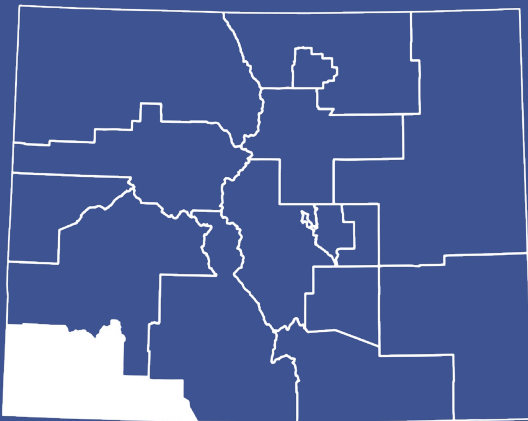


# DRAFT



## Southwest 2050 Regional Transportation Plan



**Counties:** Archuleta,  
Dolores, La Plata,  
Montezuma & San Juan

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



# Regional Plan Introduction



The map to the left shows the counties, state and interstate highways in the Southwest Transportation Planning Region.

This Regional Transportation Plan (RTP) is the long-range transportation planning document that guides the ongoing development of a multimodal transportation system for the Southwest 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 Southwest TPR's evolving transportation needs and priorities to CDOT and Colorado's Transportation Commission. This Plan reflects the TPR members' input, data and background information, and public sentiment. While the Plan extends 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 Southwest Colorado today, tomorrow, and in the future.

The Southwest TPR is a large region along Colorado's southern and western border and includes Archuleta, Dolores, La Plata, Montezuma, and San Juan Counties. The TPR is home to the Southern Ute and Ute Mountain Ute Reservations. The TPR is primarily served by US 160, US 550, and US 491 corridors and consists of rolling plains, high mountain peaks, and small towns. Communities along US 160 such as Cortez, Durango, and Pagosa Springs are centers of employment, medical services, and shopping. Other smaller communities are widely dispersed, often requiring long travel distances to reach essential services. The Southwest TPR is home to Mesa Verde National Park, Canyons of the Ancients National Monument, Four Corners Monument, and offers many recreational opportunities such as hiking, biking, skiing, camping, and hunting, drawing visitors from across the country to the region.

page 2





# Letter from Region Chair

As chair of the Southwest TPR, representing Archuleta, Dolores, La Plata, Montezuma and San Juan counties, it is my responsibility to ensure that our area's transportation needs and priorities are met and are effectively communicated to the public and key transportation decision-makers. This RTP accomplishes this by recognizing current needs and priorities and formulating solutions to keep pace with regional growth and changing conditions.

The Southwest 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 Southwest 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 such as the Statewide and Regional Transit Plans and the Active Transportation Plan, supporting 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 Southwest TPR.

In this time of limited funding for transportation, it is vital that the RTP reflects the overall priorities and needs for our area. As a result, this plan is expected to be a living document that informs the decisions CDOT makes about the state's transportation system. The intention of the RTP is that it is periodically revisited by the TPR to ensure that we are on the right path to accomplish the vision and goals set forth in this plan. A list of the TPR's most important action items for implementation is catalogued in the final chapter of the RTP. Your familiarity with our region's transportation needs, priorities and challenges is important both now and in the future. I invite you to review this plan and become more engaged in the Southwest region's transportation future.

Sincerely,



**Heather Alvarez**  
Town of Mancos  
Town Administrator

## Southwest 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 of this TPR include:

- Archuleta County
- City of Cortez
- City of Durango
- Dolores County
- La Plata County
- Montezuma County
- Town of Bayfield
- Town of Dolores
- Town of Dove Creek
- Town of Ignacio
- Town of Mancos
- Town of Pagosa Springs
- Town of Silverton
- San Juan County
- Southern Ute Indian Tribe
- Ute Mountain Ute Indian Tribe



# 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. Plans 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. The supporting Regional Coordinated Human Services and Transportation Plans must be completed to be eligible for federal funding through the FTA. Key themes are integrated into the Southwest's plan, and the full plan is included in Appendix A.

## 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, 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 population in the Southwest TPR is projected to increase by 18% by 2050, with employment expected to rise by 12%.

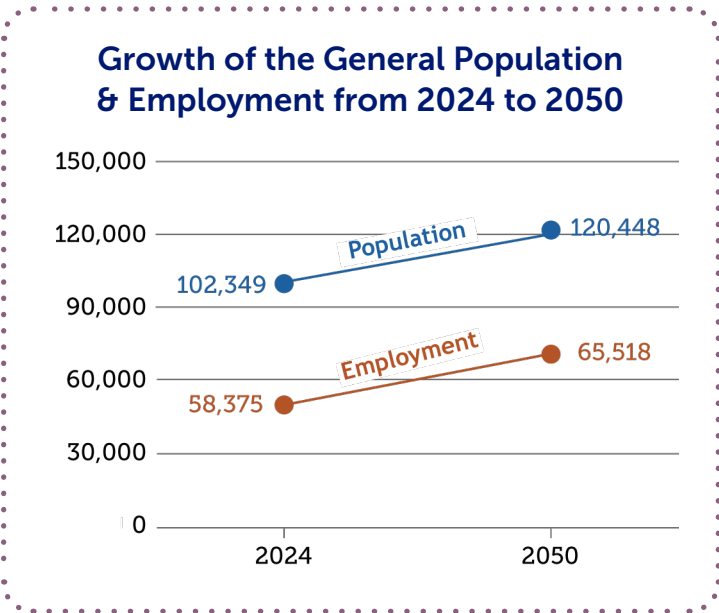
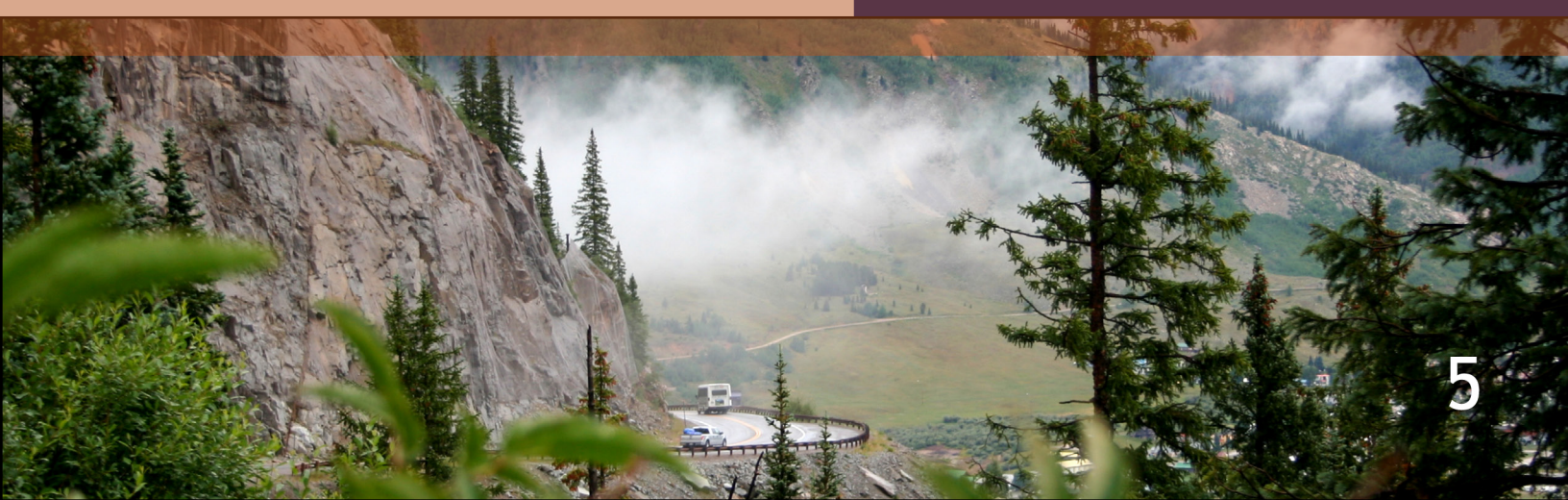


