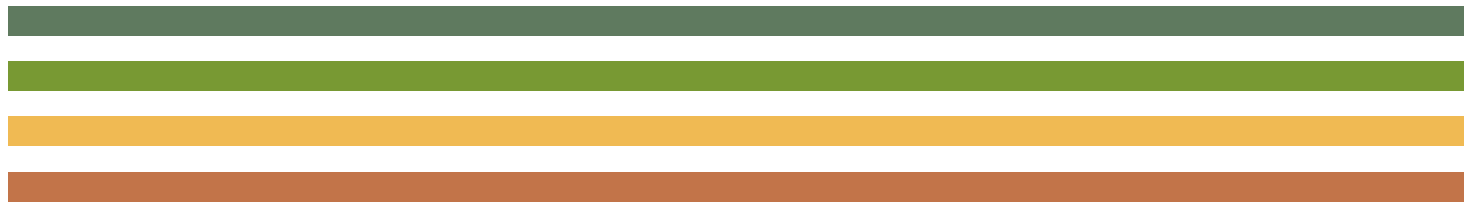


Photo Credit: Visit Trinidad



# Federal Transit Administration Funding Programs

- 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
- Low or No Emission Vehicle Program - 5339(c)
- Pilot Program for Transit-Oriented Development Planning - 20005(b)
- Planning Grants - 5304
- Rural Transportation Assistance Program - 5311(b)(3)
- State of Good Repair Grants - 5337



# 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, TPR members prioritized their projects for the Region. It is important to note that priorities may change based on available funding, grant opportunities, agency needs, etc.

Project ID	Project Name	Project Total
1038	SCCOG Transit Storage & Maintenance Facility	\$2,000,000
1041	Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	\$5,020,000
1267	Expanded Regional Transit Service between Trinidad and CO 12 Communities	\$2,000,000
1269	Trinidad Multimodal Center	\$2,000,000
1270	South Central Storage and Maintenance Facility	\$3,300,000
1271	Expanded Regional Transit Service between Trinidad and Pueblo	\$1,150,000
1272	Walsenburg Transit Garage	\$1,100,000
1273	Essential Bus Service between Trinidad and Pueblo (Proposed Outrider Service)	\$2,160,000
2497	Outrider Improvements at Colorado City Corners, Walsenburg, and Aguilar	\$200,000

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