

# Southwest 2030 Transportation Planning Region Transportation Plan



Crowley County



Otero County



Baca County



Prowers County



Kiowa County



Bent County

**December 1, 2004**



Prepared by  
Kirkham Michael Consulting Engineers  
for the  
Southeast Colorado Enterprise Development, Inc.



This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents thereof.

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## Chapter

# 1

# Introduction

*The purpose of the update to the existing 2020 Long Range Transportation Plan for the Southeast Transportation Planning Region (SE-TPR) is two-fold. The first is to update the plan from the horizon year of 2020 to a horizon year of 2030 thus making it a 26 year plan (2005 to 2030). The second is to move from a project specific long-range plan, which is how all of the plans have been completed since the first plan was completed in 1994, to a corridor oriented long-range plan, which is the direction the Colorado Transportation Commission is taking in development of the Statewide 2030 Long Range Transportation Plan.*

## **Update Purpose**

This plan update is to provide the Southeast TPR with an inventory of existing services, an analysis of needs, a review of resources available and a specific “preferred” 26 year transportation plan and based on this plan, a “fiscally constrained” plan which is constrained by the fiscal resources which are deemed to be reasonably available to the Southeast TPR for the implementation of this plan.

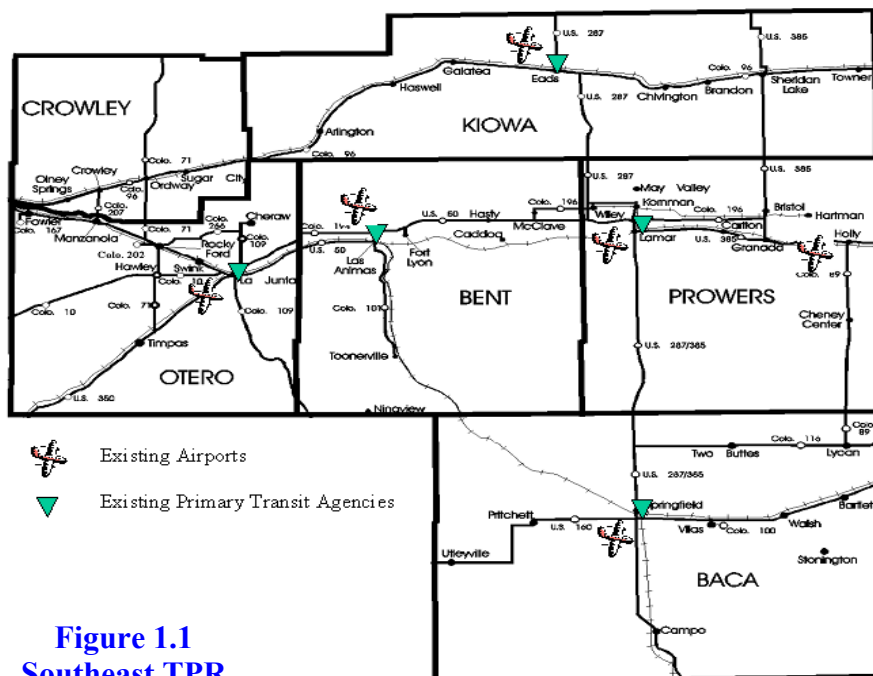
Not only does this plan provide a vision of how to maintain and improve the transportation system in Southeast Colorado over the twenty-six year period (2005 – 2030), it will provide planning documentation for funding from the Colorado Department of Transportation (CDOT), and other agencies, which manage financial resources provided through the state and federal government’s transportation programs.

Unlike previous long-range plans that identified specific projects to be considered for the Statewide Transportation Improvement Program (STIP), this plan is based on specific visions, goals and objectives for transportation corridors. This approach not only is consistent to the direction in the Colorado Transportation Commission is going in the development of the Statewide Long-Range Transportation Plan but it will provide for greater flexibility for the

Southeast TPR in the development of specific projects to be included in the STIP without having to go through time-consuming plan amendments.

It is important to note that this plan addresses all modes of transportation within each corridor but only included funding to the Southeast TPR for Regional Priority Program (RPP) funds, Federal Transit Administration (FTA) Section 5310 and 5311 funds and funds provided to local airports from the Division of Aeronautics. All other funding that is available to the Southeast TPR such as the “7<sup>th</sup> Pot”, Surface Treatment Program, Bridge Replacement Program etc. are not considered in this plan but will be included in the development of the Statewide Long Range Transportation Plan. In addition, this plan does not include local city and county roads, except for any identified as “Regionally Significant”, as their needs are being addressed in a separate Local Needs study being conducted by the CDOT.

Many of the transportation corridors within this plan will begin and/or end outside of the Southeast TPR that is identified in Figure 1.1, however, for purposes of this plan, the vision, goals, objectives and costs were identified only for the portion of the transportation corridor located within the six counties of the Southeast TPR.



**Figure 1.1  
Southeast TPR  
Transportation System**

Efforts were made to try to ensure consistency between the Southeast TPR and all adjoining TPRs and where appropriate changes have been included to ensure a seem-less transportation system for traveling public of Colorado.

## **Update Process**

The Southeast Colorado Enterprise Development, Inc. (SECED) board of directors, which is comprised of the following counties: Baca, Bent, Crowley, Kiowa, and Prowers, and representatives from Otero County, was the formal body responsible for the Southeast Regional Transportation Plan. This board is made of 3 representatives from each county except for Otero county along with the Executive Director of the SECED. However, the 3 Otero County Commissioners were requested to participate as part of this body when dealing with the development of the Regional Transportation Plan.

### **Baca County**

Troy Cane  
Ray Miller  
Bill Wright

### **Bent County**

Lawrence Sena  
Bill Lutz  
Harrell Ridley

### **Crowley County**

Tobe Allumbaugh  
Matt Heimerich  
Dwight Gardner

### **Kiowa County**

Rod Brown  
Larry Michael  
Dutch Eikenberg

### **Otero County**

Robert Bauserman  
Kevin Karney  
Harold Klien

### **Prowers County**

Lee Lirley  
John Stulp  
Cledé Widener

### **SECED Staff**

Jan Anderson – Executive Director  
Stephanie Gonzales – Business Manager  
Charmaine McEndree - Secretary – Receptionist

This board as served as the Transportation Advisory Committee as required under the CDOT Regional Planning Process. This was done to facilitate the maximum level of participation by the board members due to the long distances required to meet in the Southeast TPR. The board met on a monthly basis during the development of the Regional Transportation Plan and any interested party was invited to attend and participate in these meetings. The location, date, time and agenda for each meeting were advertised as part of the meeting notice for the regularly scheduled SECED Board meeting.

In addition, a formal public workshop was held, on the following dates, to ensure that adequate input was received for any local elected official, transportation interest group or resident that is interested in participating in the development of this plan:

1. Vision, Goals and Strategies: September 23, 2004
2. Preferred Transportation Plan: April 22, 2004
3. Constrained Transportation Plan: October 28, 2004 in coordination with CDOT and the draft Statewide Transportation Plan.

To ensure adequate notice was provided to all interested parties, in addition to the normal means of notice of the meeting of the SECED Board, a formal notice for each workshop meeting, the agenda and the appropriate draft documents were mailed to approximately 200 various participants as well as announced through various local newspapers, TV, radio etc. as appropriate 30 days prior to the intended workshop.

A copy of the mailing list used is included in the Appendix of this report. A copy of the minutes for all Board meetings and workshops associated with the development of this plan are available upon request by contacting the SECED offices.

To ensure that the outreach process specifically met the needs of the traditionally underserved in response to the requirements of Title VI and Environmental Justice, the mailing list provided by CDOT, which included the contact information for these groups was utilized in the development of this plan.

All parties who were identified on the CDOT mailing list were sent notices of all key public workshop meetings and appropriate drafts for their review and comment. As the Board became aware of any new parties that were interested in transportation and/or this plan, they were immediately included on the mailing list and included in all future correspondence. In addition to these public outreach efforts, the SECED staff coordinated with the Department of Local Affairs (DOLA) and their outreach program in the Southeast TPR to receive additional input to the 2030 Transportation Plan.

In addition, to ensure that the special transit needs and aeronautics needs of the Region are included and not over looked in the development of this plan the following steps were implemented in the development of the special transit and aeronautics portions of this plan:

## Aeronautics:

1. **Airport Survey Information:** As a part of the CDOT 2030 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits occurred requesting updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2030 planning period.

Letters were mailed out to each airport manager or representative, for each of the following airports, that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet whereby airports could list their anticipated projects through the year 2030. Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information.

- Eads
- Holly
- La Junta
- Las Animas
- Lamar
- Springfield

2. **Joint Planning Conferences:** One of the methods utilized by the CDOT-Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport. CDOT-Aeronautics and FAA staff attend these meetings. The JPC allows an opportunity for all of the aviation community to contribute into the planning process of the airport. Many good ideas and suggestions are generated as a result of these meetings.

## Transit:

1. **Transit Survey Information:** As a part of the CDOT 2030 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits occurred requesting transit agency information including operations, services provided, costs, revenue information, transportation conditions (including both short term and long term needs of the agency), service information, vehicle fleet inventory and service areas.

Letters were mailed out to each transit manager or representative, of the following transit agencies, that explained the CDOT plan update process. Included with each letter was a

transportation needs worksheet whereby each transit agency could list their anticipated projects through the year 2030. Follow-up telephone calls as well as additional site visits were conducted to assist these transit agencies in gathering this information.

- Baca County Seniors
- Crowley County / Ordway (New service requested by Crowley County)
- City of La Junta Transit Service, including the operations of the Arkansas Valley Community Center
- Golden Age Transportation of Bent County
- Kiowa County Transit
- Prowers Area Transit Services

2. **Joint Planning Conferences:** Unlike the process used in the development of the aeronautics plan, due to limited resources available, instead of conducting a Joint Planning Conference, a specific site visit was conducted with each transit agency to gather input to the plan. Then to get input from transit service users, elected officials, local citizens, special interests groups, and all other related groups, the meetings and workshops with the SECED Board was utilized.

## ***Consistency with State and Federal Requirements***

This plan has been reviewed for consistency with all State and Federal requirements. During that review no areas of the plan were deemed inadequate in meeting any state or federal requirements.

## ***Adoption of the Plan***

All comments received on the draft 2030 Transportation Plan were reviewed by the Board and addressed as necessary in the final plan. This plan was presented to the Board at the final public workshop on October 28, 2004 and was approved unanimously by the Board (a copy of the approval resolution is included on the following page). Staff was then authorized to forward the approved Southeast TPR 2030 Transportation Plan to the Colorado Department of Transportation for inclusion in the Statewide 2030 Transportation Plan.



**Resolution to Adopt the  
Southeast Transportation Planning Region 2030 Long Range Plan  
Southeast Colorado Regional Planning Commission  
October 28, 2004**

WHEREAS, the 2020 Southeast Colorado Regional Transportation Plan was adopted by the Southeast Colorado Regional Planning Commission in December 1999; and

WHEREAS, the Southeast Colorado Regional Planning Commission has the authority to adopt the Southeast Colorado Regional Transportation Plan and any amendments hereto; and

WHEREAS, revenue projections utilized in the 2020 Statewide Transportation Plan, availability of Census 2000 information, recent legislation including the creation of a Statewide Tolling Enterprise and the percent sales and use tax funds available for transit purposes, and planning efforts to identify candidate strategic projects for the state contribute to the need for updating regional and statewide transportation plans; and

WHEREAS, the Colorado Transportation Commission established the update cycle for the ten rural Transportation Planning Regions (TPR) to the forecast year of 2030, including the Southeast TPR, to begin in the Spring of 2004 and concluding in November, 2005; and

WHEREAS, the Southeast Colorado Regional Transportation Plan is a critical element to the Statewide transportation plan which is considered part of the state and federally required statewide transportation planning process; and

WHEREAS, the Southeast Colorado Regional Transportation Plan has been updated to reflect the demographic, economic and legislative changes which have occurred since the December 1999 adoption; and

WHEREAS, the 2030 Southeast Colorado Regional Transportation Plan is consistent with all federal statutes and the Statewide Transportation Planning Process Rules and Regulations, including the necessary public participation.

NOW THEREFORE BE IT RESOLVED, the Southeast Colorado Regional Planning Commission approves the 2030 Southeast Colorado Regional Transportation Plan and authorizes staff to forward this approved plan to the Colorado Department of Transportation for inclusion in the 2030 Statewide Transportation Plan.

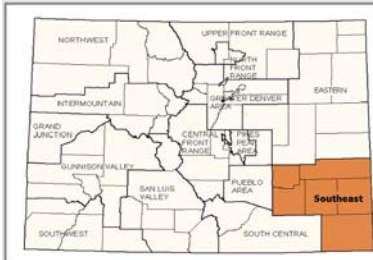
Lawrence Sena

10/28/04  
DATE

**Chapter**  
**2**

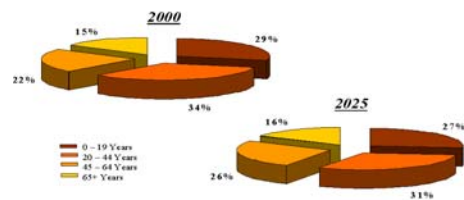
# Region Overview

*Transportation has always played an important role in southeastern Colorado particularly for the counties of Baca, Bent, Crowley, Kiowa, Otero and Prowers. This six-county region is a rural, sparsely populated area with an economy based primarily in agriculture, services, and retail. The cities of Lamar and La Junta are the primary shopping and business activity centers. The region is part of the Arkansas River drainage basin and consists primarily of plains and grasslands. There are numerous tourist attractions and recreational opportunities in the area.*



*The population has a larger-than-average percentage of elderly people, persons with disabilities, and people in poverty. The six-county region had a total population of 52,449 in 2000, an increase of 7.5 percent from 1990. Prowers and Otero Counties had the largest populations with a total of 66 percent of the six-county population.*

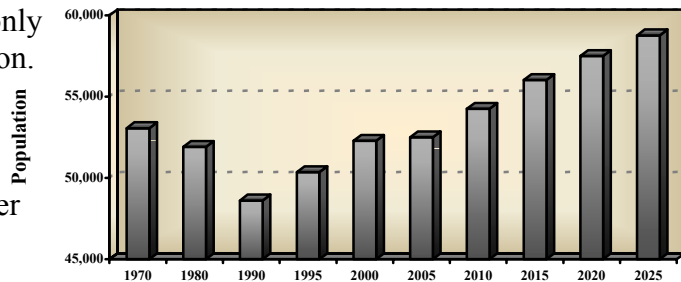
**Population Projections by Age**



## Background

The six counties and 25 municipalities that comprise the Southeastern TPR contains 9,533 square miles which is approximately 9.2% of the total area of the State of Colorado with a 2001 population of 51,684 which is only 1.2% of the entire State 2001 population.

This clearly illustrates the rural nature of this region with an average population density of 5.4 persons per



square miles compared to the statewide average of 42.8 persons per square mile. Although the population in this region is projected to grow over 12% during the next 26 years and many of the communities within the region will take on more urban characteristics, overall the region will remain rural in nature.

The population centers within the region originally were the County Seats, which were the primary service centers for the surrounding agricultural areas. However, with US 50 and US 287 as primary highway transportation routes for Colorado and the railroad lines of the Burlington Northern Santa Fe (BSNF) and the Southern Pacific-Union Pacific Railroad, many of these population centers have become and will continue to play a significant role in the overall transportation network of the State.

Agriculture has traditionally and will continue to be the primary industry for this region, including “dry-land” farming, and irrigated farming in a corridor along the Arkansas River. With this in mind, access and preservation of the transportation system to provide for transportation out of the Southeastern TPR for its agricultural products will continue to be a primary transportation concern of the region.

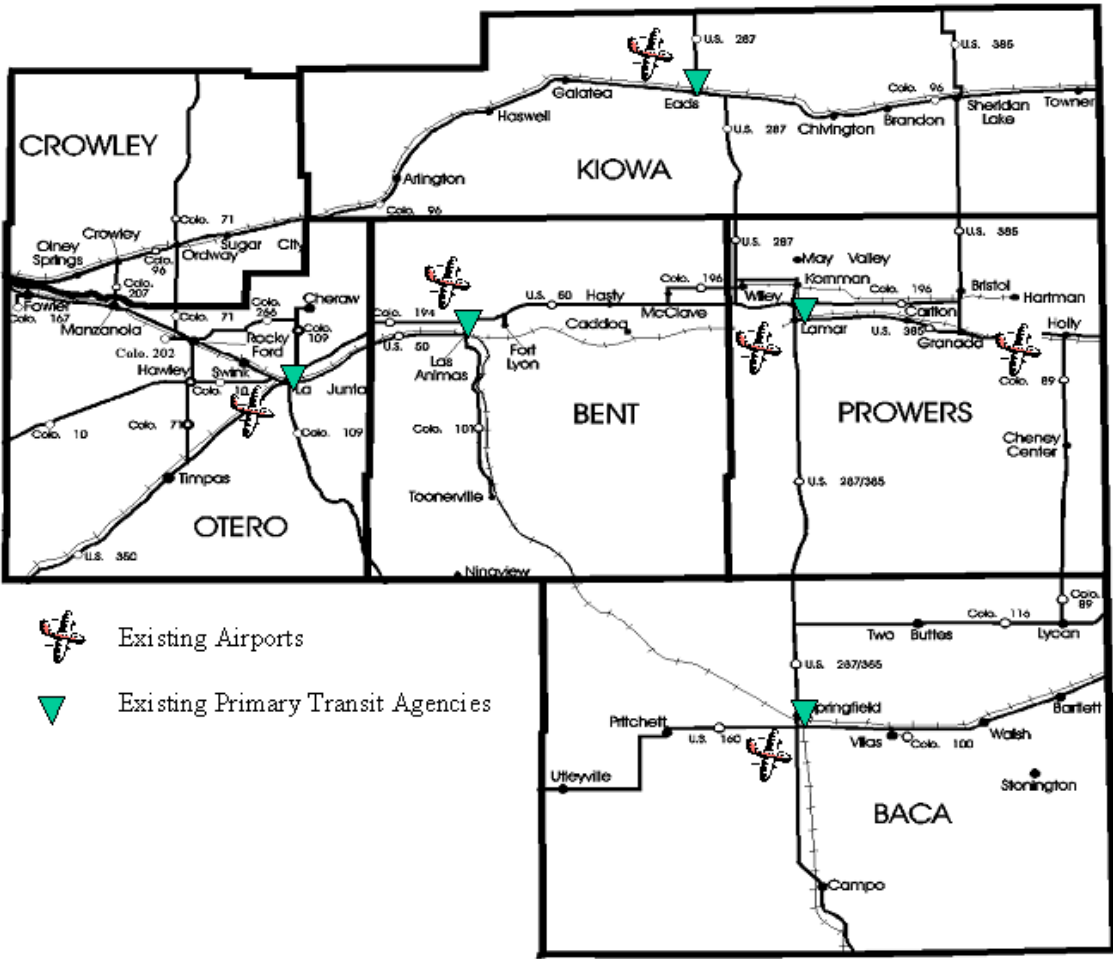
In addition, with the continued emphasis on economic development in the southeast portion of the state as well as increased recreational opportunities such as the renovation of the John Martin reservoir, the preservation of the existing transportation network is critical. However, this must be done while maintaining those values that make the southeastern portion of the state the “emerald of the plains” which includes the overall scenic beauty, the historical and cultural heritage, and the high quality of life that exists in the region.

The following sections of this chapter will cover the inventory of the existing transportation services as well as an overview of each county within the Southeast TPR looking at some of the key demographics of each county including employment, population, income, and retail sales.