Figure 1. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.



## 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 Southwest 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 have limited access to transportation services and facilities and the population totals in the Southwest 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
99,085 (100%)	18,320 (18%)	22,283 (22%)	24,442 (25%)	2,122 (2%)	6,579 (7%)	4,567 (11%)	1,227 (3%)	12,366 (12%)

Figure 2. 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 people and communities through an equity framework, ensuring equity is meaningfully integrated into the planning process – 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.



## Where People Travel to Work (by County)

### Archuleta County

Archuleta County (Live & Work): 64.5%

La Plata County: 9.0%

Denver County: 2.7%

San Juan County (NM): 2.4%

### Delores County

Delores (Live & Work): 30.1%

San Miguel County: 20.2%

Montezuma County: 9.8%

La Plata County: 4.9%

### La Plata County

La Plata County (Live & Work): 45.0%

San Juan County: 3.4%

Montezuma County: 2.4%

Denver County: 2.2%

### Montezuma County

Montezuma County (Live & Work): 61.3%

La Plata County: 10.3%

San Juan County: 3.4%

Mesa County: 3.0%

### San Juan County

San Juan County (Live & Work): 53.2%

La Plata County: 15.5%

San Juan County (NM): 4.7%

Ouray County: 2.2%

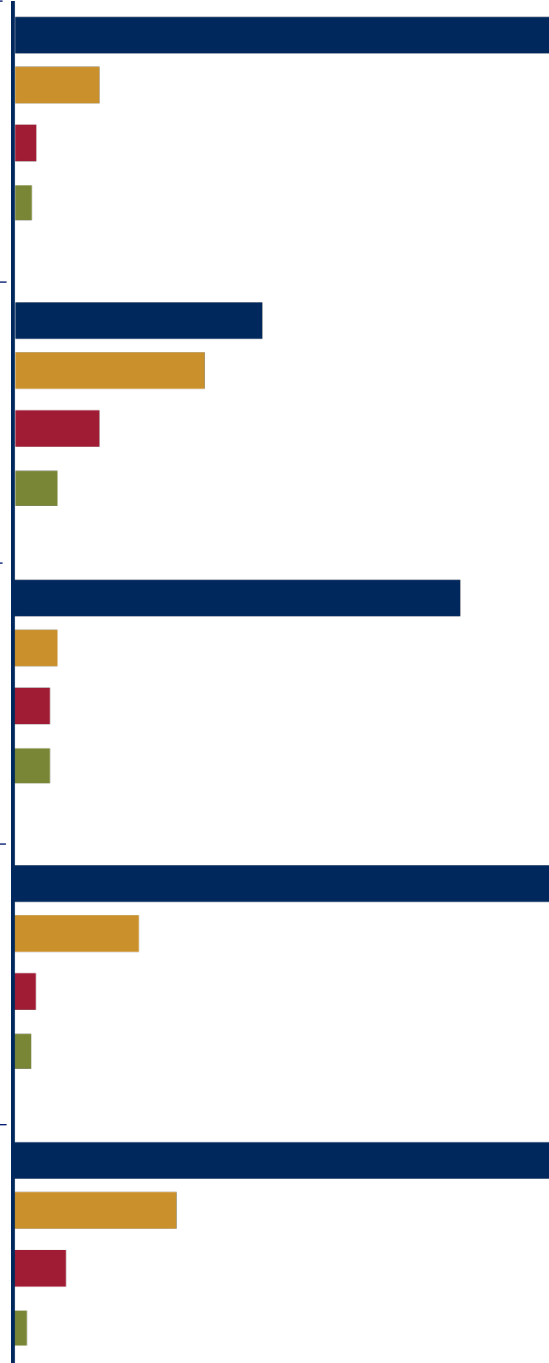
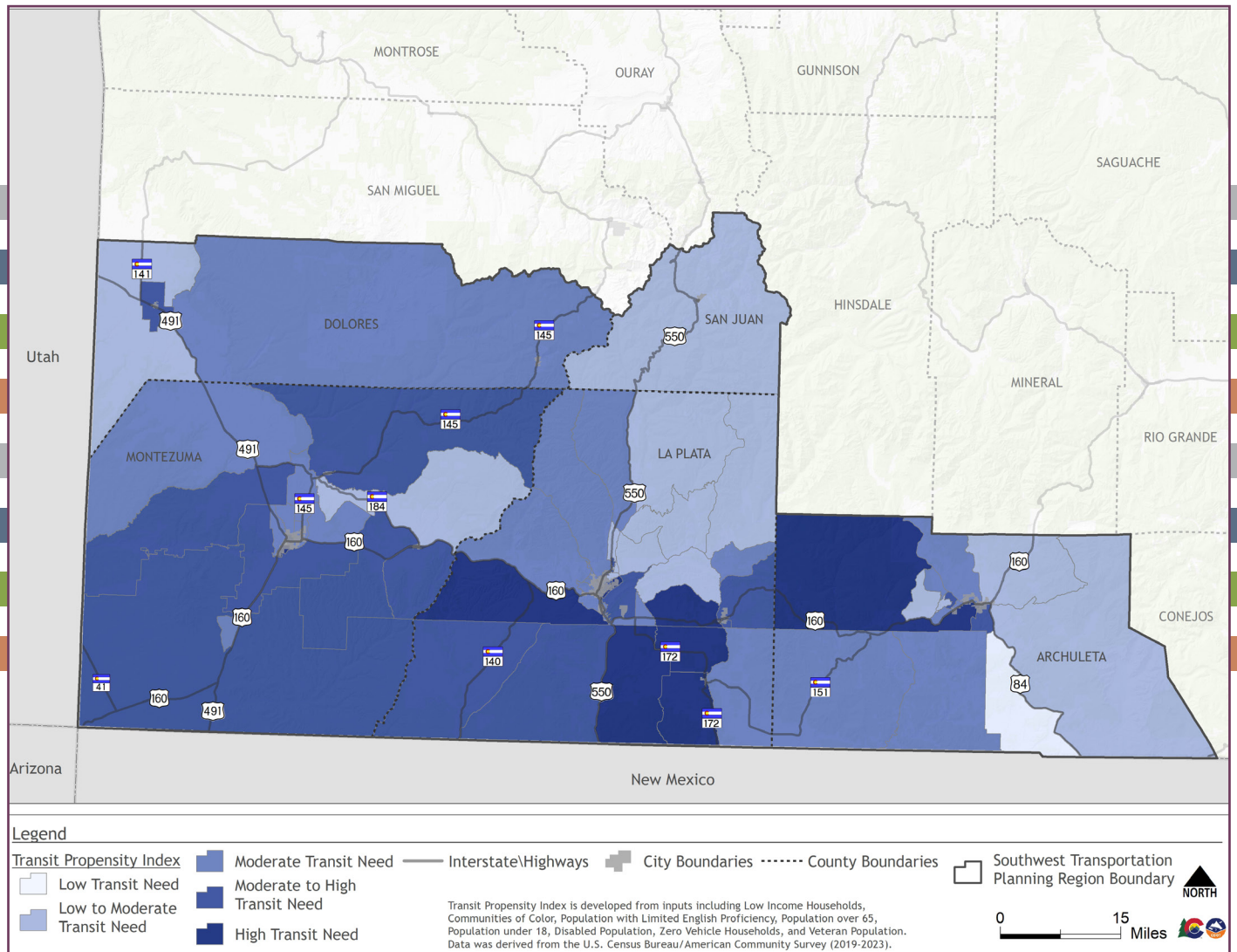


Figure 3. Source: U.S. Census, Longitudinal Employer-Household Dynamics, 2022

## Identified Transit Need



Source: U.S. Census Bureau / American Community Survey (2019-2023)

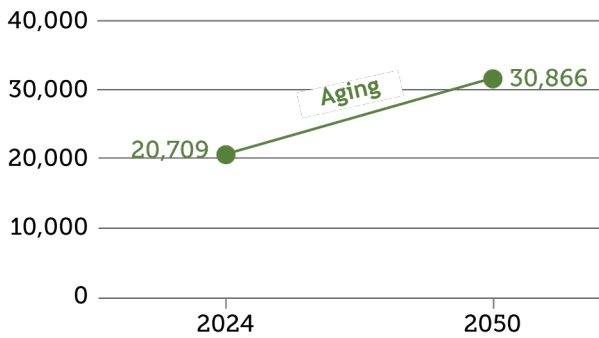
**The map above depicts transit needs in the Southwest TPR and helps identify priority areas for transit improvements.**



## Aging Population

By 2050, the Southwest TPR is expected to see a 49 percent increase in the older adult population. This increase will demand special attention in transportation planning over the next 25 years. Aging adults have unique travel needs; they often need public transportation services as alternatives to driving, as well as roadway improvements such as better signage, striping, and lighting. This growth pattern will require special considerations when planning for a more accessible and connected transportation system in the region.

**Growth of the Aging Population from 2024 to 2050**



**Figure 4.** Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.

## Vehicle Travel & Congestion

The total vehicle miles traveled are anticipated to increase in the region by 30 percent from 2020 to 2050. Congestion is expected to increase the most on US 160 and US 550 near Durango.

**Vehicle Miles Traveled in the TPR in 2024 Versus Estimated VMT in 2050**

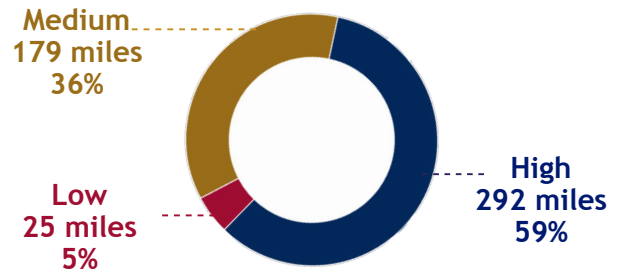


**Figure 5.** CDOT DTD, Travel Modeling Unit, 2024

## Road Conditions

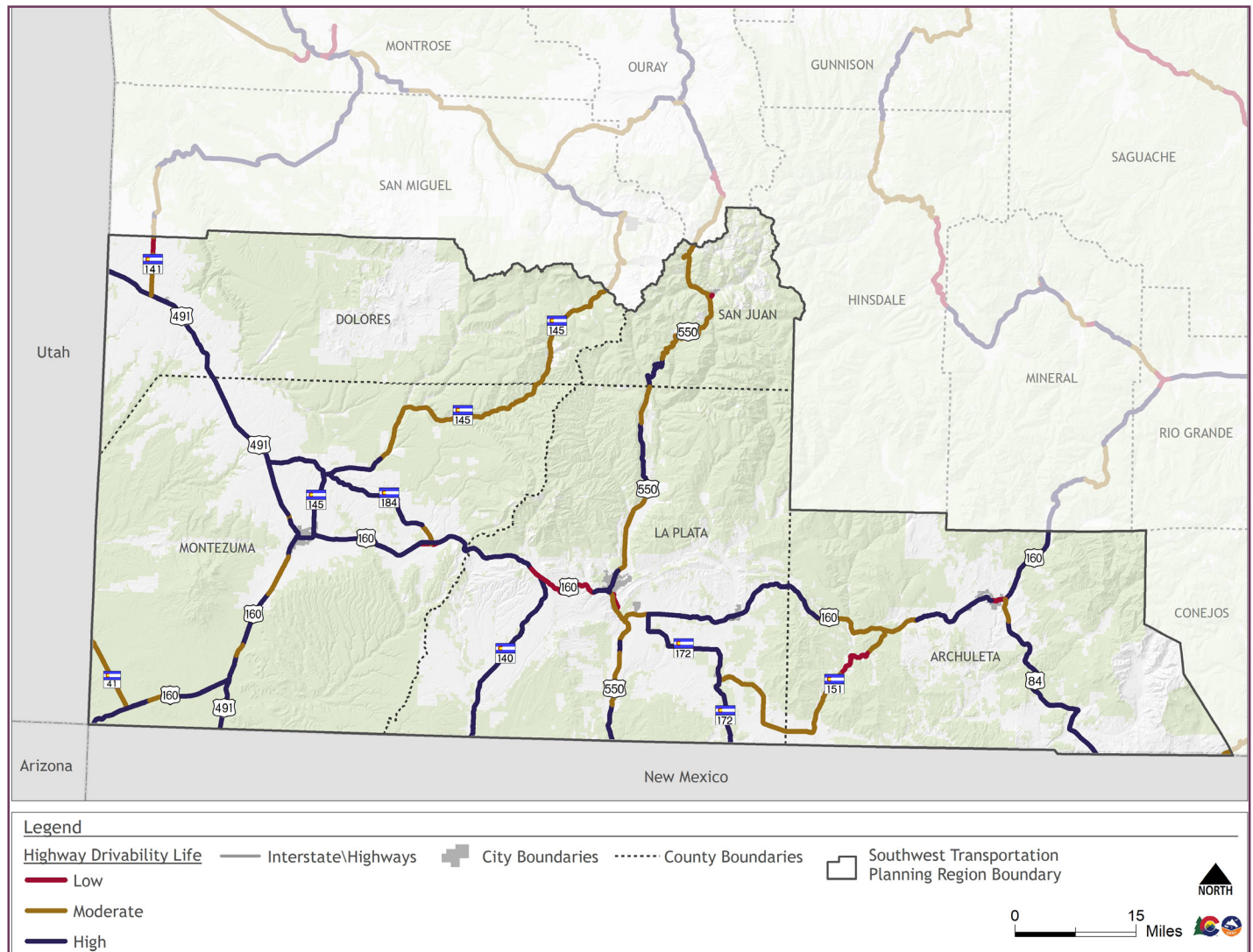
- Drivability life is the remaining life of the surface of the road and indicates how long a highway will have acceptable road surface and driving conditions
- Roadways classified with high drivability life account for 59% of the total, while those with moderate drivability life make up 36%, and roadways in low drivability life at 5%
- The Southwest TPR road conditions are categorized in the graphic on the bottom based on 2023 data

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



**Figure 6.** 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 Southwest 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)

VRU are defined as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), using personal mobility devices (e.g. walkers or wheelchairs), and those on foot 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.

### Top Three Crash Factors Resulting in injury or Death (2023)



Figure 7. Source: CDOT Crash Database, 2025

### VRU Crashes Recorded Resulting in Serious Injury or Death (2023)



Figure 8. Source: CDOT Crash Database, 2025

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

- **Community Challenges:** grant navigation and staff support
- **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
- **Enforcement and Policy Gap:** explore automated enforcement, judicial accountability, workforce shortage, stronger penalties and policies (e.g. seat belts and helmets)
- **Infrastructure and Design Gaps:** multimodal infrastructure need, rural roadway design (e.g. lighting, shoulders and signage), wildlife fencing
- **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
- **Safety Culture:** differences between generations, utilize grassroots efforts, social factors affect driving behaviors and safety awareness, work with youth



## Colorado Freight Corridors

Colorado Freight Corridors are key transportation routes in Colorado that are critical for local, regional and national goods movement. 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. Four Colorado Freight Corridors pass through the region: CO 141, US 160, US 491, and US 550.

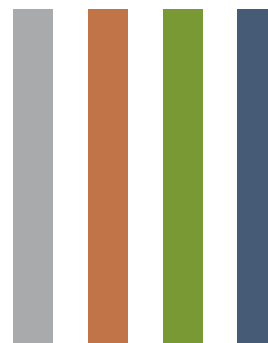
## Transit

The Southwest TPR has a variety of transit providers that operate fixed-route and commuter bus service, demand response, and some specialized services. CDOT's interregional Bustang Outrider service, operated by the Southern Colorado Community Action Agency (SoCoCAA), provides once daily service between Bayfield and Grand Junction. There are six Bustang Outrider stops in the Southwest TPR: Bayfield, Cortez, Dolores, Durango, Mancos and Rico. Local and regional transit services offered in the Southwest TPR include Archuleta County/Mountain Express Transit, Durango Transit, Montezuma County Public Transportation, SoCoCAA and Southern Ute Indian Tribal service. Human services agencies in the region provide additional transportation services for their clients based on available resources and client needs.



## Airports

The Southwest TPR includes two commercial service airports: Cortez-Montezuma County and Durango-La Plata County. The Southwest TPR also includes three general aviation airports: Animas Airpark in Durango, Dove Creek and Stevens Field in Pagosa Springs.







## Bicycling & Walking

High Demand Bicycle Facility/Active Transportation 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. High bicycling activity 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 bicycling activity.