# ***Inventory of Transportation Services***

This section presents a review of existing transportation facilities and services in the Southeast TPR as background for the development of the 2030 Regional Transportation Plan. Existing transportation facilities and services include roadways, public and specialized transit, rails, aviation, and bicycle and pedestrian modes of which each are described in detail in this section. A bird's eye view of the major components of the transportation system within the Southeast TPR is illustrated in Figure 2.1

**Southeast TPR Transportation System  
Figure 2.1**



- Existing Airports
- Existing Primary Transit Agencies

## **Roadways**

Transportation on roadways has always been a predominant mode of travel in the Southeast Region with the backbone of this system being the State Highway system. Since this plan is to focus on the corridors which follow the State Highway system and all of the needs of the local roadway system (i.e. the city streets and county roads) are being developed as part of the separate study being conducted by the Colorado Department of Transportation (CDOT), this section will focus only on the State Highway system within the Southeast TPR.

One of the most common measure of the amount of use on the State Highway system is the Vehicle miles of Travel (VMT). In 1991 there was over 983,000 vehicles miles of travel on the State Highway system in this TPR. This increased to slightly over 1,000,000 vehicle miles of travel in 1997 and continued to grow to over 1,200,000 vehicle miles of travel in 2002. This is anticipated to grow to almost 2,200,000 vehicles miles of travel by the year 2030 as shown in Table 2.1.

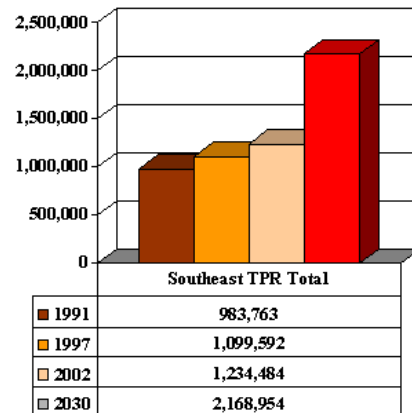


Table 2.1

### Vehicle Miles of Travel (VMT) on the State Highway System

| County                  | 1991           |               | 1997             |               | 2002             |               |              | Projected 2030   |               |              |
|-------------------------|----------------|---------------|------------------|---------------|------------------|---------------|--------------|------------------|---------------|--------------|
|                         | VMT            | % of Total    | VMT              | % of Total    | VMT              | % of Total    | % Change     | VMT              | % of Total    | % Change     |
| Baca                    | 132,070        | 13.4%         | 136,555          | 12.4%         | 167,801          | 13.6%         | 2.8%         | 322,063          | 14.8%         | 12.5%        |
| Bent                    | 145,294        | 14.8%         | 172,237          | 15.7%         | 156,039          | 12.6%         | -1.5%        | 257,221          | 11.9%         | 8.2%         |
| Crowley                 | 49,566         | 5.0%          | 63,987           | 5.8%          | 80,997           | 6.6%          | 1.5%         | 162,006          | 7.5%          | 6.6%         |
| Kiowa                   | 95,488         | 9.7%          | 103,546          | 9.4%          | 138,198          | 11.2%         | 3.2%         | 332,915          | 15.3%         | 15.8%        |
| Otero                   | 313,778        | 31.9%         | 353,267          | 32.1%         | 383,254          | 31.0%         | 2.7%         | 699,536          | 32.3%         | 25.6%        |
| Prowers                 | 247,567        | 25.2%         | 270,000          | 24.6%         | 308,196          | 25.0%         | 3.5%         | 395,213          | 18.2%         | 7.0%         |
| <b>Southeast Region</b> | <b>983,763</b> | <b>100.0%</b> | <b>1,099,592</b> | <b>100.0%</b> | <b>1,234,485</b> | <b>100.0%</b> | <b>12.3%</b> | <b>2,168,954</b> | <b>100.0%</b> | <b>75.7%</b> |

Source: Colorado Department of Transportation Web site

There are two primary corridors with respect to highway travel in the region of which both are on the National Highway System Network and include US 287 as the north – south route and US 50 as the east – west route. These two routes have the highest traffic volumes in the Region with volumes of over 15,000 vehicles per day occurring on sections of these routes which are anticipated to exceed 23,000 vehicles per day by the year 2030.

Another critical measure of the amount of use on the State Highway system is the amount of Truck Vehicle Miles of Travel (TVMT) as a percentage of the total VMT. With US 287 being one of the primary routes of the Ports to Plains trade route in the State it has historically carried the highest percentage of trucks of any State Highway in Colorado. On average the region has approximately 25% truck traffic however, US 287 has an average of 36% with one section with over 68% truck VMT which is the highest in the entire State.

With the implementation of “Performance Measures” by the Colorado Transportation Commission, performance measures have been established to determine the condition of the State Highway System. These performance measures include: System Quality Condition, Safety and Mobility. Detailed data on these three performance measures are contained in the appendices with the following sections giving a brief overview of the condition of the State Highway System in the Southeast TPR for each of the 3 performance measures.

### **System Quality**

System quality is defined as those activities primarily dealing with the care and operations of the existing transportation system and has two primary goals which include:

1. Care and preservation of existing facilities so they perform adequately for their planned useful life.
2. Operations and maintenance of the existing facilities so that they are available for use to the customers when desired.

Currently there are three major components of the System Quality Program which include:

1. Surface Treatment Program
2. Bridge Program
3. System Maintenance Program

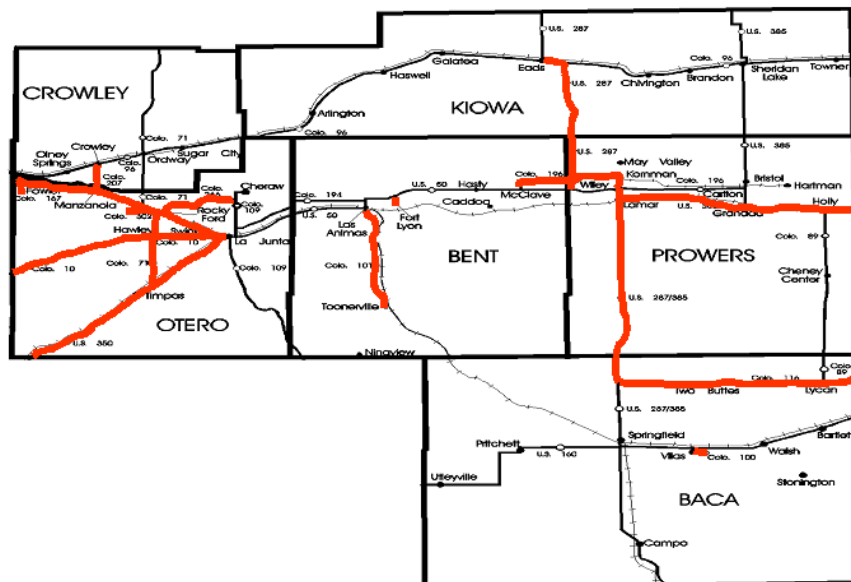
### ***Surface Condition***

Of the 772.4 miles of State Highways within the Southeast TPR, in 2002, 268.4 miles or 34.8% are in poor condition and are shown in the following figure. Two of these routes are on the National Highway System (NHS), US 50 and US 287, and account for 233.7 miles of the total mileage. Over 31% of the NHS mileage in the Region are currently in poor condition which slightly exceeds the objective established by the Colorado Transportation

Commission of no more than 30% of the NHS should be in poor condition. Of the remaining 538.7 miles, 38.1% or 205.1 miles are in poor condition. This does meet the objective established by the Transportation Commission where no more than 45% of the roads in this classification should be in poor condition.

However, with the continuing decline in the resources that are allocated to the Surface Treatment Program by the Transportation Commission, it is anticipated that by the year 2030 on a statewide basis, over 60% of the roads will be in poor condition. This does not bode well for future condition of the roadways in the Southeast TPR whose roadways serve as the life-line of the Region.

### FY 2002 Surface Condition



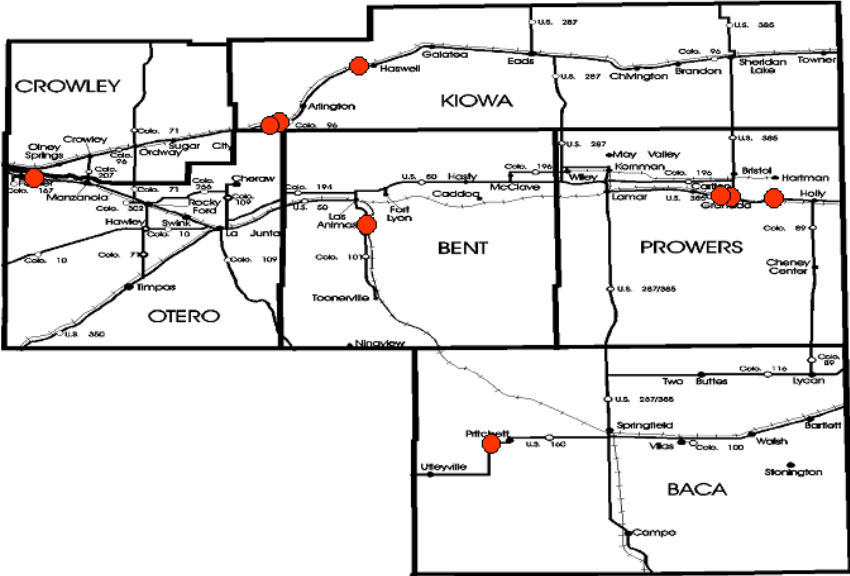
### Bridges

The bridge program includes the rehabilitation or replacement of bridges primarily due to deteriorated conditions as opposed to capacity increases. As with the Surface Treatment Program, activities “kick-in” after the cost effectiveness of the life extension care and maintenance activities have been exhausted.

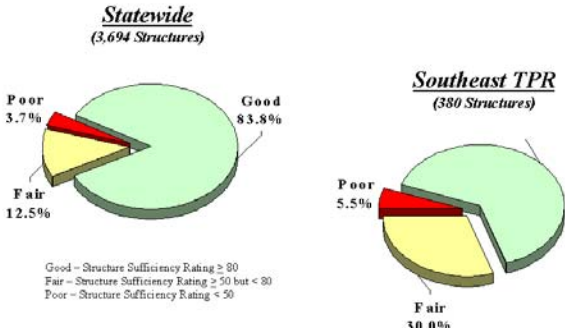
Unlike the Surface Treatment Program that only includes State Highways, the Bridge Program will include both CDOT bridges and local entity bridges. This is due to the fact that CDOT is responsible for administering federal bridge funds to local entities.

Currently there are 217 structures on the State Highway system within the Southeast TPR. 56.7% of these structures are in good condition with 39.2% in fair condition and only 4.1% or 9 structures are in poor condition. The following figure illustrates the location of the 9 structures that are currently in poor condition within the Region.

**FY 2002  
Bridges in Poor Condition**



**System Quality – Bridge Condition**



In addition to these bridges, there are 380 structures that are on local roads and under the jurisdiction of the various counties, cities and towns within the Southeast TPR. Of these 380

structures, 245 or 64.5% of them are in good condition with 114 (30.0%) in fair condition and 21 (5.5%) in poor condition.



### *System Maintenance*

CDOT's maintenance forces perform and track their work for maintenance of the State Highway System under the Maintenance Management System (MMS). That system tracks and reports on over 70 MMS activities, each of which has a defined set of resources and measures of output. However, since the MMS reports by maintenance sections and is done via a statewide sample versus all roadways like the surface condition and bridges, a status of the State Highways just in the Southeast TPR is not readily available and is not included in this plan.

### **Safety**

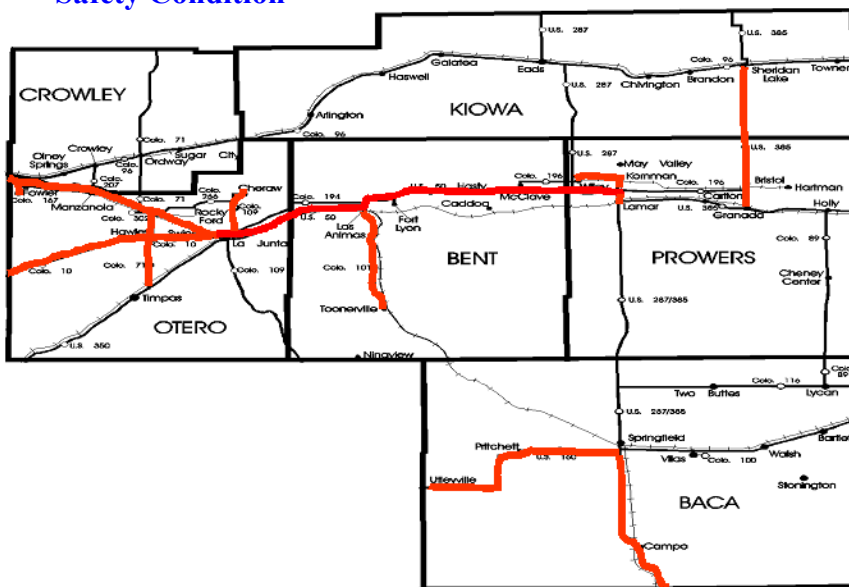
The past two decades have witnessed significant reductions in the number of people killed and injured in traffic crashes on Colorado highways. This has been a result of safer vehicles, fundamental changes in driver behavior and better, safer highways being built and maintained in the state. Traffic crashes nonetheless continue to be a leading cause of death and injury in Colorado. Across the United States and in Colorado increasing demands are being put on all transportation systems and modes. The population is growing in general and the driving population is growing and aging. Colorado has a disproportionate share of the population in the "baby boomer" age group, the first of which will turn 65 in 2010. The Southeast TPR is no different. With the continued growth in population in the Region, increased congestion, increased truck traffic through the Region, the driver frustration will continue to grow resulting in significant safety problems on the roadways in Colorado and the Region well into the foreseeable future.

According to the Colorado Integrated Safety Plan, it is the mission of the Safety Program at the Colorado Department of Transportation to reduce the incidence and severity of motor vehicle crashes and the associated human and economic loss. The current objectives of the Colorado Department of Transportation for safety include the following:

1. Reduce the fatal crash rate per 100 million vehicle miles to 1.23
2. Reduce the injury crash rate per 100 million vehicle miles to 71.5
3. Reduce all police reported crashes per 100 million vehicles miles of travel to 305.1
4. Reduce fatalities per 100 million vehicle miles traveled to 1.35

The following figure highlights those corridors within the Southeast TPR Region that either exceed the fatal crash rate objective of 1.23 or the injury crash rate of 71.5 based on the FY 2002 data provided by the Colorado Department of Transportation.

FY 2002  
Safety Condition



## Mobility

In most general terms, mobility refers to the provision of infrastructure and services to help move people, goods and information to desired destinations in a convenient and efficient manner. In an age where available funds never seem to be enough to meet all transportation needs, it is essential to at least understand how customers view mobility and how these views and priorities can be taken into account in the process of decision making.

The two primary transportation mobility segments are the person and goods movement markets. Whereas person movement by and large (with the exception of aviation) is viewed as public agency responsibility whereas freight and goods movement is run and managed by private industry concerns (e.g., railroads, trucking companies, shippers). As such the latter does not concern itself with public transportation imperatives (e.g., providing transit services to lower income, transit dependent customers). Rather, it concerns itself with maximizing profits i.e. how to move goods faster, cheaper and more reliably.

With the rural nature of the Southeast TPR only occasional congestion delays are encountered. Therefore in this Region, mobility is viewed in terms of comfort and service quality over the occasional congestion delay. However, currently the Colorado Transportation Commission has determined that the mobility of a particular corridor will be determined by the relationship of the number or volume of the vehicles using a facility to the overall capacity of the facility, commonly referred

to as the volume to capacity ratio (V/C). Certainly this is a viable measure of mobility, unfortunately it will be more focused towards metropolitan transportation issues and does not adequately address the mobility needs of rural areas such as in the Southeast TPR.

There are many factors other than V/C which could be considered in determining the mobility of a particular route such as the number of passenger or commercial vehicles that use the facility versus the capacity of the facility, the use of a facility for the transport of hazardous materials, the relationship of the various modes that may use the facility such as passenger vehicles versus commercial trucks versus bicycles versus transit vehicles etc. However, much of this data is limited or nonexistent and in the meantime the V/C ratio is the best measure available. In the interim the Transportation Commission is continuing to develop better performance measures for mobility such as a travel time index and customer perception surveys etc.

Until a better mobility performance measure is developed, for this plan a V/C of greater than or equal to .85 will be used to determine if a corridor is congested. Under this criteria, the Southeast TPR currently does not have any sections of the State Highway system that exceeds .85. As for the year 2030, there is only one section of State Highway that will meet this criteria and it is on US 50 from Rocky Ford to Swink.

Each of these 3 performance measures will be utilized to identify the transportation needs and priorities of the roadway system within the TPR. The methodology for doing this is discussed in detail in Chapter 4 of this plan.

### ***Public and Specialized Transit Transportation***

Although this long range transportation plan will move towards a corridor approach instead of individual projects and the transit element of the plan will be incorporated into the plan, it is still requested by CDOT to have a separate transit element which addresses the transit needs of the Region including the development of a short-term, 6 year (FY 2005 – FY 2010), transit plan. To avoid duplication and confusion, this portion of the plan as it relates to public and specialized transportation is contained in Chapter 7 of the plan.

### ***Rail Transportation***

Railroad transportation in the Southeast Region consists of two primary elements, rail freight and rail passenger services. Both play a significant role in serving the region's transportation and economic development needs. The following is a description of rail freight and rail passenger services in the Southeast TPR.

## Freight Operations

Colorado rail services operate over approximately 3,000 miles of track and move over two billion tons of freight each year. Most of the freight moved in Colorado originates from, and is destined for, markets in other states. Commodities moved include coal, farm products, food, non-metallic minerals and various miscellaneous commodities.

The Burlington Northern Santa Fe Railroad (BNSF) operates a mainline between Albuquerque and Kansas City through the southeastern part of Colorado, along the US 50 corridor. This is part of its Chicago and West Coast service. The BNSF also operates service to Amarillo via La Junta, Las Animas and Springfield. Denver is connected to these BNSF lines via La Junta and Pueblo. This service operates along the State Highway 101 corridor between Las Animas and Springfield, then south along the US 287 corridor. The Union Pacific Railroad has trackage rights along the BNSF line between Pueblo and Amarillo and uses the line primarily for coal transportation.

The rail line which previously served the communities of Sheridan Lake, Fads, Sugar City, Ordway and Olney Springs was abandoned by the Union Pacific Railroad and purchased by the State of Colorado. Although CDOT has negotiated for a short line operator to re-establish freight service on this line there continues to be problems with this operation which may be an issue in the near future.

## Passenger Operations

Rail passenger service is provided by Amtrak. The Amtrak Southwest Chief operates between Chicago and Los Angeles and enters Colorado on BNSF trackage at the Kansas State line east of Lamar. It leaves the state at the New Mexico State line south of Trinidad. Daily service is provided in both directions with stops in Lamar, La Junta and Trinidad

## Rail Safety Issues

Conflicts between rail and roadway traffic constitute a small number of the overall highway accidents within the state, although these accidents are often very serious. In the future, accidents could increase as traffic volumes increase on both highway and rail lines. According to the Colorado Department of Transportation, there are currently 453 rail crossings in the region. Of those, 276 are public crossings. All rail crossings have protective devices, including arm barricades and/or flashing signals, or are marked with appropriate striping and signage. The type and extent of devices and markings depend on the location of the crossing. Protective devices are increased in high traffic volume areas.

## **Rail Abandonment**

Abandonment of rail lines can have a substantial impact on both the economy of local communities and the state as a whole. In the case of rail lines proposed for abandonment, the social and economic impact to the state and the community should be investigated as well as the effect of such an action on shippers. The loss of service should be weighed against possible alternatives, such as subsidies, capital grants for rail rehabilitation, assistance in upgrading facilities or other remedial actions to preserve the line if it is deemed critical.

Based on available information it appears there are no pending rail abandonment in the Southeast Region.

## **Rail Summary**

Although rail transportation plays an important role in the movement of freight and passengers in the Southeast Region with the Burlington Northern Santa Fe Railroad (BNSF) as a line that connects the region to the major population centers of Denver, Albuquerque and Kansas City through La Junta and with Amtrak operating passenger rail service through the region that connects Chicago and Los Angeles including service for Lamar and La Junta, there does not appear to be any major rail needs projected unless the current line being operated under the CDOT ceases to function.