### Facility Mileage

- 0.6 miles of shared-use path
- 15 miles of sidewalks
- 4.6 miles of striped bike lanes
- 258.4 of bikeable shoulder
- 496 miles of highways

### High Bicycle Activity Corridors

- US 160 west of Durango
- US 550 Durango to Silverton





## 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, points of interest, 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. The Southwest TPR is home to many scenic byways, including the Trail of the Ancients, San Juan Skyway, and Tracks Across Borders.

## Economic Vitality

Primary economic generators in the Southwest TPR include agriculture, energy development (oil and gas), logging, mining, tourism, construction, and outdoor recreation. The transportation network allows goods to leave the TPR and supports visitor access to the TPR for tourism and recreation. The Durango and Silverton Narrow Gauge Railroad operates out of its original 1882 depot on Main Avenue in Durango and provides a scenic train experience through the San Juan National Forest to Silverton. The train serves as a popular tourist destination supporting the region's economy.







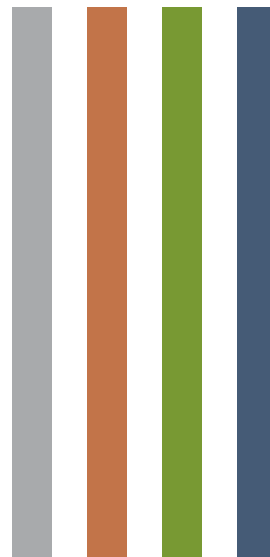
# Southwest TPR's Transportation Focus Areas

Because of the unique transportation opportunities and challenges that Southwest TPR residents, employees, and visitors face, TPR members identified the following focus areas that highlight the most important needs and considerations for the region.

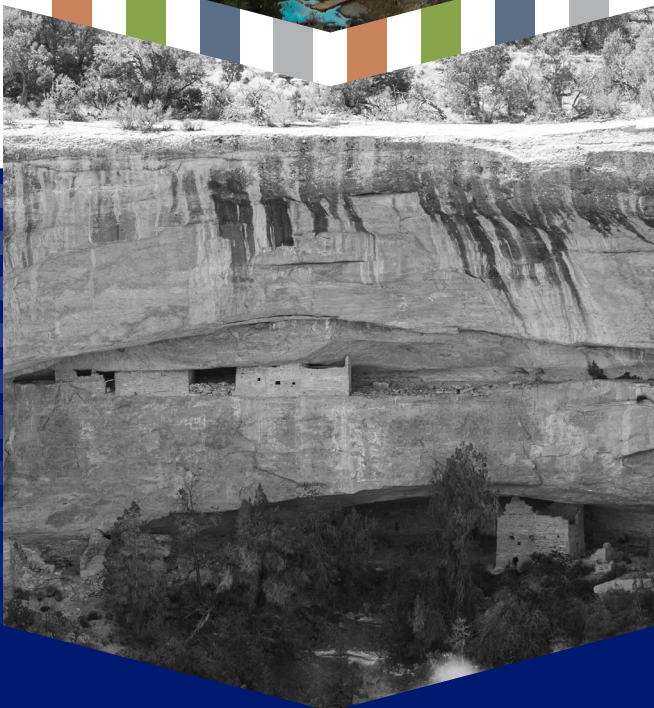
## Tourism & Federal Lands

Tourism is a primary economic generator in the Southwest TPR. Visitors come to the region for outdoor recreational activities such as hiking, hunting, camping, bicycling, and touring along the scenic byways. The region is home to Mesa Verde National Park, Canyons of the Ancients National Monument, Four Corners, and many scenic byways such as the Trail of the Ancients, San Juan Skyway, and Tracks Across Borders. Enhanced access to these sites or natural assets has a beneficial impact both to the long-term quality of life enjoyed by community members and the economic vitality of the businesses that support the growing tourism and resource extraction sectors.

Congress created the Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP) to dedicate funding toward improving and maintaining access to national parks, forests, wildlife refuges, national historic sites, and many other recreation and resource extraction site types. The Southwest TPR desires a more integrated approach to planning and programming projects of mutual interest among federal, state, and local agencies in the region.







## Tribal Lands

The Southern Ute and the Ute Mountain Ute Reservations, the state's only Native American tribal lands, are located within the Southwest TPR. The Tribes are major economic forces, with their diversified tribal enterprises that provide employment for tribal members, as well as others in the region. The Ute Mountain Ute transportation priorities include adding passing lanes and/or widening the highways on tribal lands, adding shoulders and intersection improvements to improve safety. There is also a desire for improved public transit to connect to local communities and into bordering states, such as Farmington, New Mexico. The Southern Ute Indian Tribe's priorities include improved safety at intersections, infrastructure improvements for cyclists and pedestrians in developed areas, and implementation of additional rural highway shoulders. In 2022, the Southern Ute Indian Tribe adopted their Long Range Transportation Plan which identified near-, mid-, and long-term transportation priorities.

Key recommendations from the plan emphasize the importance of enhancing infrastructure across multiple modes of transportation, including roadways, pedestrian and bicycle pathways, bridges, and transit systems. Specifically, it proposes infrastructure improvements such as shared-use pathways, roadway rehabilitation, and traffic safety measures to enhance safety. It also outlines policy recommendations to improve system management and recommends the creation of a dedicated Department of Transportation to streamline maintenance and construction efforts. Additionally, the plan highlights the importance of securing diverse funding sources, including federal and Tribal funds, to sustain ongoing transportation improvements





## Freight & Rail

Freight moves the products and valuables we use on a daily basis. Several critical industries rely on trucks and rail for freight movement in the Southwest region. From the agricultural fields in the Southwest TPR to the homes of individuals and families across the state and country, freight is how these valuable products reach their destinations. Agriculture, logging, mining, construction, and oil and gas are the primary industries that contribute to the high number of trucks on the highways. These industries need a reliable transportation network to move products to market. As Colorado's population and economy grows, there will be an even greater demand for products from these key industries in the Southwest TPR.



## Road Conditions

Well-maintained roads are essential to the quality of life for residents, employers, and visitors to the Southwest TPR. When roads are well maintained in the region, drivers are safer, the wear and tear on cars, trucks, and heavy vehicles is minimized, goods and services can be moved about the region, bicyclists can safely use the roadway to travel, and transit services can reliably be provided. The condition of the road determines the ability of people to get around, enhancing the local economy and improving people's lives.



## Environmental Mitigation

As a region of unique natural landscapes and significant wildlife populations, it is vitally important to provide sustainable transportation options and prioritize measures to reduce wildlife collisions. Wildlife-vehicle collisions are the most common overall crash type in the Southwest TPR, presenting significant safety and environmental concerns. Wildlife fencing and crossings have been shown to effectively mitigate wildlife collisions and remain a high priority for Southwestern Colorado.



## Transit Connectivity

Transit is a vital lifeline for many community members, especially for older adults and people with disabilities, providing access to jobs, education, medical care, groceries, and other essential services. The Southwest TPR is served by a mix of fixed-route, demand-response, specialized, and human services transportation providers, ensuring mobility for diverse needs. Additionally, increased frequency on Outrider's Durango-Grand Junction line strengthens interregional connections.

As populations age and demand for mobility options grows, it will be crucial to continuously assess community needs and expand services accordingly. Ensuring transit is accessible through safe and connected sidewalks, reliable with up-to-date information, and efficient enough to compete with personal vehicles is essential for Colorado's transportation future.



# Southwest TPR Vision & Goals

## Vision

The Southwest TPR will provide a balanced transportation system that accommodates the movements of residents, employees, visitors, and goods in the region by offering travel options and preserving the rural character, quality of life, and environment.

## Goals

- Create a safe and accessible regionwide transportation system that integrates all users and modes, while addressing the challenges of population growth and rising housing costs, to support better access to essential services and recreational activities
- Create and maintain infrastructure that supports advancements in technology
- Preserve and enhance a transportation network that protects natural and cultural resources while showcasing the region's scenic beauty
- Maintain and cultivate partnerships with local, state, tribal, and federal entities to improve interagency coordination
- Maximize the use of existing assets with innovative solutions
- Recognize and celebrate accomplishments throughout the region





# What We've Heard

Building on the extensive outreach conducted during the last plan update and using a wide array of data collection methods, we worked to reach people in as many ways as possible – whether that was at home on the phone, online through social media, or at community meetings and public events. Here's what people are saying about transportation in Southwest Colorado:

## Fix Our Roads

- People want roads that are in good condition, without potholes, and safe to drive on in all kinds of weather.

## Advancing Transportation Safety

- There's a need for more passing lanes on both US 160 and US 550 highways, which are key roads in the region.
- We need to do more to prevent wildlife-vehicle collisions, such as adding fencing and animal crossings.
- It's important to have a transportation system that can handle bad weather and other unexpected events.
- Improving safety and road access to and within tribal lands is important. It's also important to have better access to state and federal lands.

## Sustainability Increase Transportation Choice

- Many people want more buses and other public transportation options to travel within the region and to other parts of Colorado.



# 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 complete 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**



## Southwest Transportation Projects

The region's transportation project list is characterized by a mix of interstate, state highway, rural paving, and multimodal/transit projects. The list also includes safety-related projects that address shoulder deficiencies, intersection-related needs, and freight needs.

The project list was developed by first aligning previously identified projects with the known corridor needs and then adding new projects to address unmet needs. 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 Southwest TPR utilized both 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 Southwest TPR prioritization criteria included:

- Roadway Maintenance and Safety
- Tourism and Federal Lands
- Tribal Lands
- Freight
- Resiliency
- Environmental Mitigation
- Transit Connectivity