## **Aviation**

The Colorado aviation community looks forward to a vastly enlarged economic base, greater development capability and an aviation system, which must carry Colorado into the twenty first century. Aviation plays a significant role in the economic, social and environmental and transportation development of the Southeast Region.

There are five general aviation airports in the Southeast Region that are open to the public and one commercial service airport. They are located near the communities of Lamar, La Junta, Las Animas, Holly, Springfield and Eads. Commercial air service is provided to the airport at Lamar.

### **Air Passenger Service - Lamar Municipal Airport**

The Lamar Municipal Airport it is located approximately three miles west of Lamar at an elevation of 3,704 feet. The airport is situated south of U.S Highway 50. The airport currently has a 6,539 foot concrete

primary runway, which has recently been rehabilitated, and a 5,001 foot asphalt crosswind runway. There is one fixed-base operator (FBO) on the airport and a large amount of air taxi activity, as well as air ambulance activity. There are no apparent physical constraints to further development.

### **General Aviation Airports:**

#### La Junta Municipal Airport

This airport is located approximately three miles north of the City of La Junta in Otero County at an elevation of 4,238 feet. It has a 6,852 foot primary asphalt runway, with a 8,227 foot asphalt crosswind runway. The primary runway has recently been rehabilitated. Air ambulances operate from the airport in order to serve areas in Otero County. There are no obvious physical constraints to development

#### Las Animas City and County Airport

The airport is located approximately one mile south of Las Animas at an elevation of 3,915 feet. The single 3,840 foot asphalt runway received an overlay in 1995 by the Division of Aeronautics. The airport has also identified the need for a runway lighting system and boundary fences around the facility. The Fort Lyon Veterans Medical Center the primary user of the airport along with a 600 bed minimum security prison in Las Animas

#### Holly Airport

This airport is located approximately one mile south of Holly in Prowers County at an elevation of 3,390 feet. It has a single 4,410 foot gravel runway. The airport has identified a desire to pave its runway and turnarounds. It also identified the need for an upgraded visual approach aid. The airport has five based aircraft. The airport is constrained on the north end by the Arkansas River and various structures.

#### Springfield Municipal Airport

The airport is located approximately four miles north of Springfield at an elevation' of 4,387 feet. It has a single 4,965-foot by 30-foot asphalt runway. Currently several violations to runway design criteria have been identified on the FAA 5010 Airport Master Record. The airport has completed a new runway construction project which includes runway relocation, new concrete surface and overall length of 5000 foot. This will

better accommodate aircraft used for medical freights, agricultural spraying and other regular users.

#### Eads Municipal Airport

The airport is located approximately one mile west of Eads in Kiowa County, at the junction of U.S. Highway 287 and Colorado Route 96 at an elevation of 4,245 feet. One runway was closed in 1986 due to its poor condition. The airport now has a single 3,860 foot paved runway with edge lights which serves medical flights when necessary and heavy agricultural spaying during summer months. The Airport does not have control of the airport's RPZs and approaches. Constraints to development include roads on three sides of the airport.

#### **Air Freight Services**

There is limited air cargo at the airports in Southeast Colorado Travel time by highway from the Southeast Region to Denver is relatively short, and any cargo that must be moved quickly is likely to travel to Denver by truck for shipment on direct flights to other locations.

Lamar and La Junta Municipal airports have regional air freight services provided by United Parcel Service (UPS) to Denver There is no other airfreight companies proving air services to this region. Airfreight services to these airports 2-3 times per day, 6 days per week.

### **Bicycle and Pedestrian Transportation**

The popularity of bicycling and walking is increasing for transportation as well as for recreational purposes. The reasons why people choose to walk and bicycle are; for health and economic purposes; for a better quality of life; due to concern over traffic congestion, air pollution and energy consumption. These issues make the promotion of, and the provision for, safe bicycling and walking an appropriate and important element in a transportation plan.

The Transportation Equity Act for the 21<sup>st</sup> century (TEA-21) signed into law on June 9, 1998 continues the integration of bicycling and walking into the transportation mainstream, and enhances the ability of communities to invest in projects that can incur for the safety and practicality of bicycling and walking as part of every day travel. It is assumed that the federal Transportation Act will continue to support this philosophy.

The Colorado Bicycle/Pedestrian Master Plan is being developed within the framework of the Statewide Transportation Planning Process. Until that plan is completed, for purposes of this plan, except for the low priority routes, unless otherwise provided, the need for bicycle routes will be determined via paved shoulder along each State Highway route of a width of at least 4 feet.

### **Bike Lanes and Bike Routes**

Bicycle facilities include on-street facilities such as bike lanes, bike routes, low-volume roads and roads with shoulders and off-street facilities such as paths, bridges, overpasses and underpasses. Plans should include a mix of all these facilities, and may include state highways, county and local roads.

Within the Southeast TPR there are 2 primary bicycle corridors, one that runs along the US 50 corridor and the other along the US 287 corridor. There are also many local bike routes within individual communities.

### **Sidewalks and Other Pedestrian Facilities**

Pedestrians' needs are generally very localized. An adequate pedestrian transportation system would include facilities in urban and small town areas which are designed according to Americans with Disabilities Act (ADA) standards. The system should provide access across highways and other barriers, which divide origins from destinations. They would provide shortcuts, bridge access and access to destinations currently only accessible by vehicles. Pedestrian facilities include sidewalks, multi-use paths, pedestrian malls, bridges and overpasses and underpasses. Given the very localized nature of pedestrian facilities, no information on sidewalk and pedestrian facilities was available or is included in this study.

### **Intermodal Connections**

Intermodal connections occur when two or more modes of transportation intersect. Examples include freight connections between long haul and local rail and truck transport, intercity bus and local public and private transportation, and long distance air travel connections with local auto, public transit or taxis.

In Southeast Colorado, intermodal connections are already occurring in the larger communities, particularly in Lamar and La Junta, where local and long haul shifts are made. Lamar and La Junta are the largest intermodal freight centers in the Southeast Region. In La Junta, produce and other goods are shipped by truck or rail to markets outside the region. Lamar is another major intermodal freight center where rail and highway modes intersect. The communities of Rocky Ford,



Las Animas, Springfield and Eads also have good highway and rail connections or potential connections.

### **Passenger**

The communities of Lamar and La Junta are also centers for intermodal passenger connections between rail, intercity bus, air (Lamar only) public transit, airport courtesy cars and private autos. Other communities where intermodal connections are likely are Springfield, Las Animas and Rocky Ford.

## **County Profiles**

This section presents profile of the demographics of each of the 6 counties within the Southeast TPR.

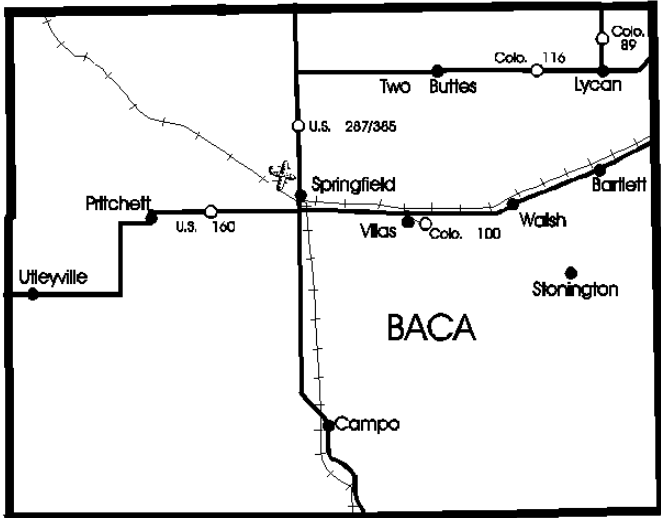
# Baca County



Baca County  
741 Main Street  
Springfield, CO 81073  
Phone: 719.523.6532  
Fax: 719.523.6584



Congressional District: 4  
Senate District: 2  
House District: 64



Size: 2,559 square miles

Commissioners: Troy Crane  
Raymond Miller  
Bill Wright

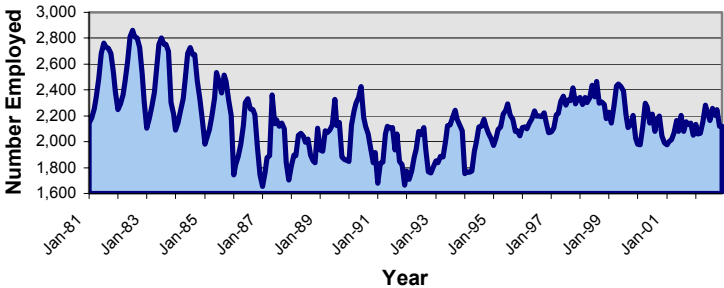
Baca County is located in the southeastern corner of the state and is the home of the Comanche National Grassland. **Springfield**, the county seat, and the smaller communities of **Bartlett**, **Campo**, **Pritchett**, **Two Buttes**, **Walsh**, and **Vilas** are located along the main highways. The two main highways are US Highway 160

running east/west and US Highway 287/385 running north/south. Baca County had a total population of 4,517 in 2000, a decrease of 0.9 percent from 1990, and is the county with the highest percentage of seniors. Springfield is the location of the Southeast Colorado Hospital.

***Employment***

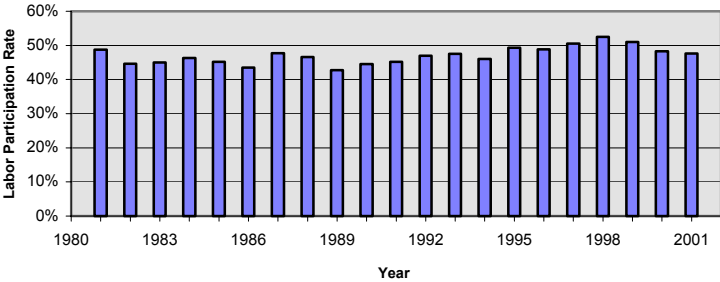
The most significant single characteristic of Baca County in terms of the County's economic base, is the clear dominance of agriculture employment. Of a total of 2,720 persons working in the County in 2001, some 991 (36.4%) were directly employed in agriculture. Second in the county is government with 757 (27.8%) followed by 335 (12.4%) directly employed in the wholesale and retail trade. The levels of employment have not in recent years hit a pronounced "bottom" in January each year, when the weather makes farm work impossible. This appears to be due to the growth in government and retail employment which has helped stabilized the economy.

***Labor Force***



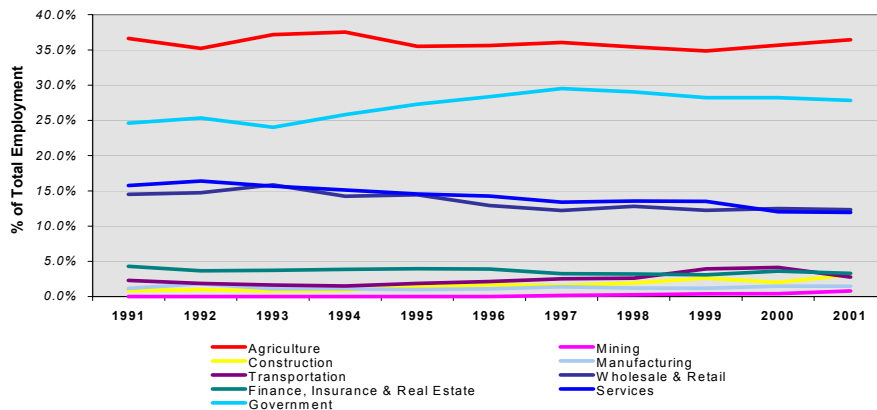
Another indicator of stability is in the Labor Participation Rate for the County. The Labor Participation Rate is simply an expression of the Labor Force as a percentage of the total population. During the study period of available data, the Labor Participation Rate has held relatively constant, with a total fluctuation from 43.5% in 1986 to 52.5% in 1998.

**Labor Participation Rate**



The clear preeminence of the agriculture and governmental sectors of the economy is also apparent in an employment sector analysis. Only jobs identified as "Agriculture" and "Government" by the Bureau of Economic Analysis account for more than 64.2% of overall employment in 2001. Other than these two employment sectors, only Retail/Wholesale and Services exceed 10% of the employment in the county. Full data is provided in the Data Supplement Appendix. With agriculture, government, retail and services as the key sectors of the economy in terms of employment, Baca County exhibits an expected pattern for a rural area.

### Employment Sectors



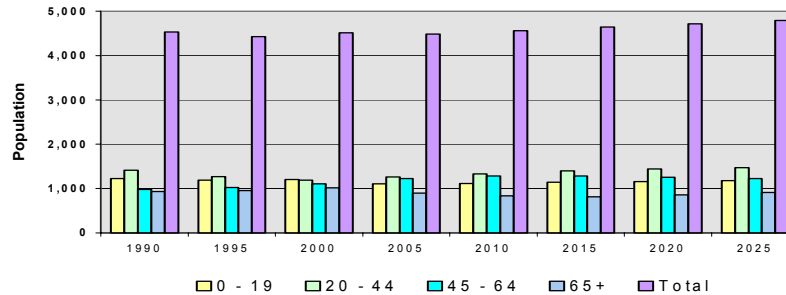
### Population

Only the City of Springfield, the County Seat, has a population in excess of a thousand people ( 1,562 in 2000). The next largest town is Walsh, with 723 persons in 2000. None of the other incorporated places in the County had a population over 200. Over 39% of the population (1,768 persons in 2000) lives in unincorporated areas.

Although relatively remote, and clearly rural in nature, Baca County has a reasonable inventory of community facilities and amenities. Fire protection is provided through a network of volunteer fire departments, with the Springfield Volunteer Fire Department serving as the county-wide fire protection agency. This has allowed the County to maintain an ISO rating of between 7 and 10 depending on the area. A County Sheriff's department and police departments in each of the towns provide police protection. Medical facilities are available at hospitals located in Springfield and Walsh.

Five towns, Campo, Pritchett, Springfield, Vilas, and Walsh provide K-12 education. Higher education is available at the Lamar Community college in Lamar some 50 miles north at the Junior College level, and the University of Southern Colorado in Pueblo at the four-year university level. Also, the Walsh Recreation District has sponsored the development of the Walsh Art Center that provides support for performing arts

### Population by Age Groups



Population projections, which were developed by the Colorado State Demographer, show a slight increase and aging of the population of Baca County.

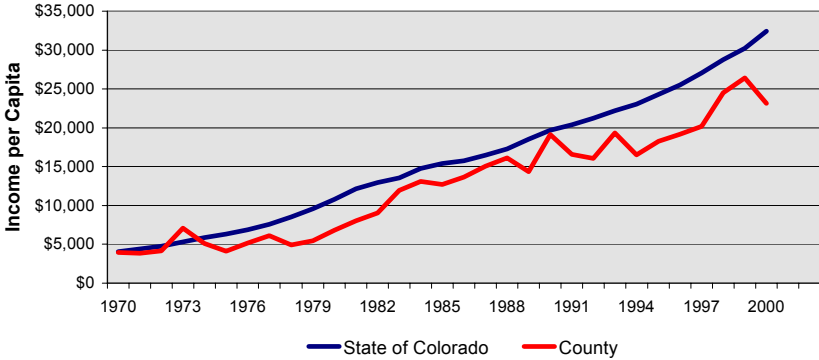
According to these projections, the population of the County will be only slightly under 4,800 persons by the year 2025, with declines in the younger 0 – 19. The 20 - 44 age will continue to decline in the early 2000s but will increase to slightly more than the current numbers in 2025. However, this aging of the population will require increased services (most obviously medical services) in the 21st Century.

### Historical Population

|             | <u>Colorado</u> | <u>Baca County</u> | <u>Campo</u> | <u>Pritchett</u> | <u>Springfield</u> | <u>Two Buttes</u> | <u>Vilas</u> | <u>Walsh</u> | <u>Unincorporated Area</u> |
|-------------|-----------------|--------------------|--------------|------------------|--------------------|-------------------|--------------|--------------|----------------------------|
| <b>1870</b> | 39,864          | n/a                | n/a          | n/a              | n/a                | n/a               | n/a          | n/a          | n/a                        |
| <b>1880</b> | 194,327         | n/a                | n/a          | n/a              | n/a                | n/a               | n/a          | n/a          | n/a                        |
| <b>1890</b> | 412,198         | 1,479              | n/a          | n/a              | 90                 | n/a               | 43           | n/a          | 1,346                      |
| <b>1900</b> | 541,483         | 759                | n/a          | n/a              | 44                 | n/a               | n/a          | n/a          | 715                        |
| <b>1910</b> | 799,044         | 2,516              | n/a          | n/a              | n/a                | n/a               | n/a          | n/a          | 2,516                      |
| <b>1920</b> | 939,191         | 8,721              | n/a          | n/a              | 295                | 93                | n/a          | n/a          | 8,333                      |
| <b>1930</b> | 1,035,791       | 10,570             | n/a          | 451              | 1,393              | 158               | n/a          | 454          | 8,114                      |
| <b>1940</b> | 1,123,296       | 6,207              | n/a          | 495              | 1,082              | 158               | 129          | 406          | 3,937                      |
| <b>1950</b> | 1,325,089       | 7,964              | 266          | 286              | 2,041              | 121               | 132          | 897          | 4,221                      |
| <b>1960</b> | 1,753,947       | 6,310              | 235          | 247              | 1,791              | 111               | 107          | 856          | 2,963                      |
| <b>1970</b> | 2,209,596       | 5,674              | 206          | 170              | 1,660              | 138               | 83           | 989          | 2,428                      |
| <b>1980</b> | 2,889,733       | 5,419              | 185          | 183              | 1,657              | 84                | 118          | 884          | 2,308                      |
| <b>1990</b> | 3,294,394       | 4,556              | 121          | 153              | 1,475              | 63                | 105          | 692          | 1,947                      |
| <b>2000</b> | 4,301,261       | 4,517              | 150          | 137              | 1,562              | 67                | 110          | 723          | 1,768                      |

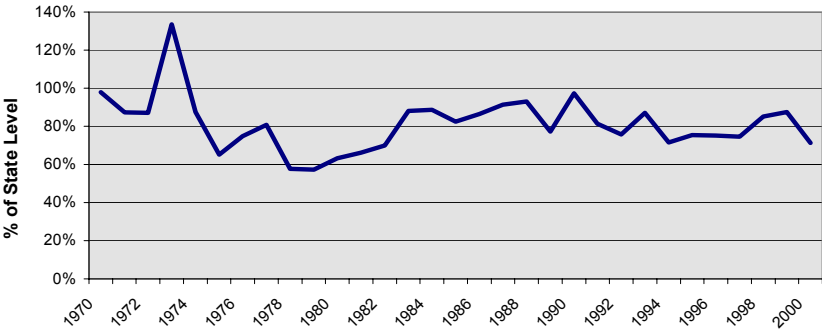
**Income**

**Per Capita Income  
(as current dollars)**



Baca County has generally lagged behind State of Colorado levels in terms of Per Capita Income levels. Since 1970, only in 1973 has the County equaled or exceeded State figures. In 1973 Baca County income levels were approximately 33.4% above State levels.

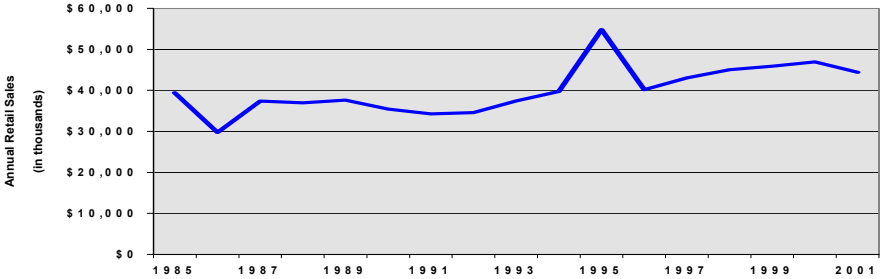
**Per Capita Income as a  
Percentage of State Levels**



### Retail Sales

Another indicator of the “health” of an economy is the level of retail sales that occur in that county. Sales levels peaked in 1979 and have been generally declining since. The extreme variation between 1985 and 1986 is unexplained, especially in light of the sharp rise for 1985.

**Annual Retail Sales**



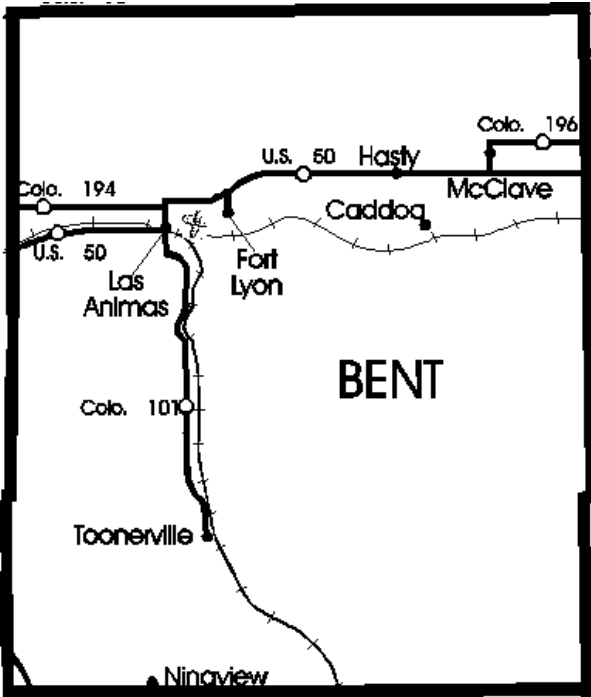
The most notable aspect of this data is that recent sales are increasing consistent with the national economy but does not appear to be gaining ground but the dip in 2001 and the current economic conditions may not bode well for the county. In addition, during the period from 1980 to 1990, the population dropped from 5,465 to 4,556 and from 1990 to 2000 it drop another 39 to 4,517 representing a percentage decline of 17.3% over the twenty year period although it has slowed significantly over the last 10 years. If this trend continues, this also does not bode well for the retail “core” of the County’s economy.

# Bent County



P.O. Box 350  
Las Animas, CO 81054-0350  
Phone: 719.456.1600  
Fax: 719.456.0375

Congressional Districts: 4  
Senate Districts: 2  
House Districts: 64



Size: 1,542 square miles

Commissioners: Jim Coffield  
Lawrence Sena  
Frank Wallace

Bent County is the location of the massive John Martin Reservoir, a popular recreation area, as well as Bent's Fort and the Kit Carson Museum. The county seat is *Las Animas*, located on US Highway 50, which runs east/west through the county. The towns of *Fort Lyon* and *Prowers*, along with the smaller communities of *Hasty*, *McClave*, and *Caddoa*, are also located along the highway; however, Las Animas is the major center of activity. The communities of *Toonerville* and *Ninaview* are located in the southwest

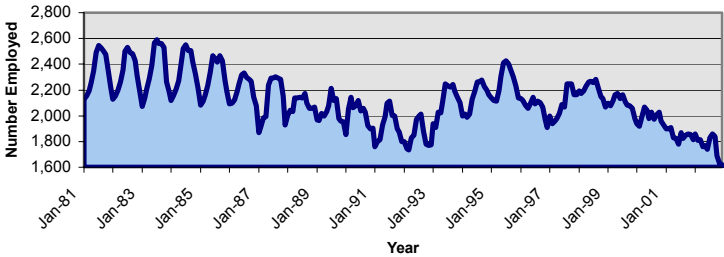
corner of the county. Bent County had a total population of 5,998 in 2000, an increase of 19 percent from 1990.



***Employment***

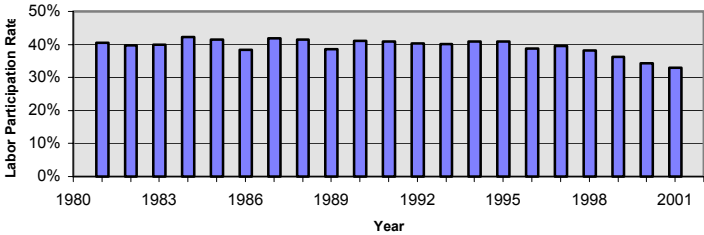
In many ways the situation in Bent County mirrors Baca County. Although Government employment is the single largest sector of employment in the County, it must be understood that the location of a major Veteran's Administration Medical Center (Fort Lyon's) skews these figures drastically. This facility, alone accounts for about 400 workers representing about 20% of the total employment in the County. Excluding this specific facility, direct farm employment is the most significant employment sector in Bent County. Full details of the employment breakdowns are included in the Data Supplement Appendix of this report. In a similar vein, the labor force reflects the pattern of "peaks and valleys" associated with a strong agricultural base.

**Labor Force**



Stability in the Labor Participation Rate (the Civilian Labor Force expressed as a percentage of the population) is also evident in Bent County. During the years for which data is available, this key indicator showed a total range of around 6.0%. Indeed, during the decade of the 1980's the Labor Participation Rate was extremely steady, showing a total fluctuation of 9.2%.

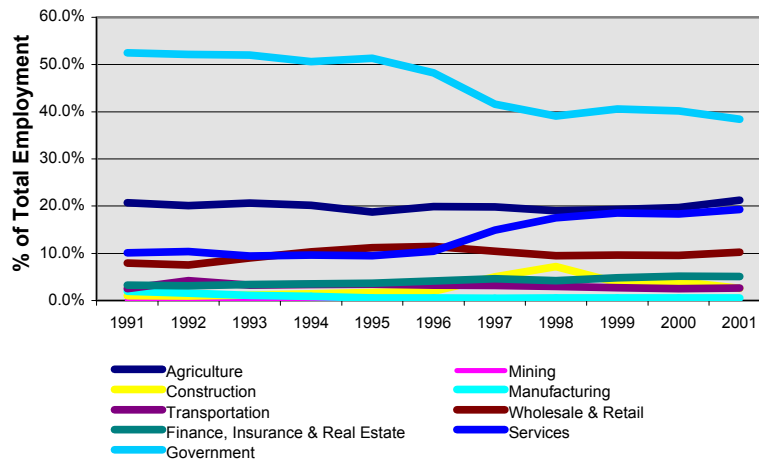
**Labor Participation Rate**



The employment sector analysis clearly shows the significance of Government employment in Bent County. As noted above, the location of the Fort Lyon's Medical Center in the County skews these figures. Extracting the direct employment at the Medical Center would have Government and Agricultural employment essentially the same. The Medical Center serves as an economic "flywheel," though, smoothing out

the cycles associated with an agriculture based economy. Of the other sectors of employment, the Retail has shown a year gradual reduction as a percentage of total employment. The Services sector of the economy has increased above 10% since 1982 and the Finance, Insurance, and Real Estate sector has remained relatively stable at around 2.5% of total employment.

### Employment Sectors



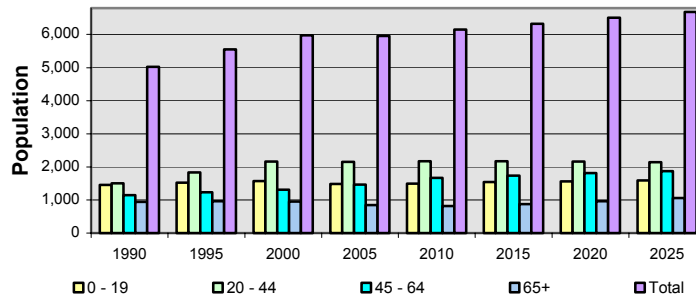
### *Population*

As with Baca County, Bent County is extremely rural in nature. Of a total 2000 population of 5,998 some 2,758 persons lived in the City of Las Animas, the only incorporated community in the County. leaving 54% of the population living in unincorporated areas of the County. The population peaked in 1940 at 9,653 persons. As of 1990 data, the population stood at 5,048 persons for a total decline 47.7% during the past 50 years.

The rural nature of Bent County has not precluded the development of good facilities and amenities. Volunteer Fire Departments in the City of Las Animas and the Hasty-McClave area allow an ISO fire insurance rating of 7. A Police Department in the City of Las Animas and a County Sheriffs Department provide police protection. Doctors and Dentists are available in the City of Las Animas, and a regional medical center is available at La Junta, only 20 miles away. Two School Districts, Las Animas RE-1 and McClave RE-2 provide K-12 public education. Two year Community Colleges are available at La Junta and Lamar. A four year University is located at Pueblo. The community supports excellent baseball/softball complexes as well as a municipal Golf Course in Las Animas. The population projections show a slight increase in the overall population by 2025 with a gradual aging. As with Baca County, the trend in Bent County suggests that services,

and specifically medical services, will become more important to this aging population. Additionally, a decline in the 0-19 age group will clearly strain school funding systems. At bottom, strong action in economic development will be required to maintain current population levels by offering people employment.

### Population by Age Group



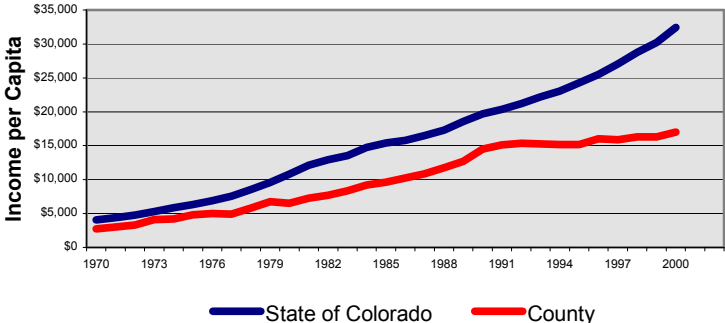
### Historical Population

|             | <u>Colorado</u> | <u>Bent County</u> | <u>Las Animas</u> | <u>Unincorporated Area</u> |
|-------------|-----------------|--------------------|-------------------|----------------------------|
| <b>1870</b> | 39,864          | 592                | n/a               | 592                        |
| <b>1880</b> | 194,327         | 1,654              | n/a               | 1,654                      |
| <b>1890</b> | 412,198         | 1,313              | 611               | 702                        |
| <b>1900</b> | 541,483         | 3,049              | 1,192             | 1,857                      |
| <b>1910</b> | 799,044         | 5,043              | 2,008             | 3,035                      |
| <b>1920</b> | 939,191         | 9,705              | 2,252             | 7,453                      |
| <b>1930</b> | 1,035,791       | 9,134              | 2,517             | 6,617                      |
| <b>1940</b> | 1,123,296       | 9,653              | 3,232             | 6,421                      |
| <b>1950</b> | 1,325,089       | 8,775              | 3,223             | 5,552                      |
| <b>1960</b> | 1,753,947       | 7,419              | 3,402             | 4,017                      |
| <b>1970</b> | 2,209,596       | 6,493              | 3,148             | 3,345                      |
| <b>1980</b> | 2,889,733       | 5,945              | 2,818             | 3,127                      |
| <b>1990</b> | 3,294,394       | 5,048              | 2,481             | 2,567                      |
| <b>2000</b> | 4,301,261       | 5,998              | 2,758             | 3,240                      |

***Income***

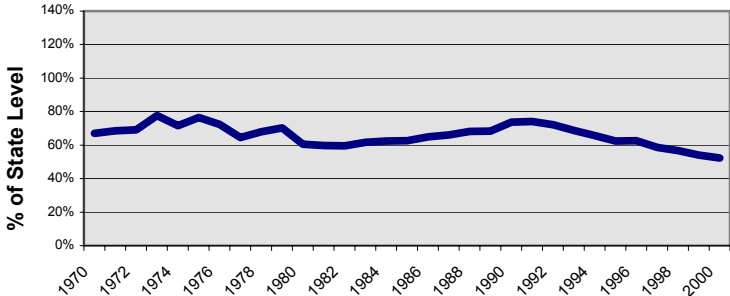
As the most direct indicator of cash available in the local economy, Per Capita Income figures must be evaluated.

**Per Capita Income  
(as current dollars)**



Most obviously, Bent County Per Capita Income has lagged behind State levels throughout the study period. The Per Capita Income for Bent County has ranged between 52.4% (in 2000) and 76.5% (in 1973) of State figures. In general, the fluctuations can be attributed to the cyclical nature of agricultural income. An expanded manufacturing sector would help to smooth these fluctuations by providing more steady, year around work for citizens of Bent County.

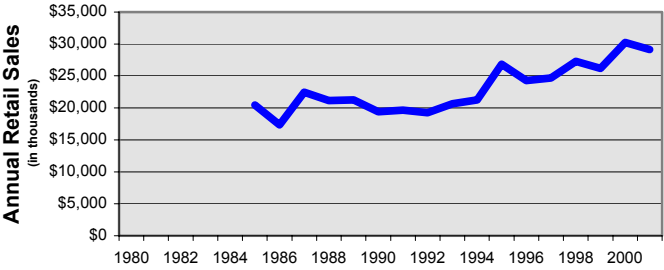
**Per Capita Income as a  
Percentage of State Levels**



**Retail Sales**

The final indicator of the state of the local economy evaluated here is Retail Sales. Retail Sales in Bent County are clearly cyclical within a relatively narrow range. After a near "bottoming" of this figure in 1986 (\$17,350,564) it "peaked" in 2000 (\$30,224,000). The dramatic increase in retail sales over the past three years is a positive trend. Clearly, then, Bent County, and specifically the City of Las Animas has been generally "holding its own" as a retail center for the rural service area which it serves.

**Annual Retail Sales**

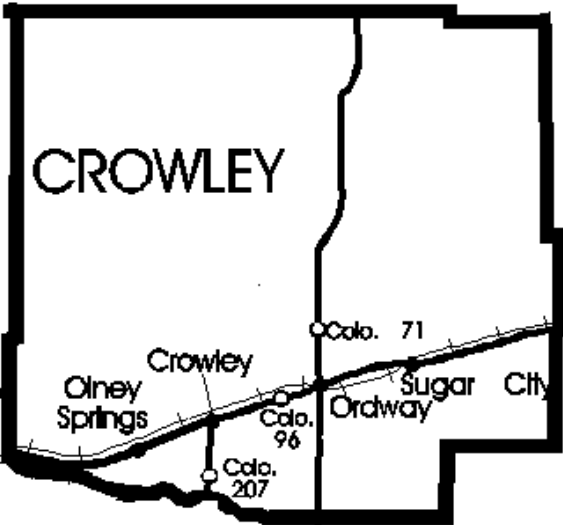


# Crowley County



110 E. 6<sup>th</sup> Street  
Ordway, CO 81063-1092  
Phone: 719.267.3248  
Fax: 719.267.4608

Congressional District: 4  
Senate District: 2  
House District: 63



Size: 801 square miles

Commissioners: T.E. (Tobe) Allumbaugh  
Dwight Gardner  
Mathew Heimerich

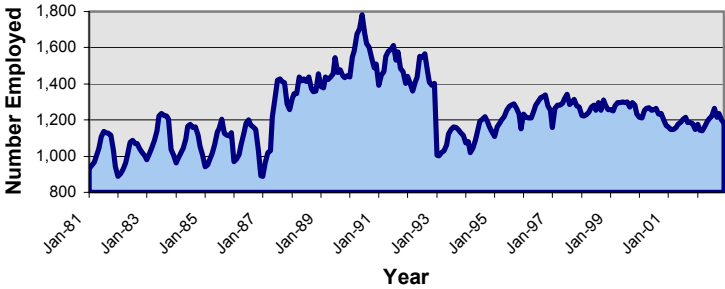
*Ordway* is the county seat of Crowley County and is located at the intersection of the two main highways in the county - State Highway 96 which runs east/west and State Highway 71 which runs north/south. The smaller communities of *Crowley*, *Sugar City*, and *Olney Springs* are located along SH 96.

Crowley County has the highest percentage of people living in poverty, a total of 32.2 percent in 1997. The population of Crowley County was 5,518 in 2000, an increase of 40 percent from 1990 due to the construction of a correctional facility.

***Employment***

Until 1987, the Crowley County Civilian Labor Force pattern closely resembled that of Baca County. That is, this pattern reflected a generally rural, agricultural economic base which had a labor force that rose and fell with the seasons. This pattern includes a typical "peak" in the planting and harvesting period and a clear "valley" in the depths of winter. The dramatic change between January, 1987 and January, 1988 represents the opening of a State Correctional Facility in the County. The opening of this large facility with its year-around employment has had the effect of both increasing the labor force and "smoothing" the swing between the "peaks" and "valleys" in the pattern.

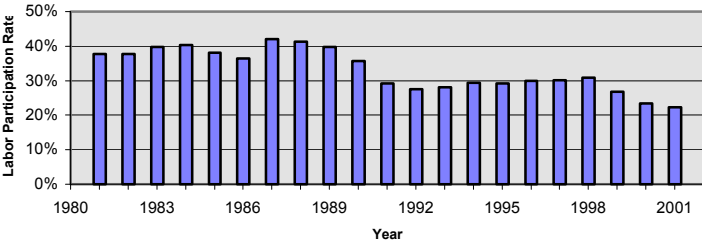
**Labor Force**



With the exception of the increase between 1989 and 1990, the Labor Participation Rate for Crowley County has been relatively stable. The lower rates after 1990 reflect the inclusion of prison inhabitants in the County data.

The average Labor Participation Rate, which is the Civilian Labor Force expressed as a percentage of the population, had averaged around 36% or, slightly over one-third of the population however, in recent years it continues to drop. This level of participation in the work force is lower than other counties in the eastern portion of the District. It is believed that this relatively low participation rate reflects a lack of available employment opportunities.

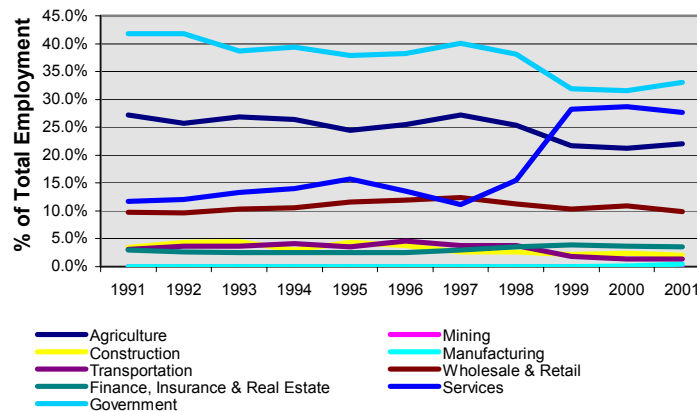
**Labor Participation Rate**



The employment sector analysis for Crowley County is the clearest illustration available of the impact of a single major development on the employment patterns for a small, rural area. The category of Government Employment went from 18% in 1986 to 37% in 1989, more than doubling the significance of this sector in only three years.

It remained at this level until the last three years where it dropped down to 33% in 2001. The decline in direct farm employment during this same period reflects the results of the completion of a major water sale. This condition is worrisome for Crowley County in particular and for the entire Economic Development District as well. The deterioration of the traditional agricultural base (falling from 47% of total employment to 34% of total employment in only 3 years) may be the model for other rural areas with significant water resources.

### Employment Sectors



### *Population*

Reflecting the common condition of small, rural counties in the District, Crowley County has only 24.5% of the population living in incorporated areas. The largest city in the County, Ordway, has been relatively stable in population during the 60 years for which data is available, reflecting its role as a service center for the surrounding, generally rural, area.

The increase in the population of the County noted between 1980 and 1990 is simply a reflection of the 950 to 1,000 inmates housed at the new correctional facility. However, from 1990 to 2000 the population increase from 3,946 to 5,518 or an increase of 39.8% with most of that growth occurring in the unincorporated areas of the County.