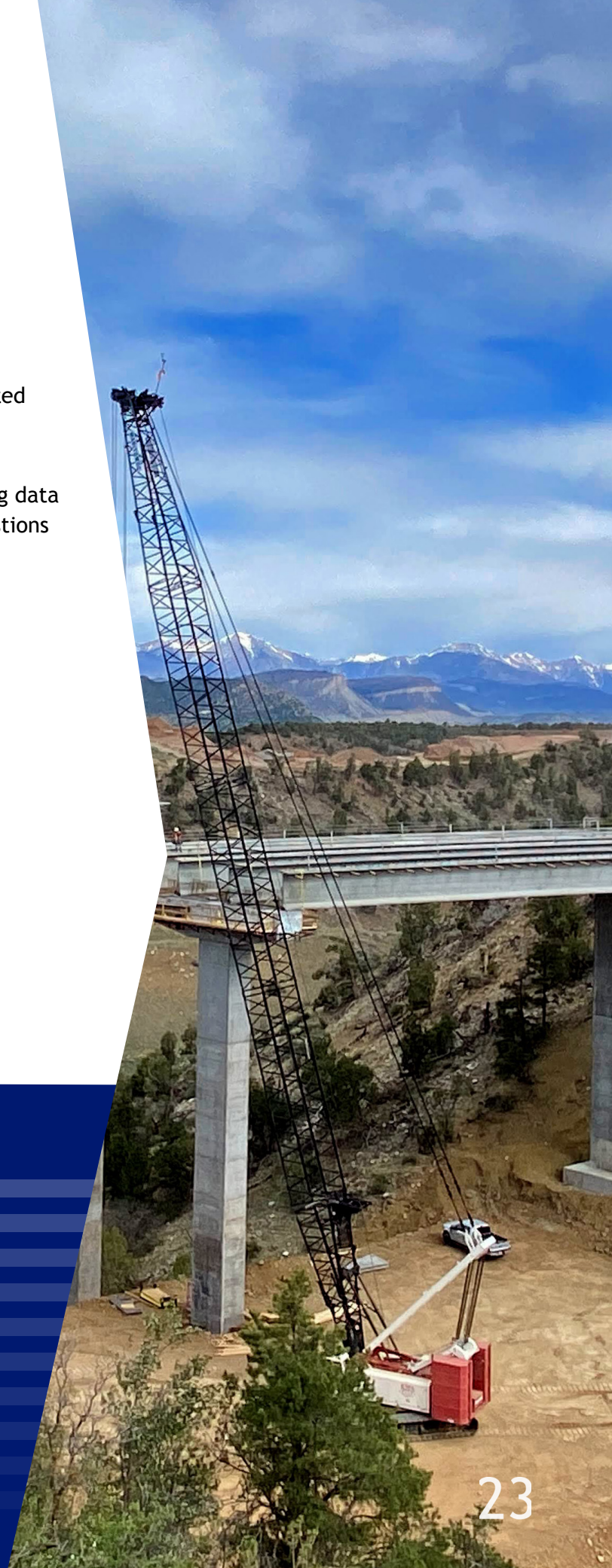




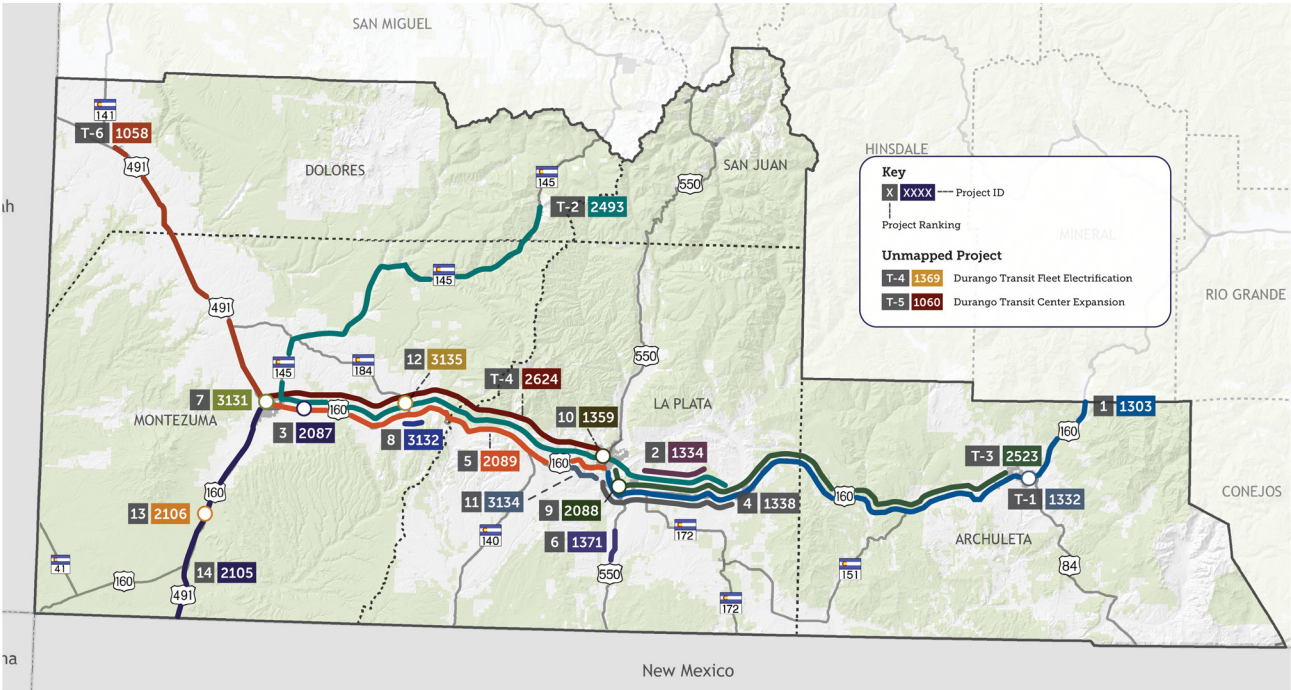
# Southwest TPR's Top Project Priorities

The Southwest TPR identified their priority projects through a collaborative, data-informed approach. An executive committee of TPR members met and evaluated all proposed priority projects using PD 14 goals and Southwest TPR Focus Areas.

CDOT Region 5 staff supported this process by providing data on current roadway conditions and answering TPR questions regarding the merits and challenges of each project.



# Southwest TPR's Highway Project Priorities Map



- |   |   |  |
|---|---|--|
| 1 1303 US 160 Intelligent Transportation Systems (ITS) Infrastructure | 8 3132 US 160 Mancos Paving/Chipseal                                    | T-1 1332 Archuleta County Park-n-Ride  |
| 2 1334 US 160 Elmore's East (Elmore's Corner to Dry Creek)            | 9 2088 CO 172 Durango/La Plata County Airport Intersection Improvements | T-2 2493 Bustang Outrider Improvements in Bayfield, Cortez, Dolores and Rico |
| 3 2087 US 160 and CR 30.1 (Phil's World) Intersection Improvements    | 10 1359 US 550/US 160 Durango Multimodal Crossing                       | T-3 2523 Pagosa Springs to Durango Bus Service                               |
| 4 1338 US 160 Dry Creek Passing and Mobility Improvements             | 11 3134 US 160 West Durango Multimodal Safety Improvements              | T-4 1369 Durango Transit Fleet Electrification                               |
| 5 2089 US 160 Wildlife Mitigation between Cortez and Durango          | 12 3135 US 160 and CO 184 Mancos Sidewalks                              | T-5 1060 Durango Transit Center Expansion                                    |
| 6 1371 US 550 South Gap   | 13 2106 US 491 & Mike Wash Intersection Safety Improvements             | T-6 1058 Durango to Dove Creek Essential Bus Services                        |
| 7 3131 US 160 & US 491 Cortez Intersection Improvements               | 14 2105 US 491 Passing Lanes North of New Mexico                        |  |