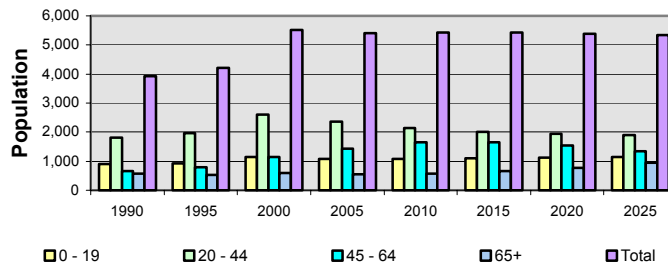
As is typical of rural areas, local governments have managed to provide a good array of facilities and amenities. Through intergovernmental agreements, police protection is provided through the Crowley County Sheriff's Department. A network of volunteer fire departments serve all towns in the County. Medical service is handled by a local Medical Doctor, and the Crowley County Ambulance Service provides rapid access to the regional medical center at La Junta.

The Crowley County RE-1-J School District provides public education through High School. Post High School education is available at Otero Community College at La Junta and the University of Southern Colorado offers a baccalaureate and postgraduate program. A regional library is available, as are a variety of social and service clubs.

The official population projections provided by the State Demographer's Office anticipate a continued decline in the population of Crowley County through the year 2025 but at a very slow rate. Indeed, with a total projected decline of only 170 persons over the 25 year projection period, an annual decline of less than 7 persons per year is anticipated.

This is well within the margin of error in the statistical projection programs. In sum, the population is expected to be more or less stable through the year 2025. Moreover, each of the major age cohorts show similar stability, indicating that existing services will be adequate for the foreseeable future.

**Population by Age Group**



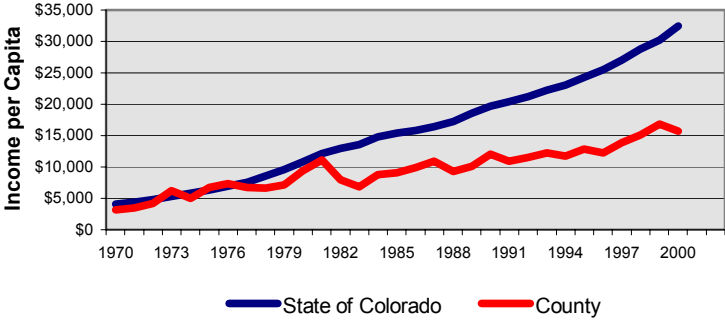
### Historical Population

|      | <u>Colorado</u> | <u>Crowley County</u> | <u>Crowley</u> | <u>Olney Springs</u> | <u>Ordway</u> | <u>Sugar City</u> | <u>Unincorp. Area</u> |
|------|-----------------|-----------------------|----------------|----------------------|---------------|-------------------|-----------------------|
| 1870 | 39,864          | n/a                   | n/a            | n/a                  | n/a           | n/a               | n/a                   |
| 1880 | 194,327         | n/a                   | n/a            | n/a                  | n/a           | n/a               | n/a                   |
| 1890 | 412,198         | n/a                   | n/a            | n/a                  | n/a           | n/a               | n/a                   |
| 1900 | 541,483         | n/a                   | n/a            | n/a                  | 138           | 689               | n/a                   |
| 1910 | 799,044         | n/a                   | n/a            | n/a                  | 705           | 808               | n/a                   |
| 1920 | 939,191         | 6,383                 | 224            | 240                  | 1,186         | 836               | 3,897                 |
| 1930 | 1,035,791       | 5,934                 | 323            | 228                  | 1,139         | 598               | 3,646                 |
| 1940 | 1,123,296       | 5,398                 | 318            | 260                  | 1,150         | 565               | 3,105                 |
| 1950 | 1,325,089       | 5,222                 | 379            | 279                  | 1,290         | 527               | 2,747                 |
| 1960 | 1,753,947       | 3,978                 | 265            | 263                  | 1,254         | 409               | 1,787                 |
| 1970 | 2,209,596       | 3,086                 | 216            | 264                  | 1,017         | 307               | 1,282                 |
| 1980 | 2,889,733       | 2,988                 | 192            | 253                  | 1,135         | 306               | 1,102                 |
| 1990 | 3,294,394       | 3,946                 | 225            | 340                  | 1,025         | 252               | 2,104                 |
| 2000 | 4,301,261       | 5,518                 | 187            | 389                  | 389           | 389               | 4,164                 |

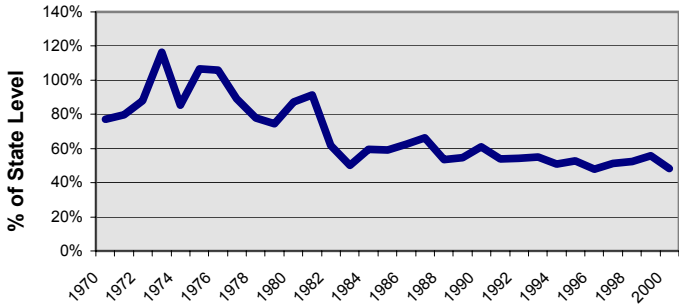
### *Income*

Per Capita Income figures (the total personal income of all citizens of the County divided by the total population) are the clearest indicator of cash income available. As can be seen, Crowley County Per Capita Income levels exceeded State of Colorado levels three times in the 1970's. This fell dramatically in the 1980's as water sales were consummated and has remained around 60% of State levels throughout the 1980's and 1990's. Clearly, an influx of new, reasonably high paying jobs is the key to changing this figure.

**Per Capita Income  
(as current dollars)**



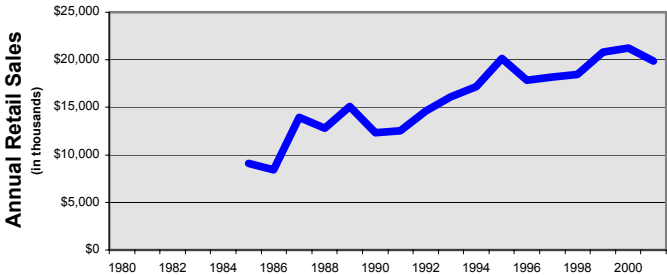
**Per Capita Income as a  
Percentage of State Levels**



**Retail Sales**

The other readily available indicator of the condition of a local economy is the level of Retail Sales in the County. As shown in Exhibit No. 45, Retail Sales are almost the reverse of the Per Capita Income levels. The 1986-87 "jump" in this figure reflects the initiation of construction and then staffing of the new correctional facility. This clearly indicates that the communities in Crowley County are maintaining their function as local retail centers for the surrounding rural areas. It also suggests a strong propensity to "buy locally," which speaks well of local support for local businesses.

**Annual Retail Sales**



# Kiowa County

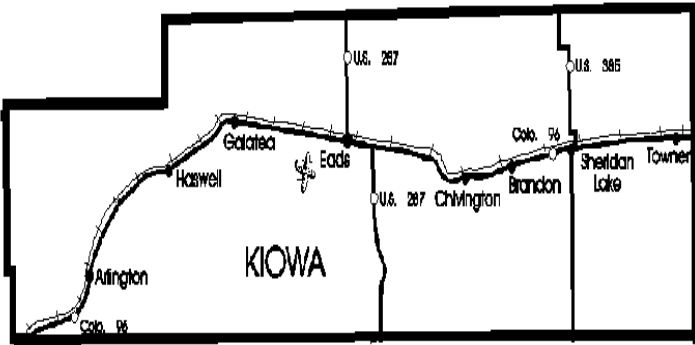


P.O. Box 100  
Eads, CO 81036-0100  
Phone: 719.438.5810  
Fax: 719.438.5327

Congressional District: 4  
Senate District: 1  
House District: 53

Size: 1,785 square miles

Commissioners: Rodney Brown  
Dutch Eikenberg  
Vern Harris



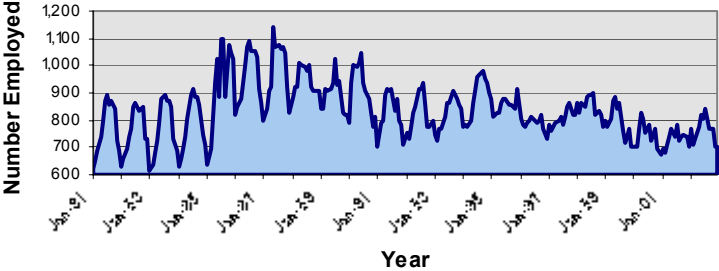
Kiowa County has many reservoirs and is the location of the Sand Creek Massacre. *Eads* is the county seat and is located

on State Highway 96 which runs east/west. The towns of *Haswell*, *Chivington*, *Brandon*, *Sheridan Lake*, and *Towner* are also located on SH 96; however, Eads is the main center of activity and is the location of the Weisbrod Memorial County Hospital. US Highways 287 and 385 run north/south through the county, and Eads is located at the intersection of SH 59 and SH 96. Kiowa is the least populated county with 1,622 residents in 2000, a decrease of four percent from 1990. There is less than one person per square mile in Kiowa County.

***Employment***

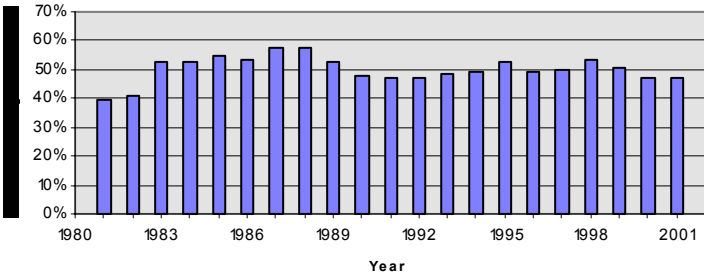
The patterns of fluctuation seen in Kiowa County's Civilian Labor Force are completely consistent with what would be expected from a rural area with a strong agricultural base. There are quite clear "peaks and valleys" which are associated with the seasonal nature of farming. The labor force falls quite dramatically in the winter months and then rises again as weather allows work in the fields.

**Labor Force**



In terms of the Labor Participation Rate (the Civilian Labor Force expressed as a percentage of the population), Kiowa County has had an extremely high rate for most of the 1980s. This dropped off in the 1990s which is expected for rural, agricultural areas.

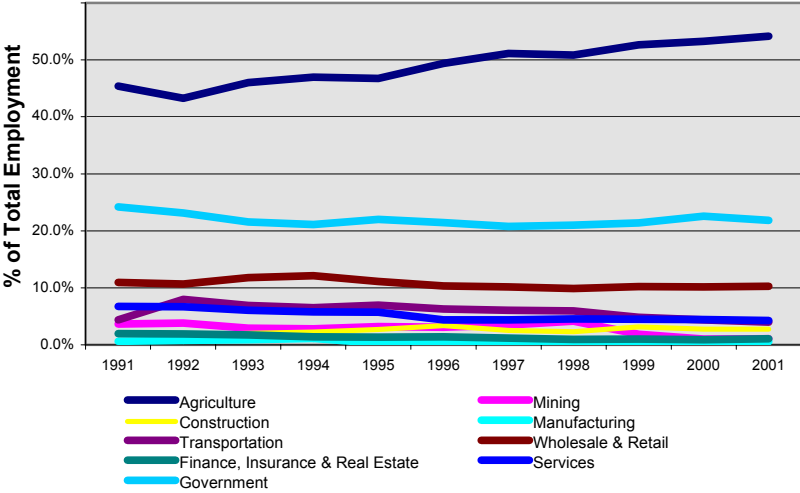
**Labor Participation Rate**



The strength of Kiowa County is the traditional agricultural sector of the economy. Although farm employment fell off in the early 1990s, it has been on a rise since then and in 2001 it is at 54.2% which is just under the 1990 peak of about 56% of all employment in the County. The other dominant sector is Government employment. Although this figure seems high as a percentage of employment, it must be understood that the numbers are small. There is simply a certain level of staff necessary to undertake the basic functions of local government regardless of the population served by that local government. Between farm

and government employment, almost two-thirds of the labor force is represented. The other significant sectors, Services, Retail Trade, and Construction have remained relatively stable throughout the study period.

**Employment Sectors**

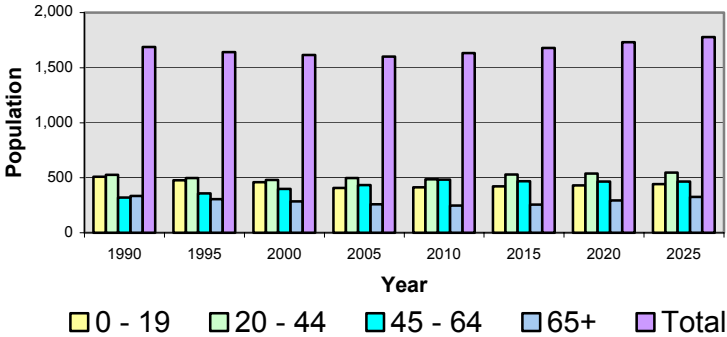


**Population**

A 2000 Census of Population tabulation of 1,622 persons in Kiowa County continues a trend of population decline which began in 1930. The good news is the reduction in the rate of decline that was realized between 1980 and 1990. For the period 1970 to 1980 the decline of 93 persons represented a loss of 4.8% of the population. From 1980 to 1990, the drop from a 1980 population of 1,936 to the 1990 population of 1,688 represents a loss of 12.8% of the population. This population loss was noted throughout the County, with 56% of the population living in the three incorporated communities in 1980, 1990 and 2000. However from 1990 to 2000 there was only a 3.9% loss of population in the county.

This trend is expected to continue through the year 2005 according to the official population projections provided by the State Demographer's Office. The "good news" regarding this projection is that it effectively anticipates the population to stabilize around 1,600 persons by the year 2005.

**Population by Age**



The projections through the year 2025 show a an increase in the population for Kiowa County of 178 persons from 2005 through 2025. However, since this is well within the margin of error for the statistical programs used to develop the projections, it can be assumed that the projections call for a fairly stable population. These projections also call for relative stability in the various age groups analyzed, suggesting that no particular strain will be put on existing levels of services.

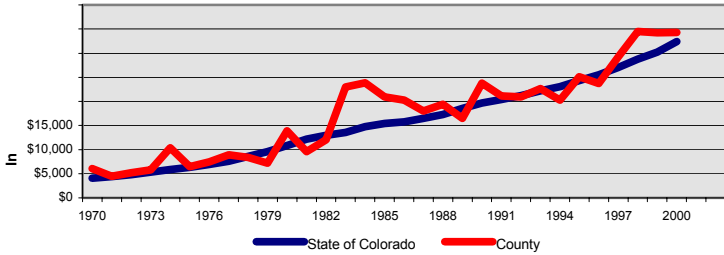
### Historical Population

|             | <u>Colorado</u> | <u>Kiowa<br/>County</u> | <u>Eads</u> | <u>Haswell</u> | <u>Sheridan<br/>Lake</u> | <u>Unincorp.<br/>Area</u> |
|-------------|-----------------|-------------------------|-------------|----------------|--------------------------|---------------------------|
| <b>1870</b> | 39,864          | n/a                     | n/a         | n/a            | n/a                      | n/a                       |
| <b>1880</b> | 194,327         | n/a                     | n/a         | n/a            | n/a                      | n/a                       |
| <b>1890</b> | 412,198         | 1,243                   | n/a         | n/a            | n/a                      | 1,243                     |
| <b>1900</b> | 541,483         | 701                     | n/a         | n/a            | n/a                      | 701                       |
| <b>1910</b> | 799,044         | 2,899                   | n/a         | n/a            | n/a                      | 2,899                     |
| <b>1920</b> | 939,191         | 3,755                   | 406         | n/a            | n/a                      | 3,349                     |
| <b>1930</b> | 1,035,791       | 3,786                   | 518         | 156            | n/a                      | 3,112                     |
| <b>1940</b> | 1,123,296       | 2,793                   | 700         | 163            | n/a                      | 1,930                     |
| <b>1950</b> | 1,325,089       | 3,003                   | 1,015       | 163            | n/a                      | 1,825                     |
| <b>1960</b> | 1,753,947       | 2,425                   | 929         | 169            | 90                       | 1,237                     |
| <b>1970</b> | 2,209,596       | 2,029                   | 795         | 135            | 86                       | 1,013                     |
| <b>1980</b> | 2,889,733       | 1,936                   | 878         | 126            | 87                       | 845                       |
| <b>1990</b> | 3,294,394       | 1,688                   | 780         | 62             | 95                       | 751                       |
| <b>2000</b> | 4,301,261       | 1,622                   | 747         | 84             | 66                       | 725                       |

### ***Income***

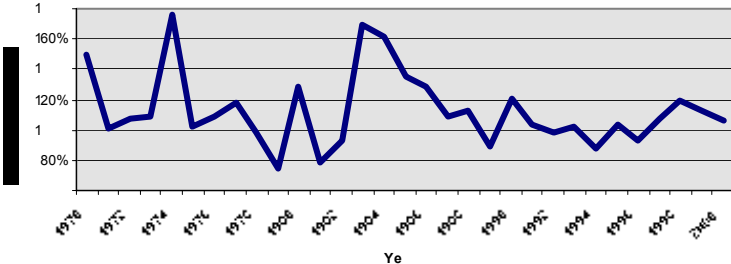
As a measure of aggregate income in the County, the Per Capita Income data is a good measure. As shown below, the levels of Per Capita Income have seen very wide fluctuations during the study period. This is to be expected in an agricultural community where the income to farmers, as the key component of the local economy, depends on such uncontrollable variables as the weather, world markets for commodities, the vagaries of futures markets, and the like.

**Per Capita Income  
(as current dollars)**



While the Per Capita Income data paints a fairly "rosy" picture (Kiowa County levels have met or exceeded State levels most years), this may also be a distorted picture. Since the aggregate wealth of the County is likely concentrated in a relatively few hands, the "good years" for those individuals can skew the figures significantly. With all of that said, these figures do represent a reasonably prosperous area.

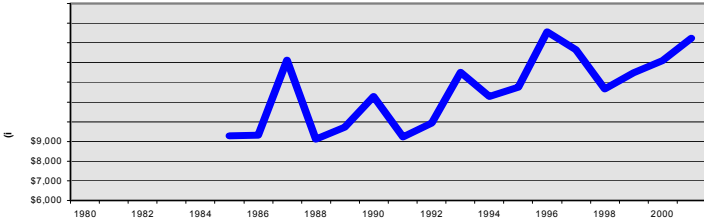
**Per Capita Income as a  
Percentage of State Levels**



**Retail Sales**

The last measure of the local economy reviewed here is the level of retail sales. The aggregate retail sales in Kiowa County have held reasonably stable in the \$9 million to \$12 million range and continue to grow. Given the relatively remote location of Kiowa County, and the Town of Eads, this reflects the strength of the Town of Eads primarily as a local retail center for the generally rural surrounding areas.

**Annual Retail Sales**





# Otero County

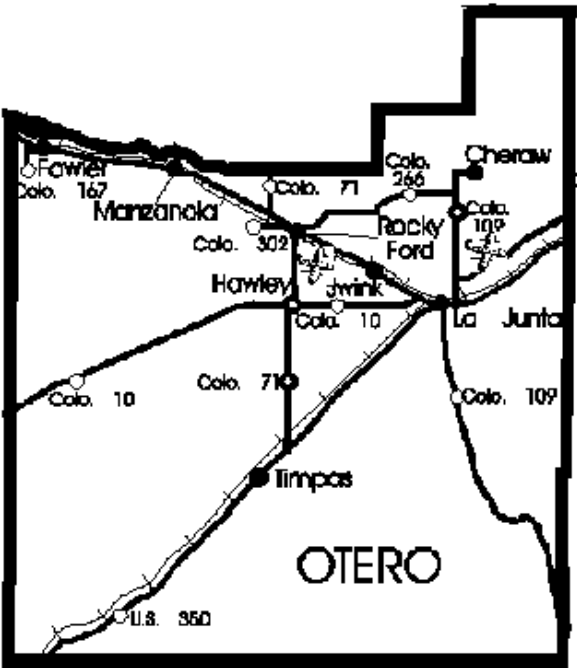


P.O. Box 511  
La Junta, CO 91050-0511  
Phone: 719.383.3000  
Fax: 719.383.3090

Congressional Districts: 3, 4  
Senate Districts: 2  
House Districts: 64

Size: 1,267 square miles

Commissioners: Bob Bauserman  
Kevin Karney  
Harold "Jake" Klien



Otero County, home of the Koshare Kiva Dancers, is the most populated county with more than 16 people per square mile. *La Junta*, the county seat, had a population of 7,568 in 2000 and is the center of activity for the county with a junior college and the Arkansas Valley Regional Medical Center. *Rocky Ford* is also a major center of activity with a population of 4,286 in 2000. US Highway 50 runs east/west through the county, and the towns of *Fowler*, *Manzanola*, *Rocky Ford*, *Swink*, and *La Junta* are located along US Highway 50. US Highway 350 runs southwest from La Junta, connects to Timpas, and then to Trinidad. The town of Cheraw is in the northeastern part of the county and connects with State Highway 96. Otero County had a population of 20,311 in 2000, an increase of less than one percent from 1990. Otero County is the major regional center of activity for the six-county area.

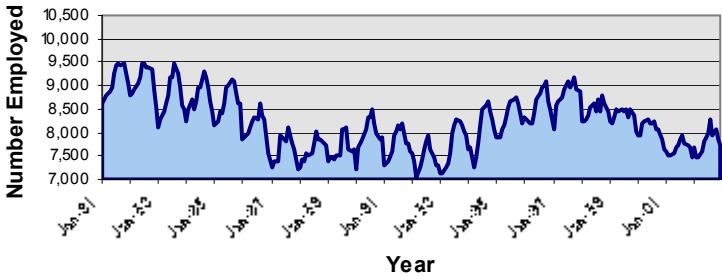
Otero County had a population of 20,311 in 2000, an increase of less than one percent from 1990. Otero County is the major regional center of activity for the six-county area.

***Employment***

Otero County's Civilian Labor Force shows the "micro" trends associated with a strong agricultural sector while the long term trends reflect developments outside of the agricultural sector.

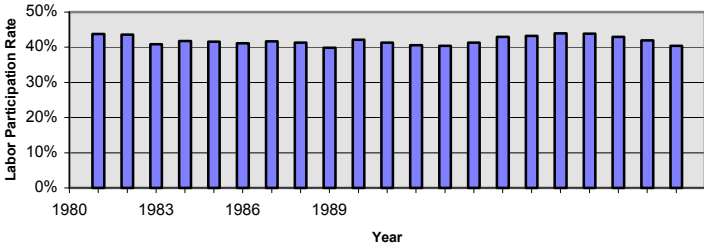
Within each year the seasonality of agricultural employment is apparent, with clear "valleys" associated with the winter season when field work is impossible, and equally clear peaks associated with the height of the growing season. Throughout the 19 plus year study period, though, the overall high points are associated with a large manufacturing firm and the general decline noted throughout most of the decade of the 1980's reflects the shutdown of that manufacturer as well as a decline in employment by the Atchison, Topeka and Santa Fe Railroad. Recent gains reflect success in development efforts that have resulted in one agribusiness and two industrial projects which have been completed in the past few years.

**Labor Force**



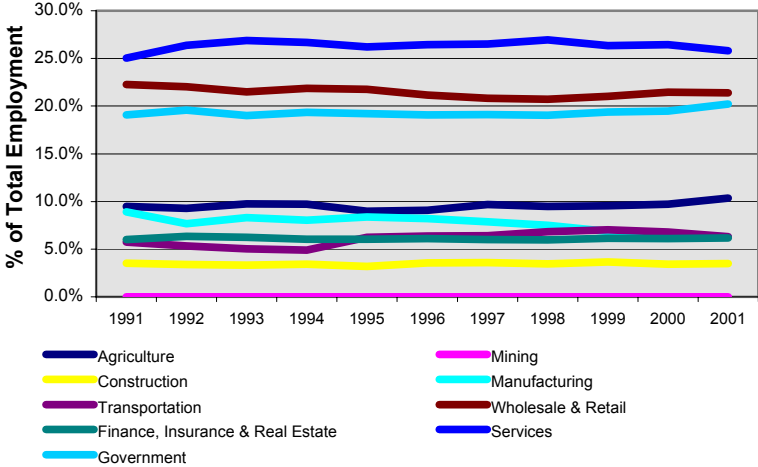
In terms of the Labor Participation Rate, which is simply the Civilian Labor Force expressed as a percentage of the population, reflects these same conditions. The "peak" in 1979 is associated with manufacturing, and the declines after that time reflect the shutdown of that operation along with the decline in railroad employment.

**Labor Participation Rate**



The recent rebound in this indicator probably reflects the recent successes noted above along with the trend of the state and national. An employment sector analysis reinforces these evaluations. Manufacturing has declined from a 1969 level of nearly 16% of total employment to a 2001 level of about 6%, representing a steady decline in this important sector. Government, Services, and Retail employment have held relatively steady at between 20% and 25%. Each of the other sectors of the economy averages less than 10% of employment.

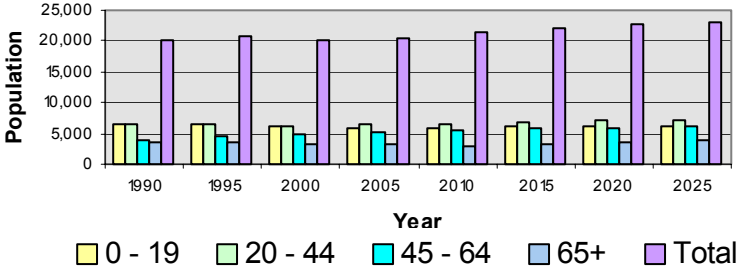
**Employment Sectors**



**Population**

The 2000 population of Otero County was 20,311 persons, which indicates an end of the decline in population which began between 1950 and 1960 and ran into the 1990's. During the 1990's the city of La Junta and the unincorporated areas of the county continued to decline in population. However, the official population projections provided by the State Demographer's Office anticipate a moderate increase in population although at a slow rate.

**Population by Age Group**



These population shifts are expected to occur throughout all age groups, suggesting that no particular strain on existing services will occur. The optimistic view of these projections is that the absolute numbers involved are small. The total increase through the year 20250 is expected to be slightly under 3,000, or about 100 persons per year. Since the numbers are so small, a few relatively small developments can easily change these trends.

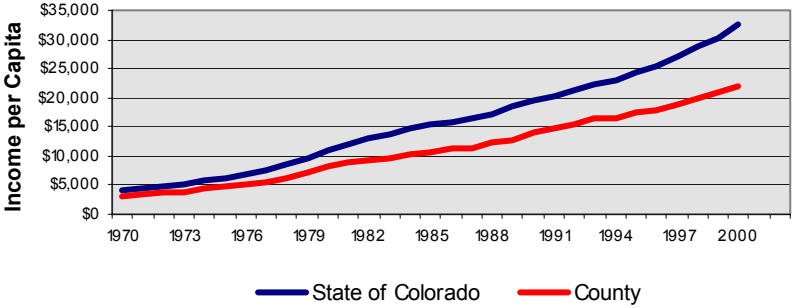
### Historical Population

|             | <u>Colorado</u> | <u>Otero</u> | <u>Cheraw</u> | <u>Fowler</u> | <u>La</u>    | <u>Manzanola</u> | <u>Rocky</u> | <u>Swink</u> | <u>Unincorp.</u> |
|-------------|-----------------|--------------|---------------|---------------|--------------|------------------|--------------|--------------|------------------|
|             |                 |              |               |               | <u>Junta</u> |                  | <u>Ford</u>  |              | <u>Area</u>      |
| <b>1870</b> | 39,864          | n/a          | n/a           | n/a           | n/a          | n/a              | n/a          | n/a          | n/a              |
| <b>1880</b> | 194,327         | n/a          | n/a           | n/a           | n/a          | n/a              | 47           | n/a          | n/a              |
| <b>1900</b> | 541,483         | 11,522       | n/a           | n/a           | 2,513        | n/a              | 2,018        | n/a          | 6,991            |
| <b>1910</b> | 799,044         | 20,201       | n/a           | 925           | 4,154        | 428              | 3,230        | 310          | 11,154           |
| <b>1920</b> | 939,191         | 22,623       | 186           | 1,062         | 4,964        | 562              | 3,746        | 465          | 11,638           |
| <b>1930</b> | 1,035,791       | 24,390       | 293           | 968           | 7,193        | 578              | 3,426        | 418          | 11,514           |
| <b>1940</b> | 1,123,296       | 23,571       | 184           | 922           | 7,040        | 531              | 3,494        | 374          | 11,026           |
| <b>1950</b> | 1,325,089       | 25,275       | 174           | 1,025         | 7,712        | 543              | 4,087        | 336          | 11,398           |
| <b>1960</b> | 1,753,947       | 24,128       | 173           | 1,240         | 8,026        | 562              | 4,929        | 348          | 8,850            |
| <b>1970</b> | 2,209,596       | 23,523       | 129           | 1,241         | 7,938        | 451              | 4,859        | 381          | 8,524            |
| <b>1980</b> | 2,889,733       | 22,567       | 233           | 1,227         | 8,338        | 459              | 4,804        | 668          | 6,838            |
| <b>1990</b> | 3,294,394       | 20,185       | 265           | 1,154         | 7,637        | 437              | 4,162        | 584          | 5,946            |
| <b>2000</b> | 4,301,261       | 20,311       | 211           | 1,206         | 7,568        | 525              | 4,286        | 696          | 5,819            |

***Income***

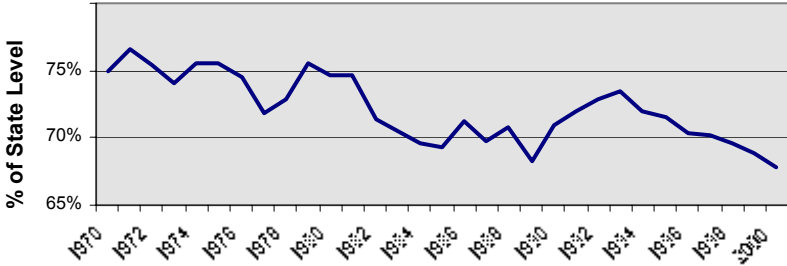
The most direct indicator of cash available in the local economy is the Per Capita Income levels.

**Per Capita Income  
(as current dollars)**



The Per Capita Income in Otero County has closely followed State patterns, although at a lower level. In terms of Otero County Per Capita Income as a percentage of State levels, Otero County continues to decline. In 1970 Otero County was at approximately 75% of the State level. Since then it has trended downward to a point where is only 67.8% of the State level in 2000. However, this is still a reasonably good showing since State data is drastically skewed by the size of the Denver Metropolitan Area which, clearly, has a much higher cost of living than Otero County enjoys.

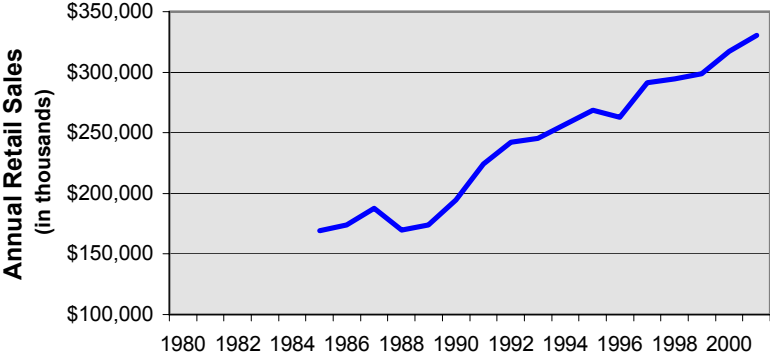
**Per Capita Income as a  
Percentage of State Levels**



**Retail Sales**

Another indicator of the condition of a local economy is the level of retail sales. Strong growth in this sector shows the strength of the City of La Junta and the City of Rocky Ford as retail centers for the surrounding rural areas. Indeed, data for 2000 shows a new high level of retail sales for Otero County.

**Annual Retail Sales**



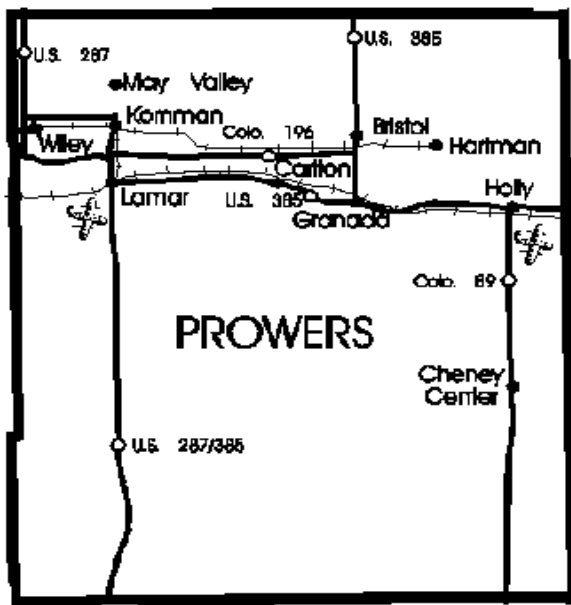
## Prowers County



301 S. Main St. Suite 215  
Lamar, CO 81052  
Phone: 719.336.8025  
Fax: 719.336.2255



Congressional Districts: 4  
Senate Districts: 1  
House Districts: 64



Size: 1,645 square miles

Commissioners: Leroy Mauch  
John Stulp  
R. Clede Widener

Prowers County, the "goose hunting capital of the nation," is the wintering ground for thousands of flocks of Canada and snow geese. Hunters come to participate in the annual Two Shot Celebrity Goose Hunt and track mule deer, whitetail deer, pheasant, duck, dove, and quail. Many wildlife watchers visit the area. **Lamar**, with a population of 8,869 in 2000, stands on the Santa Fe Trail at the location of Big Timbers, once a 25-mile-long grove of

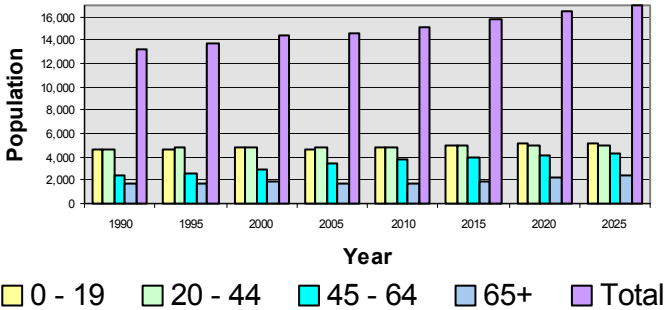
huge cottonwood trees along the banks of the Arkansas River. Lamar is the location of Prowers Medical Center and Lamar Community College. The towns of **Lamar**, **Granada**, **Holly**, and **Wiley**, along with the smaller communities of **Bristol** and **Hartman**, are located along US Highway 50, which runs east/west through the county. US Highway 287/385 runs north and south through the county, and Lamar is located at the main intersection of these highways. The population of Prowers County was 14,483 in 2000, an increase of nine percent from 1990. Prowers County is the second largest county in the six-county region. Prowers County residents are hard-working and friendly people who, like hummingbirds, are aggressive, adaptable and successful. The major economy for this area is agriculture and industrial. This is a major area for seasonal and migrant labor workers.

***Population***

The population of Prowers County has held reasonably steady. The population reached its highest level in 1950 when 14,836 persons were counted as living in the County. The total decline in population between 1950 and 1990 represented a loss of 10%, or about 2.5% per decade. A good sign was the increase between 1990 and 2000 of about 8.5%. With 46% of these gains seen in the increase in population in the City of Lamar, 20% in the unincorporated areas of the county and 15% in the City of Holly. The other three incorporated communities registered small increases in population during that period.

According to population projections provided by the Colorado Department of Local Affairs, the population in Prowers County will continue to slowly grow through the year 2025 at which time the population is expected to be at approximately 17,000 persons. Given the margin of error in these types of projections, this can be interpreted as representing population stability. Moreover, the absolute numbers are quite small. A total increase of slightly over 2,500 persons over a 25 year span is, clearly, about 100 persons per year. With numbers that small, a relatively small number of developments can reverse the trend. The age breakouts show a slight aging of the population. The numbers are small enough, though, that no significant strain on existing services need be a concern at present.

**Population by Age Groups**



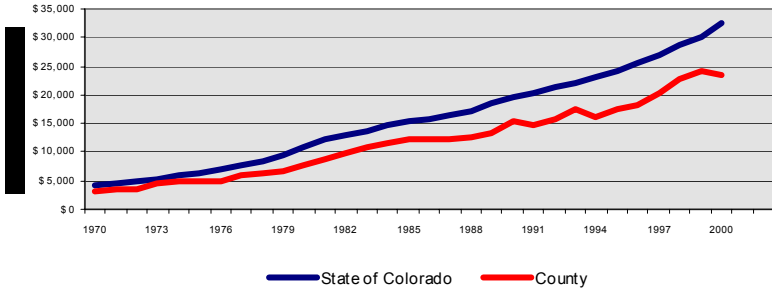


**Historical Population**

|             | <u>Colorado</u> | <u>Prowers County</u> | <u>Granada</u> | <u>Hartman</u> | <u>Holly</u> | <u>Lamar</u> | <u>Wiley</u> | <u>Unincorp. Area</u> |
|-------------|-----------------|-----------------------|----------------|----------------|--------------|--------------|--------------|-----------------------|
| <b>1870</b> | 39,864          | n/a                   | n/a            | n/a            | n/a          | n/a          | n/a          | n/a                   |
| <b>1880</b> | 194,327         | n/a                   | n/a            | n/a            | n/a          | n/a          | n/a          | n/a                   |
| <b>1890</b> | 412,198         | 1,969                 | n/a            | n/a            | n/a          | 566          | n/a          | 1,403                 |
| <b>1900</b> | 541,483         | 3,766                 | 204            | n/a            | 364          | 987          | n/a          | 2,211                 |
| <b>1910</b> | 799,044         | 9,520                 | 359            | n/a            | 724          | 2,977        | 197          | 5,263                 |
| <b>1920</b> | 939,191         | 13,845                | 308            | 175            | 940          | 2,512        | 565          | 9,345                 |
| <b>1930</b> | 1,035,791       | 14,762                | 352            | 269            | 971          | 4,233        | 589          | 8,348                 |
| <b>1940</b> | 1,123,296       | 12,304                | 342            | 148            | 864          | 4,445        | 413          | 6,092                 |
| <b>1950</b> | 1,325,089       | 14,836                | 551            | 181            | 1,236        | 6,829        | 417          | 5,622                 |
| <b>1960</b> | 1,753,947       | 13,296                | 593            | 164            | 1,108        | 7,369        | 383          | 3,679                 |
| <b>1970</b> | 2,209,596       | 13,258                | 551            | 129            | 993          | 7,797        | 357          | 3,431                 |
| <b>1980</b> | 2,889,733       | 13,070                | 557            | 122            | 969          | 7,713        | 425          | 3,284                 |
| <b>1990</b> | 3,294,394       | 13,347                | 513            | 108            | 877          | 8,343        | 406          | 3,100                 |
| <b>2000</b> | 4,301,261       | 14,483                | 640            | 111            | 1,048        | 8,869        | 483          | 3,332                 |

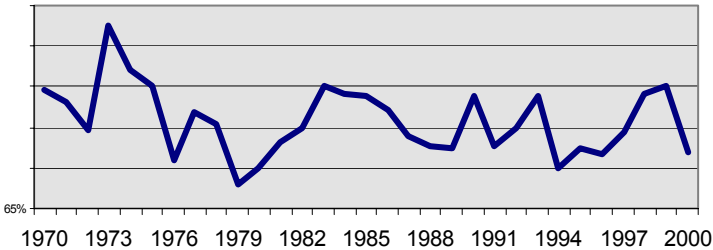
**Income**

**Per Capita Income  
(as current dollars)**



A readily available indicator of the actual cash available in the local economy is the level of Per Capita Income. As can be seen, Prowers County Per Capita Income levels have had quite wide fluctuations. The "spike" in 1973 and the subsequent decline through 1976 and 1979 reflect, primarily, a strong run up in commodities prices and a later collapse of that market. Most recent data show a return to more "normal" historical levels of around 75% to 80% of state Per Capita Income levels.