## Southwest TPR Priority Project List

ID	Project Type	State Highway	Project Name	Project Description
1303	Highway	US 160	US 160 Intelligent Transportation Systems (ITS) Infrastructure	Installation of fiber optics and ITS devices between Durango and the Wolf Creek Pass tunnel.
1334	Highway	US 160	US 160 Elmore's East (Elmore's Corner to Dry Creek)	This project will improve safety and mobility on a critical transportation corridor between Durango and Bayfield, and will incorporate features to improve safety and mobility while accommodating projected traffic volumes. Construction is anticipated to begin in 2027 along a seven-mile section of US 160 from the CO 172 intersection, locally known as Elmore's Corner (Mile Point 91.4 ) to Dry Creek near La Plata County Road 223 (MP 98).
2087	Highway	US 160/CR 30.1	US 160 and CR 30.1 (Phil's World) Intersection Improvements	Improve the intersection of US 160 and CR 30.1, which is the entrance to Phil's World (a nationally renowned mountain biking area), and may include turn, deceleration and acceleration lanes.
1338	Highway	US 160	US 160 Dry Creek Passing and Mobility Improvements	Addition of two eastbound lanes to make a divided four-lane highway, with two new structures in each direction and realignment of CR 223. Also includes shoulder widening and access consolidation.
2089	Highway	US 160	US 160 Wildlife Mitigation between Cortez and Durango	Includes wildlife fencing and underpass, brush removal, sight distance improvements between Cortez and Durango near Montezuma County Road 30.1.
1371	Highway	US 550	US 550 South Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements from La Plata County Road 302 to CR 218 near Sunnyside Elementary School.
3131	Highway	US 160/US 491	US 160 & US 491 Cortez Intersection Improvements	New intersection with traffic signal at US 160 and US 491 in Cortez. Improvements include closing Pinon Drive and relocating the existing intersection of US 160 and US 491 to the south. The new roadway will be five lanes, with two travel lanes in each direction and a median.
3132	Highway	US 160	US 160 Mancos Paving/Chipseal	Paving of CDOT-managed highways and frontage roads within the Mancos town limits.
2088	Highway	CO 172	CO 172 Durango/La Plata County Airport Intersection Improvements	Improvements and realignment at the intersection of CO 172 and La Plata County Road 302, which provides access to the Durango/La Plata County Airport.
1359	Highway	US 550/US 160	US 550/US 160 Durango Multimodal Crossing	This project will improve pedestrian access with the installation of a signal at the busy crossing of US 550 (Camino del Rio) at 11th Street to connect east and west sides of Durango.

## Southwest TPR Priority Project List (Continued)

ID	Project Type	State Highway	Project Name	Project Description
3134	Highway	US 160	US 160 West Durango Multimodal Safety Improvements	This project will create a shared use path along US 160 West from Roosa Avenue to Twin Buttes Avenue, as well as create pedestrian and cyclist crossings along the corridor. It would improve connectivity and safety for vulnerable users along this one and a half mile stretch of highway on the western side of Durango.
3135	Highway	US 160/CO 184	US 160 and CO 184 Mancos Sidewalks	Installation of sidewalks on US 160 from CO 184 (Main Street) intersection east to Mancos town limits.
2106	Highway	US 491	US 491 & Mike Wash Intersection Safety Improvements	Located south of Cortez on the Ute Mountain Reservation, this will include improvements to the intersection of US 491/US 160 and Mike Wash Road. The planned roundabout will enhance traffic flow and improve safety at this busy intersection.
2105	Highway	US 491	US 491 Passing Lanes North of New Mexico	Improvements to US 491 from the New Mexico state line to the US 160 intersection. The project will construct northbound and southbound one-mile passing lanes, acceleration and deceleration lanes, and turn lanes where needed.
2493	Transit	Not applicable	Bustang Outrider Improvements in Bayfield, Cortez, Dolores and Rico	Includes stop and shelter improvements in Bayfield, Cortez, Dolores and Rico along the Outrider Durango to Grand Junction route.
2523	Transit	Not applicable	Pagosa Springs to Durango Bus Service	Expanded bus service between Pagosa Springs and Durango, and will provide one roundtrip per day year round. This project cost includes the purchase of vehicles and 10 years of operating costs.
1058	Transit	Not applicable	Durango to Dove Creek Essential Bus Services	Provide bus service between Durango and Dove Creek, and one roundtrip per day year round. This project cost includes the purchase of two vehicles.
1060	Transit	Not applicable	Durango Transit Center Expansion	Durango Transit route expansion from Durango to the Durango/La Plata County Airport, and from Durango to Hermosa, Durango West, Hesperus and Edgemont.
1332	Transit	Not applicable	Archuleta County Park-n-Ride	This project establishes a Park-n-Ride for the Pagosa Springs and Archuleta County communities. The proposed facility will feature a bus shelter, ADA-compliant parking facility to accommodate 30 vehicles, a well-lit secure area to ensure safety, easy access to major bus routes, and seamless connection to the city's public transportation system. Amenities such as electric vehicle charging stations, shelters, waiting areas and bicycle storage.
1369	Transit	Not applicable	Durango Transit Center Electrification	Identified Durango Transit capital need with Zone 7 facilities electrification upgrades.




# 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.

The Southwest TPR's project priorities were discussed at joint meetings with the CDOT Region 5 Regional Transportation Directors and the TPR chairs. These meetings enabled the Southwest TPR chair to advocate for inclusion of the TPR's priority projects in the 10-Year Strategic Project Pipeline, a primary outcome of Your Transportation Plan.

This method of planning helps ensure that Your Transportation Plan addresses multiple levels of the transportation network. 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 Southwest TPR:

- Comprehensive list of project needs in the region (Appendix B)
- TPR's priority projects (Pages 25 & 26)
- 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 Southwest TPR projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort. For the longer term, 25-year planning horizon, the Southwest TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2035.





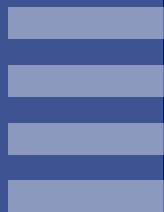
# Southwest TPR's Implementation Strategies

The following section contains information about actions that the TPR recommends to implement its plan. Implementation actions are meant to be near-term, practical measures related to the Southwest TPR's vision, goals and priority projects.

- Continue building partnerships among the counties, cities, towns, and Tribes within the Southwest TPR and the neighboring TPRs (San Luis Valley and Gunnison Valley) to coordinate on transportation issues, particularly the pursuit of creative and long-term funding solutions for the advancement of projects
- Coordinate with local transit operators, transit advocates, and CDOT regional staff to discuss ways to advance mutual goals and implement the projects identified in this plan
- Work with the counties, cities, towns, and Tribes of the Southwest TPR to continue to advance and redesign highways to enable safe access for all members of the community, including those walking, biking, and in need of greater assistance
- Meet with representatives of the local oil and gas, mineral extraction, and other resource development industries to address the unique needs and impacts of these economic activities on the transportation system
- Continued coordination between CDOT Region 5 and the Southwest TPR to select projects that best align with available funding, prioritizing lower cost projects that can be completed with available funds
- Integrate innovative mobility technologies, such as electronic and wireless communication systems and alternative fuels, to develop new transportation choices and services







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## To Learn More

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