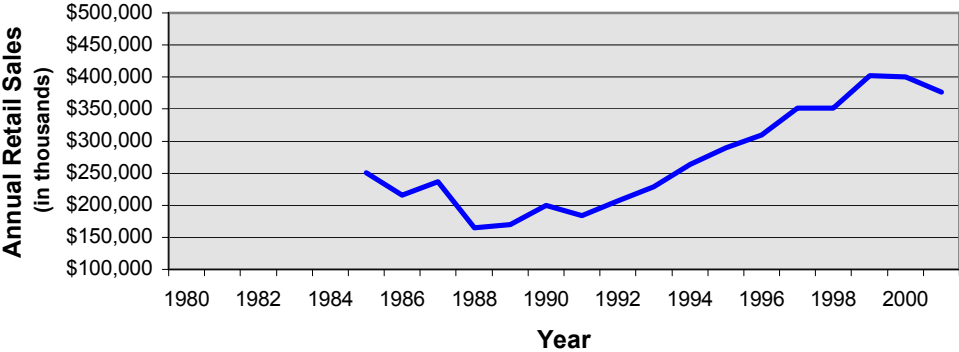
**Per Capita Income as a Percentage of State Levels**



**Annual Retail Sales**

Yet another indicator of the level of activity in the local economy is retail sales. The strong 1983 retail sales are associated with the strong hiring in a manufacturing operation mentioned above combined with significant construction activity at the industrial park. The most recent data, including 1998, show a return to the "pre-spike" levels of 1982 and a reasonably strong growth for the most recent decade. This level of retail activity indicates a relatively strong local market as well as Lamar's position as a regional retail center.

**Annual Retail Sales**



## Potential Environmental Concerns

During the development of this plan the following environmental concerns were identified and will need to be addressed as specific transportation projects are developed and implemented in each corridor.

|        |  |
|--------|--|
| CO 10  | Farm / ranch lands, short grass prairie  |
| US 50  | Scenic byway / scenic value, part of the Santa Fe Trail, associated history issues, proximity to Old Bent's Fort, adjacent to the Arkansas River in many places (the Arkansas river is designated an impaired water by the CDPHE, and it was frequently used by native peoples and settlers as a migratory route), wetlands and riparian issues, historic buildings and districts, farm/ranch lands, short grass prairie, adjacent to John Martin Reservoir which is used by migratory birds including Bald Eagles and Plover. |
| CO 71  | Farm / ranch lands, historic districts and buildings. Several drainages, short grass prairie.  |
| CO 89  | Farm / ranch lands, several drainages, short grass prairie.  |
| CO 96  | Short grass prairie, farm/ranch lands, drainages, history, wetlands.   |
| CO 101 | Short grass prairie, farm/ranch, drainages, history.   |
| CO 109 | Fram / ranch land, federal lands and the species issues and coordination required, history, several drainages and associated wetlands/riparian zones, short grass prairie and associated species, Arkansas River and clean water issues, scenic values of the canyons in this area as well as the species that live there.   |
| CO 116 | Farm / ranch lands, short grass prairie.   |
| US 160 | Federal lands, several drainages, farm/ranch lands, short grass prairie.   |
| CO 167 | Ranchland  |
| CO 183 | Ranchland  |
| CO 194 | Farm / ranch lands, short grass prairie, proximity to Old Bent's Fort.   |
| CO 196 | Farm / ranch lands, short grass prairie.   |
| CO 207 | Farm / ranch lands, short grass prairie.   |
| CO 266 | Farm / ranch lands, short grass prairie.   |
| US 287 | Farm / ranch land, federal lands and the species issues and coordination require, history, several drainages and associated wetlands/riparian zones, Comanche Grasslands, short grass prairie and associated species, Arkansas River and clean water issues.   |
| US 350 | Scenic byway / scenic value, part of Santa Fe Historic Trail, associated history issues, adjacent to the Arkansas River in many places (the Arkansas river is designated an impaired water by the CDPHE, and it was frequently used by native peoples and settlers as a migratory route), wetlands and riparian issues, historic buildings and districts, farm/ranch lands, short grass prairie.   |
| US 385 | Farm / ranch lands, short grass prairie.   |

## Chapter

# 3

# Vision, Goals and Strategies

*The purpose of developing regional vision, goals and strategies is to clearly articulate what is important to the residents of Southeast Colorado. By clarifying these, the Southeast Region can focus the use of scarce resources to address current and long-range infrastructure needs required to support the desired quality of life in the Region. Much of the Southeast Region has remained constant since the previous twenty-year plan that was approved in December 1999. Therefore, the regional vision, goals and strategies presented in the previous plan will be used as a basis for this plan update. The following chapter describes the vision, goals and strategies of the Southeast TPR based on input from the entities and the public located within the study area.*

## **Background**

The six counties and 25 municipalities that comprise the Southeastern TPR contains 9,533 square miles which is approximately 9.2% of the total area of the State of Colorado with a 2001 population of 51,684 which is only 1.2% of the entire State 2001 population. This clearly illustrates the rural nature of this region with an average population density of 5.4 persons per square miles compared to the statewide average of 42.8 persons per square mile. Although the population in this region is projected to grow over 12% during the next 25 years and many of the communities within the region will take on more urban characteristics, overall the region will remain rural in nature.

The population centers within the region originally were the County Seats, which were the primary service centers for the surrounding agricultural areas. However, with US 50 and US 287 as primary highway transportation routes for Colorado and the railroad lines of the Burlington Northern Santa Fe (BSNF) and the Southern Pacific-Union Pacific Railroad, many of these population centers have become and will continue to play a significant role in the overall transportation network of the State.

Agriculture has traditionally and will continue to be the primary industry for this region, including “dry-land” farming, and irrigated farming in a corridor along the Arkansas River. With this in mind, access and preservation of the transportation system to provide for transportation out of the Southeastern TPR for its agricultural products will continue to be a primary transportation concern of the region.

In addition, with the continued emphasis on economic development in the southeast portion of the state as well as increased recreational opportunities such as the renovation of the John Martin reservoir, the preservation of the existing transportation network is critical. However, this must be done while maintaining those values that make the southeastern portion of the state the “emerald of the plains” which includes the overall scenic beauty, the historical and cultural heritage, and the high quality of life that exists in the region.

### **“Where do we want to be?”**

#### ***Transportation Commission Transportation Vision Statement:***

*“To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on moving people and goods by offering convenient linkages among modal choices.*”

#### ***Southeast TPR Transportation Vision Statement:***

*“To position Southeast Colorado to compete for economic development opportunities by strengthening the transportation infrastructure to support the effective, efficient and safe movement of people and goods.”*

### **“What is standing in our way?”**

The transportation vision for the region is clear and simple. However, getting there is no simple matter. There are many obstacles and issues that stand in the way of the Region being able to obtain their vision. How each of these are addressed over the next twenty-five years will affect the future quality of life in the Region and the overall success or failure of obtaining the vision for the Region. The following issues have been identified for each transportation mode and are listed by mode but are not in any priority order.

## ***Southeast TPR Transportation Issues:***

### ***Highways:***

1. Lack of funding to maintain existing US and state highways.
2. Lack of funding to maintain county roads and city streets.
3. Need for adequate north-south corridors to connect to Canada and Mexico given the North American Free Trade Agreement (NAFTA), and national legislation including a new Interstate 27 (I-27) which would connect Texas to Rapid City via Colorado.
4. Four-lane US 50 and SH 287.
5. New bridge connecting US 50 and 194.
6. Enhancement of scenic and historic highways.
7. Improve highway signing based on local needs.

### ***Transit:***

8. Funding needed to support intercity bus, local transit and specialized transportation.
9. Prisoner transportation to Pueblo.
10. Medical transportation to the Front Range.
11. Enhance bus service between cities.

### ***Rail:***

12. Operator for the short line railroad purchased by the State of Colorado
13. Weed control on all railroad right-of-way.
14. Preservation and enhancement of other rail corridors needed for economic development.
15. Development of passenger service from Lamar and La Junta to Denver.
16. Development of a rail link between Kiowa and Cheyenne counties.

### ***Air:***

17. Need for county airports to meet minimum standards for air ambulance aircraft.
18. Repair and enhance existing airports based on potential utilization as well as current use.
19. Support the development of aviation as a link to economic community development.
20. Re-establish commercial air service in Southeast Colorado.

***Bicycle / Pedestrian:***

21. Need to respond to the increase in bicycling along SH 96 and US 50.
22. Widen highway shoulders to make bicycling and walking safer.
23. Development of biking and hiking trails (including use of abandoned railroad right-of-way).

***Safety:***

24. Four-lane US 50.
25. Rail crossing safety enhancement, including auto, bicycle and pedestrian crossings.
26. Biking/hiking safety enhancement.
27. Bridge between US 50 and SH 194, connecting to Bent's Old Fort.
28. Bridges in Kiowa and other counties.
29. US 287 through Lamar south to the state line.
30. Address needs related to increasing truck traffic on US 287.
31. Alternate truck route US 287 in Lamar.

***Transportation Financing:***

32. Allocation to the Southeast Region of State general fund surplus moneys for highways, as well as allocation to the Region of other highway funding.
33. Consider use of toll roads on high volume corridors.
34. Consider statewide sales tax.
35. Respond to financial competition with the Front Range.
36. Consider surcharge on motor vehicle registrations.
37. Consider coalition building with other states to influence federal dollars.
38. Counties' share of highway financing dollars disproportionate to their mileage.
39. Need funding to provide minimum level of service.

## ***“How do we get there?”***

### ***Regional Goals***

#### **Goal #1: To strengthen the economic viability of the region.**

Sub-goal A: To maintain the region's agricultural base economy through development of transportation infrastructure.

Sub-goal B: To enhance tourism and recreational opportunities for residents and visitors to the region through development of transportation infrastructure.

#### **Goal #2: To develop multi-modal transportation options to improve mobility and support economic development.**

Sub-goal A: To improve east-west linkages to connect the region to its markets in Colorado and Kansas and other areas of the country.

Sub-goal B: To create better north-south linkages to access markets in Canada and Mexico.

Sub-goal C: To improve air, rail, intercity bus, public transit and bikeway facilities and services throughout the region, in addition to highways.

### ***Regional Strategies***

The Colorado Transportation Commission has adopted 5 Investment Categories that they will use to help them implement their overall transportation vision for Colorado. These Investment Strategies include the following:

- Safety
- System Quality
- Mobility
- Strategic Projects
- Program Delivery



In order to increase the chance of success for the implementation of the Regional vision for transportation and the related goals, the Region adopted the following strategies/objectives and performance measures which are related to 4 of the Investment Categories adopted by the Transportation Commission. Since the Investment Category of Program Delivery deals with the internal operations of CDOT, no specific strategies/objectives are identified at the Regional level for this category.

**Safety:**

Objective:

Reduce the transportation-related crashed, injuries and fatalities and the associated loss to society by:

- a. Reduction in the rate and severity of transportation-related incidents including all accidents, injuries and deaths.
- b. Promote the education and awareness of safe driving behavior by focusing on seatbelt usage, drinking and driving awareness, etc.
- c. Ensuring that all transportation facilities meet the minimum safety design standards.

Performance Measures:

1. Regional Safety Incident Rate including fatal and injury rate is at or lower than the Statewide Rate.
2. Alcohol Related Incidents Rate is at or lower than the Statewide Incident Rate.
3. Seatbelt Usage Rate is at or higher than the Statewide Seatbelt Usage Rate.
4. Completion of a “Corridor Safety Assessment” for all transportation corridors within the Region such that all existing and potential hazardous locations, including those that have heavy truck traffic and are routes for

hazardous materials, and possible solutions have been identified

5. All shoulders on the appropriate State Highways are widened to facilitate the safe passage of both motor vehicles and bicycles consistent with the Transportation Commission approved Bicycle Plan and/or Policy.

**System Quality:**

Objective:

Preserve and maintain the functionality and aesthetics of the transportation system within the Region such that the transportation system is available and safe to all by:

- a. Preserving and maintaining the existing system at an acceptable level of service and condition.
- b. Ensuring that investments in the transportation system preserve quality of life through aesthetics and environmental concerns.

Performance Measures:

1. The percent of State Highways in good or fair condition within the TPR is at or above the objectives adopted by the Transportation Commission or the current level of condition, whichever is greater.

Transportation Commission Objectives:

| <u>System</u>        | <u>Current<br/>Objective</u> | <u>Condition</u> |
|----------------------|------------------------------|------------------|
| Overall System       | 60%                          | 65%              |
| National Hwy. System | 70%                          | 68%              |
| All Other Highways   | 55%                          | 64%              |

2. Improve all poor rated structures within the TPR (i.e. those with a structural rating of < 50) such that every structure is in good or fair condition (i.e. a structural rating > 50).
3. The Maintenance Levels of Service for all State Highways within the TPR meet or exceed the objectives as adopted by the Transportation Commission.

**System Mobility:**

Objective:

Improve the overall mobility of the transportation system through the level and/or quality of movement, accessibility, reliability, connectivity of one system to another system and environmental impacts.

Performance Measures:

1. The transportation system is balanced and accessible to all.
2. Re-institute commuter air service to the Lamar Airport.
3. All county airports meet minimum standards for air ambulance aircraft service.
4. To facilitate the mobility within the TPR ensure that the percent of State Highways in good or fair condition within the TPR is at or above the objectives adopted by the Transportation Commission or the current level of condition, whichever is greater.

Transportation Commission Objectives:

| <u>System</u>        | <u>Objective</u> | <u>Current Condition</u> |
|----------------------|------------------|--------------------------|
| Overall System       | 60%              | 65%                      |
| National Hwy. System | 70%              | 68%                      |
| All Other Highways   | 55%              | 64%                      |

5. Completion of the reconstruction of the US 287 Highway, including the Lamar Bypass, from the Colorado / Oklahoma State border to Limon, Colorado.
6. Completion of the expansion of the US 50 highway from the city of Pueblo to the Colorado / Kansas State border.
7. Extension of CO 101 from Toonerville to Pritchett onto the State Highway System via an exchange of mileage of current State Highways, of a similar length, onto the County roadway system to facilitate mobility through the southern portion of the Region.

**Strategic Projects:**

Objective:

- a. Completion of the 28 high-cost, high priority projects as adopted by the Transportation Commission by the year **2010** and whenever possible accelerate the completion of these projects while minimizing the impact to all other transportation objectives.
- b. Upon completion of the original 28 Strategic Projects, include the completion of the expansion of the US 50 highway from the city of Pueblo to the Colorado / Kansas State border as part of any new Strategic Project Program.

Performance Measures:

1. % of Scope of Work completed on an annual basis.

## Chapter

# 4

# Transportation Corridors

*Previous Long Range Transportation Plans were primarily comprised of a prioritized list of projects for each individual transportation mode that lacked links to performance measures, transportation policies and an overall vision for transportation within the Region. In the development of the 2030 Long Range Transportation Plan, the concept of Corridor Visions was introduced as a new approach to providing multi-modal solutions to the various needs encountered along the transportation corridors within the Region. The overall concept is to develop visions for all transportation corridors within the Region and provide a link between these visions to the investment categories and transportation policies that have been approved by the Colorado Transportation Commission.*

*Not only will this provide a vision for the transportation system for the Region, progress towards meeting this vision will be monitored by approved performance measures that can easily be understood not only by the governmental agencies but also the public who are impacted by and depend on the transportation system. In addition, no longer will specific projects need to be identified in the Long Range Plan but rather it will consist of transportation strategies which will alleviate the need for most Plan amendments in the future; essentially forcing any need for an amendment to be based on a change in the vision itself.*

*This chapter will describe this portion of the planning process in which each transportation corridor within the Region is identified and the establishment of a vision for each corridor such that the Region can focus their limited resources on the most critical needs and to program projects to meet the approved investment strategies*

## **Corridor Identification**

Currently each mode of the transportation system has been planned for, implemented and managed independently. It is the intent of this transportation plan to integrate the plans for all the modes of transportation within the Region, i.e. roads, transit, air, bike, and rail, into one overall transportation plan.

To aid in this integration, transportation corridors were identified that looked at all modes of transportation within the corridor and developed an investment program that would strive towards meeting the needs within each corridor.

Since this transportation plan does not include county or municipal roads and streets and the backbone of the transportation system in the Southeast Region is the State Highway System, the corridors will follow the existing State Highway System but are to include all modes of transportation as applicable. For ease of identification, the appropriate State Highway number will be used for identification of each corridor. Since the application of transportation corridors does not apply to air transportation and special transit services, the evaluation and prioritization of projects for these will be addressed separately but will still be related to and included in the appropriate transportation corridor.

In addition, each corridor was broken into corridor links that are smaller segments of the overall corridor that will aid the decision makers in the prioritization of the corridors and the development of specific projects on the various corridors for the CDOT Statewide Transportation Investment Program (STIP). However, specific visions, goals, strategies and objectives are developed for the corridor only.

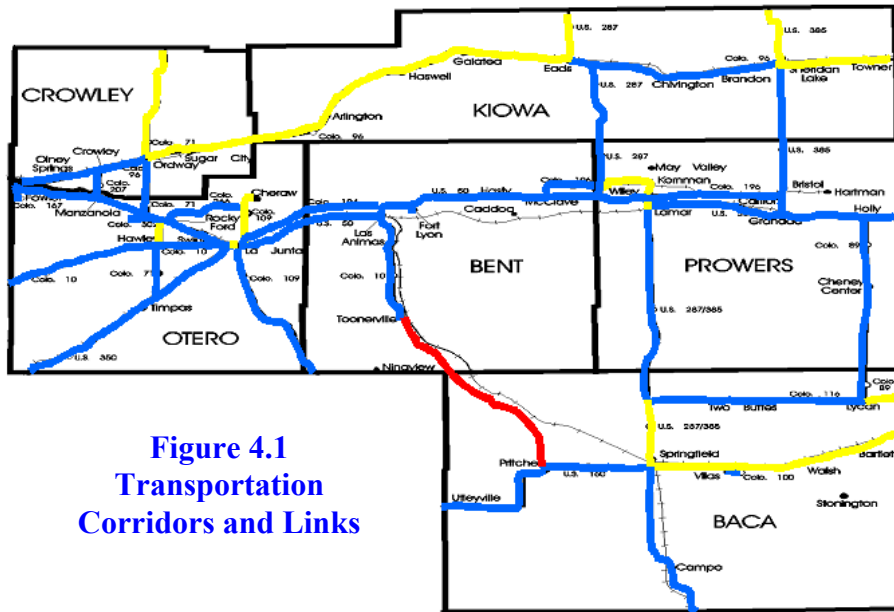
As previously noted, exceptions to this will include air transportation that obviously does not follow specific highway corridors and transit service that serves a general geographic area versus the movement of people along a specific corridor.

The transportation corridors that have been established for this plan update and the subsequent corridor links are outlined in Figure 5.1 and Table 4.1. The corridor links were established based on the following criteria:

1. Portions of the corridor that are within the Southeast TPR
2. Intersection with another “major” transportation corridor.
3. Entering or leaving the urban areas of La Junta and Lamar.

An exception to this is the extension of CO 101 from Toonerville to Pritchett. As identified in the Vision and Goals Section of this plan, it is the desire of the Southeast TPR to investigate the possibility of the Colorado Transportation Commission accepting the county road from Toonerville to Pritchett (approximately 31 miles) onto the State Highway System

in exchange for the appropriate counties accepting equal mileage of existing State Highways within the Region onto the County roadway system.



**Figure 4.1  
Transportation  
Corridors and Links**

**Table 4.1  
Corridors Links Descriptions**

### Southeast Transportation Planning Region Corridor Geometrics

| Corridor Segments and Links | Beginning Point            | Ending Point                      | Segment Length | Beginning Milepost | Ending Milepost | Primary Investment Category | Secondary Investment Category |
|-----------------------------|----------------------------|-----------------------------------|----------------|--------------------|-----------------|-----------------------------|-------------------------------|
| <b>CO 10</b>                | <b>I-25 in Walsenburg</b>  | <b>US 50 in La Junta</b>          | <b>72.0</b>    | <b>0.000</b>       | <b>71.968</b>   | <b>Quality</b>              | <b>Safety</b>                 |
| CO10-1                      | Pueblo-Otero County Line   | Jct. US 50                        | 28.0           | 44.000             | 71.968          | Quality                     | Safety                        |
|                             | <b>Sub-Corridor</b>        | <b>CO 10 Total</b>                | <b>28.0</b>    |                    |                 | <b>Quality</b>              | <b>Safety</b>                 |
| <b>US 50</b>                | <b>I-25 in Pueblo</b>      | <b>Colorado / Kansas State Li</b> | <b>151.5</b>   | <b>316.001</b>     | <b>467.583</b>  | <b>Mobility</b>             | <b>Quality</b>                |
| US 50-1                     | Pueblo-Otero County Line   | West La Junta City Limit          | 27.9           | 349.000            | 377.000         | Mobility                    | Quality/Safety                |
| US 50-2                     | West La Junta City Limit   | East La Junta City Limit          | 3.8            | 377.000            | 380.795         | Mobility                    | Quality                       |
| US 50-3                     | East La Junta City Limit   | West Lamar City Limit             | 53.7           | 380.795            | 434.443         | Mobility                    | Quality/Safety                |
| US 50-4                     | West Lamar City Limit      | East Lamar City Limit             | 2.2            | 434.443            | 436.710         | Mobility                    | Quality/Safety                |
| US 50-5                     | East Lamar City Limit      | Colorado - Kansas State Line      | 30.8           | 436.710            | 467.583         | Mobility                    | Quality                       |
|                             | <b>Sub-Corridor</b>        | <b>US 50 Total</b>                | <b>118.4</b>   |                    |                 |                             |                               |
| <b>CO 71</b>                | <b>US 350 in Otero Co.</b> | <b>I-70 in Limon</b>              | <b>98.7</b>    | <b>0.000</b>       | <b>100.999</b>  | <b>Quality</b>              | <b>Safety</b>                 |
| CO 71-1                     | Jct. US 350                | Jct. CO 10                        | 9.4            | 0.000              | 10.000          | Safety                      | Quality                       |
| CO 71-2                     | Jct. CO 10                 | Jct. US 50                        | 4.9            | 10.000             | 16.537          | Quality/Safety              | N/A                           |
| CO 71-3                     | Jct. US 50                 | Jct. CO 96                        | 10.2           | 16.537             | 26.829          | Quality                     | Safety                        |
| CO 71-4                     | Jct. CO 96                 | Crowley - Lincoln County Line     | 22.2           | 26.829             | 49.000          | Quality                     | N/A                           |
|                             | <b>Sub-Corridor</b>        | <b>US 71 Total</b>                | <b>46.7</b>    |                    |                 |                             |                               |
| <b>CO 89</b>                | <b>CO 116 in Baca Co.</b>  | <b>US 50 in Prowers Co.</b>       | <b>34.4</b>    | <b>0.000</b>       | <b>34.340</b>   | <b>Safety</b>               | <b>Quality</b>                |
| CO 89-1                     | Jct. CO 116                | Jct. US 50                        | 34.4           | 0.000              | 34.340          | Safety                      | Quality                       |
|                             | <b>Sub-Corridor</b>        | <b>CO 89 Total</b>                | <b>34.4</b>    |                    |                 |                             |                               |

## Southeast Transportation Planning Region Corridor Geometrics

| Corridor<br>Segments and<br>Links | Beginning Point                 | Ending Point                        | Segment<br>Length | Beginning<br>Milepost | Ending<br>Milepost | Primary Investment<br>Category | Secondary Investment<br>Category |
|-----------------------------------|---------------------------------|-------------------------------------|-------------------|-----------------------|--------------------|--------------------------------|----------------------------------|
| <b>CO 96</b>                      | <b>I-25 in Pueblo</b>           | <b>Colorado-Kansas County L</b>     | <b>134.8</b>      | <b>69.480</b>         | <b>207.454</b>     | <b>Safety</b>                  | <b>Quality</b>                   |
| CO 96-1                           | Pueblo-Crowley County Line      | Jct. CO 71                          | 18.4              | 88.000                | 107.000            | Quality                        | Safety                           |
| CO 96-2                           | Jct. CO 71                      | Jct. US 287                         | 59.5              | 107.000               | 169.073            | Quality/Safety                 | N/A                              |
| CO 96-3                           | Jct. US 287                     | Jct. CO 385                         | 25.0              | 169.073               | 193.969            | Quality/Safety                 | N/A                              |
| CO 96-4                           | Jct. CO 385                     | Colorado-Kansas County Line         | 13.4              | 193.969               | 207.454            | Safety                         | Quality                          |
|                                   | <b>Sub-Corridor</b>             | <b>CO 96 Total</b>                  | <b>116.3</b>      |                       |                    |                                |                                  |
| <b>CO 100</b>                     | <b>US 160 in Baca Co.</b>       | <b>Vilas in Baca Co.</b>            | <b>0.4</b>        | <b>0.000</b>          | <b>0.419</b>       | <b>Quality/Safety</b>          | <b>N/A</b>                       |
| CO 100-1                          | Jct. US 160                     | Jct. Main St. in Vilas              | 0.4               | 0.000                 | 0.419              | Quality/Safety                 | N/A                              |
|                                   | <b>Sub-Corridor</b>             | <b>CO 100 Total</b>                 | <b>0.4</b>        |                       |                    |                                |                                  |
| <b>CO 101</b>                     | <b>US 50 in Las Animas</b>      | <b>Toonerville in Bent Co.</b>      |                   |                       |                    | <b>Safety</b>                  | <b>Quality</b>                   |
| CO 101-1                          | Jct. US 50                      | Jct. Bent Co. Road K in Toonerville | 21.3              | 0.000                 | 21.413             | Safety                         | Quality                          |
|                                   | Toonerville                     | Pritchett                           | 31.0              | N/A                   | N/A                |                                |                                  |
|                                   | <b>Sub-Corridor</b>             | <b>CO 101 Total</b>                 | <b>21.3</b>       |                       |                    |                                |                                  |
| <b>CO 109</b>                     | <b>US 160 in Las Animas Co.</b> | <b>3rd St. in Cheraw</b>            | <b>65.2</b>       | <b>0.000</b>          | <b>65.768</b>      | <b>Quality</b>                 | <b>Safety</b>                    |
| CO 109-1                          | Baca-Las Animas County Line     | Jct. US 50                          | 28.3              | 28.000                | 56.869             | Quality                        | Safety                           |
| CO 109-2                          | Jct. US 50                      | Jct. 3rd St. in Cheraw              | 9.2               | 56.869                | 65.768             | Quality/Safety                 | N/A                              |
|                                   | <b>Sub-Corridor</b>             | <b>CO 109 Total</b>                 | <b>37.5</b>       |                       |                    |                                |                                  |
| <b>CO 116</b>                     | <b>US 287 in Baca Co.</b>       | <b>Colorado-Kansas State Lin</b>    | <b>32.3</b>       | <b>0.000</b>          | <b>28.000</b>      | <b>Safety</b>                  | <b>Quality</b>                   |
| CO 116-1                          | Jct. US 287                     | Jct. CO 89                          | 28.0              | 0.000                 | 28.000             | Safety                         | Quality                          |
| CO 116-2                          | Jct. CO 89                      | Colorado-Kansas State Line          | 4.3               | 28.000                | 32.322             | Quality/Safety                 | N/A                              |
|                                   | <b>Sub-Corridor</b>             | <b>CO 116 Total</b>                 | <b>32.3</b>       |                       |                    |                                |                                  |
| <b>US 160</b>                     | <b>US 160 in Trinidad</b>       | <b>Colorado-Kansas State Lin</b>    | <b>119.9</b>      | <b>344.612</b>        | <b>464.687</b>     | <b>Quality</b>                 | <b>Safety</b>                    |
| US 160-1                          | Baca-Las Animas County Line     | Jct. US 287                         | 32.9              | 431.691               | 464.687            | Safety                         | Quality/Safety                   |
| US 160-2                          | Jct. US 287                     | Colorado-Kansas State Line          | 32.4              | 464.687               | 496.999            | Quality                        | N/A                              |
|                                   | <b>Sub-Corridor</b>             | <b>CO 160 Total</b>                 | <b>65.3</b>       |                       |                    |                                |                                  |
| <b>CO 167</b>                     | <b>Otero Co. Rd JJ</b>          | <b>CO 96 in Crowley Co.</b>         | <b>4.9</b>        | <b>0.000</b>          | <b>4.860</b>       | <b>Safety</b>                  | <b>Quality</b>                   |
| CO 167-1                          | Jct. CO 96                      | Jct. US 50                          | 1.8               | 0.000                 | 1.742              | Safety                         | Quality                          |
| CO 167-2                          | Jct. US 50                      | Jct. Otero Co. Road JJ              | 3.1               | 1.742                 | 4.860              | Quality/Safety                 | N/A                              |
|                                   | <b>Sub-Corridor</b>             | <b>CO 167 Total</b>                 | <b>4.9</b>        |                       |                    |                                |                                  |
| <b>CO 183</b>                     | <b>US 50 in Bent Co.</b>        | <b>Bent Co. Road HH</b>             | <b>1.0</b>        | <b>0.000</b>          | <b>1.000</b>       | <b>Quality/Safety</b>          | <b>N/A</b>                       |
| CO 183-1                          | Jct. US 50                      | Jct. Bent Co. Road HH               | 1.0               | 0.000                 | 1.000              | Quality/Safety                 | N/A                              |
|                                   | <b>Sub-Corridor</b>             | <b>CO 183 Total</b>                 | <b>1.0</b>        |                       |                    |                                |                                  |
| <b>CO 194</b>                     | <b>CO 109 in Otero Co.</b>      | <b>US 50 in Bent Co.</b>            | <b>19.8</b>       | <b>0.000</b>          | <b>19.997</b>      | <b>Quality/Safety</b>          | <b>N/A</b>                       |
| CO 194-1                          | Jct. CO 109                     | Jct. US 50                          | 19.8              | 0.000                 | 19.997             | Quality/Safety                 | N/A                              |
|                                   | <b>Sub-Corridor</b>             | <b>CO 194 Total</b>                 | <b>19.8</b>       |                       |                    |                                |                                  |



## Southeast Transportation Planning Region Corridor Geometrics

| Corridor Segments and Links | Beginning Point                                 | Ending Point                                    | Segment Length | Beginning Milepost | Ending Milepost | Primary Investment Category | Secondary Investment Category |
|-----------------------------|---|---|----------------|--------------------|-----------------|-----------------------------|-------------------------------|
| <b>CO 196</b>               | <b>US 50 in Bent Co.</b>                        | <b>US 385 in Prowers Co.</b>                    | <b>35.7</b>    | <b>0.000</b>       | <b>35.637</b>   | <b>Safety</b>               | <b>Quality</b>                |
| CO 196-1                    | Jct. US 50                                      | Jct. US 287                                     | 9.0            | 0.000              | 9.000           | Safety                      | Quality                       |
| CO 196-2                    | Jct. US 287                                     | Jct. Prowers Co. Road S                         | 9.9            | 9.000              | 19.000          | Quality/Safety              | N/A                           |
| CO 196-3                    | Jct. Prowers Co. Road S                         | Jct. US 385                                     | 16.7           | 19.000             | 35.637          | Safety                      | Quality                       |
|                             | <b>Sub-Corridor</b>                             | <b>CO 196 Total</b>                             | <b>35.7</b>    |                    |                 |                             |                               |
| <b>CO 202</b>               | <b>US 50 in Otero Co.</b>                       | <b>Otero Co. Road 16</b>                        | <b>3.2</b>     | <b>0.000</b>       | <b>2.999</b>    | <b>Quality</b>              | <b>Safety</b>                 |
| CO 202-1                    | Jct. US 50                                      | Jct. Otero Co. Road 16                          | 3.2            | 0.000              | 2.999           | Quality                     | Safety                        |
|                             | <b>Sub-Corridor</b>                             | <b>CO 202 Total</b>                             | <b>3.2</b>     |                    |                 |                             |                               |
| <b>CO 207</b>               | <b>US 50 in Crowley Co.</b>                     | <b>Co 96 in Crowley Co.</b>                     | <b>5.9</b>     | <b>0.000</b>       | <b>5.935</b>    | <b>Quality</b>              | <b>Safety</b>                 |
| CO 207-1                    | Jct. US 50                                      | Jct. CO 96                                      | 5.9            | 0.000              | 5.935           | Quality                     | Safety                        |
|                             | <b>Sub-Corridor</b>                             | <b>CO 207 Total</b>                             | <b>5.9</b>     |                    |                 |                             |                               |
| <b>CO 266</b>               | <b>US 50 in Rocky Ford</b>                      | <b>CO 109 in Crowley Co.</b>                    | <b>11.4</b>    | <b>0.000</b>       | <b>11.516</b>   | <b>Safety</b>               | <b>Quality</b>                |
| CO 266-1                    | Jct. US 50                                      | Jct. CO 109                                     | 11.4           | 0.000              | 11.516          | Safety                      | Quality                       |
|                             | <b>Sub-Corridor</b>                             | <b>CO 266 Total</b>                             | <b>11.4</b>    |                    |                 |                             |                               |
| <b>US 287</b>               | <b>Colorado-Oklahoma State Li I-70 in Limon</b> |   | <b>125.6</b>   | <b>0.000</b>       | <b>132.999</b>  | <b>Quality</b>              | <b>Safety</b>                 |
| US 287-1                    | Colorado-Oklahoma State Line                    | Jct. US 160                                     | 28.9           | 0.000              | 28.914          | Quality                     | Safety                        |
| US 287-2                    | Jct. US 160                                     | Jct. CO 116                                     | 12.1           | 28.914             | 41.000          | Quality                     | Quality                       |
| US 287-3                    | Jct. CO 116                                     | South-Lamar City Limits                         | 35.4           | 41.000             | 76.470          | Quality                     | Quality                       |
| US 287-4                    | South-Lamar City Limits                         | Jct. US 50                                      | 1.8            | 76.470             | 86.000          | Quality                     | Safety                        |
| US 287-5                    | Jct. US 50                                      | Jct. CO 96                                      | 24.7           | 86.000             | 113.444         | Quality                     | Quality                       |
| US 287-6                    | Jct. CO 96                                      | Kiowa-Cheyenne Co. Line                         | 12.3           | 113.444            | 122.925         | Quality                     | Quality                       |
|                             | <b>Sub-Corridor</b>                             | <b>US 287 Total</b>                             | <b>115.3</b>   |                    |                 |                             |                               |
| <b>US 350</b>               | <b>I-25 in Trinidad</b>                         | <b>US 50 in La Junta</b>                        | <b>72.8</b>    | <b>0.000</b>       | <b>72.999</b>   | <b>Quality</b>              | <b>Safety</b>                 |
| US 350-1                    | Otero-Las Animas Co. Line                       | Jct. US 50                                      | 34.8           | 38.000             | 72.999          | Quality                     | Safety                        |
|                             | <b>Sub-Corridor</b>                             | <b>US 350 Total</b>                             | <b>34.8</b>    |                    |                 |                             |                               |
| <b>US 385</b>               | <b>US 50 in Granada</b>                         | <b>I-70 Burlington</b>                          | <b>92.5</b>    | <b>95.055</b>      | <b>188.939</b>  | <b>Safety</b>               | <b>Quality</b>                |
| US 385-1                    | Jct. US 50                                      | Jct. CO 96                                      | 27.8           | 95.055             | 122.879         | Safety                      | Quality                       |
| US 385-2                    | Jct. CO 96                                      | Kiowa-Cheyenne Co. Line                         | 11.9           | 122.879            | 135.553         | Safety                      | Quality                       |
|                             | <b>Sub-Corridor</b>                             | <b>US 385 Total</b>                             | <b>39.7</b>    |                    |                 |                             |                               |
| <b>Total</b>                |   |   | <b>772.4</b>   |                    |                 |                             |                               |
|                             |   | (Does not include 31 miles of CO 101 Extension) |                |                    |                 |                             |                               |

## Corridor Prioritization

To assist the decision-makers in assign and prioritizing corridors within the Southeast Region, a screening process was developed to establish a hierarchy. The screening and hierarchy development process consisted of the following components:

1. Determine the relative transportation need of each corridor based on the Colorado Transportation Commission's Investment Strategies of System Quality, Safety, Mobility and the Strategic Projects.
2. Assess additional factors such as total program cost, historic investment, potential for near-term completion, highway system and other critical transportation factors.
3. Consistency with the visions and priorities as established by the adjacent CDOT Regions, Transportation Planning Regions, and States.
4. Development of example investment scenarios based upon various policy focuses.

### *Screening Process*

Corridor improvements are generally undertaken to address one or more of the three basic transportation needs as identified in the Transportation Commission's Investment Program which include:

1. ***System Quality*** – to maintain and enhance the Region's investment in the existing transportation system through investments in surface treatment, bridges and general maintenance.
2. ***Safety*** – to effect physical improvements to the system and improvements in driver behavior that can assist in reducing the number, rate and severity of accidents occurring on the Region's transportation system.
3. ***Mobility*** – to increase the efficiency of people and goods movements throughout the Region.

The first step in the screening of corridors consisted of ranking each corridor link as to its relative system quality, safety and mobility needs. The criteria used to produce the relative ratings are defined below:

- ✓ **System Quality Need** – Each link was ranked according to its need in terms of surface condition and bridge condition. Although there is a third component to System Quality that is the general maintenance of the facility, due to lack of information from CDOT down to the corridor level, it is not possible to include this factor in the evaluation at this time. Therefore, for this item only surface condition and bridge condition will be utilized normalized by link length and reflective of traffic volume exposure.

For surface condition a weighted distress factor was derived by multiplying the surface condition of a particular link (1 for good, 2 for fair and 3 for poor) by the Average Annual Daily Traffic (AADT). Based on this result each of the links was ranked from 1 to 42. For Bridges, a similar distress factor was derived by multiplying the number of good bridges in a link by 1, the number of fair bridges by 5 and the number of poor bridges by 10 and summing for each link. Then each link was ranked from 1 to 42.

To get a final system quality ranking for each link, the surface condition ranking was weighted at 75% with the bridge ranking for a link weighted at 25% with the sum yielding an overall system quality rank for each of the 42 links.

- ✓ **Safety Need** – Relative safety needs were assessed using a normalized property damage rate, injury rate and fatality rate for each link. The ranking for each rate was then rated similar to how the weighted hazardous index is developed where fatalities are weighted times 12, injuries times 5 and property damage by 1. The sum of these three indexes yielded an overall safety ranking for each corridor link.
- ✓ **Mobility Need** – CDOT has been working on the development of performance measures for mobility for some time. These measures could be based on a number of factors including but not limited to:

Mobility Demand Factors:

Vehicle miles of travel  
Person miles of travel  
Person miles traveled / vehicle miles of travel  
Vehicle miles traveled / person  
Truck vehicle miles traveled  
Truck freight ton miles traveled, and  
Freight ton-miles traveled / truck vehicle mile traveled

Mobility Efficiency Factors:

- Lost person hours
- Lost freight hours
- Free flow travel time / congested travel time
- Average speed
- Congested highway miles, and
- Congested highway miles / total highway miles

However, today a performance measure for mobility has yet to be developed and implemented for mobility. In the interim, the Colorado Transportation Commission has determined that a corridor with a Volume / Capacity ratio of .85 or greater is considered congested.

Currently the Southeast TPR does not have any links that meets these criteria and only a couple in the year 2030. Regardless of this, it is important that this Transportation Plan address mobility within the Region particularly due to the implementation of the Ports to Plains trade routes, the continued growth within the Region and the influx of new development within the Region such as the new Wind Farm.

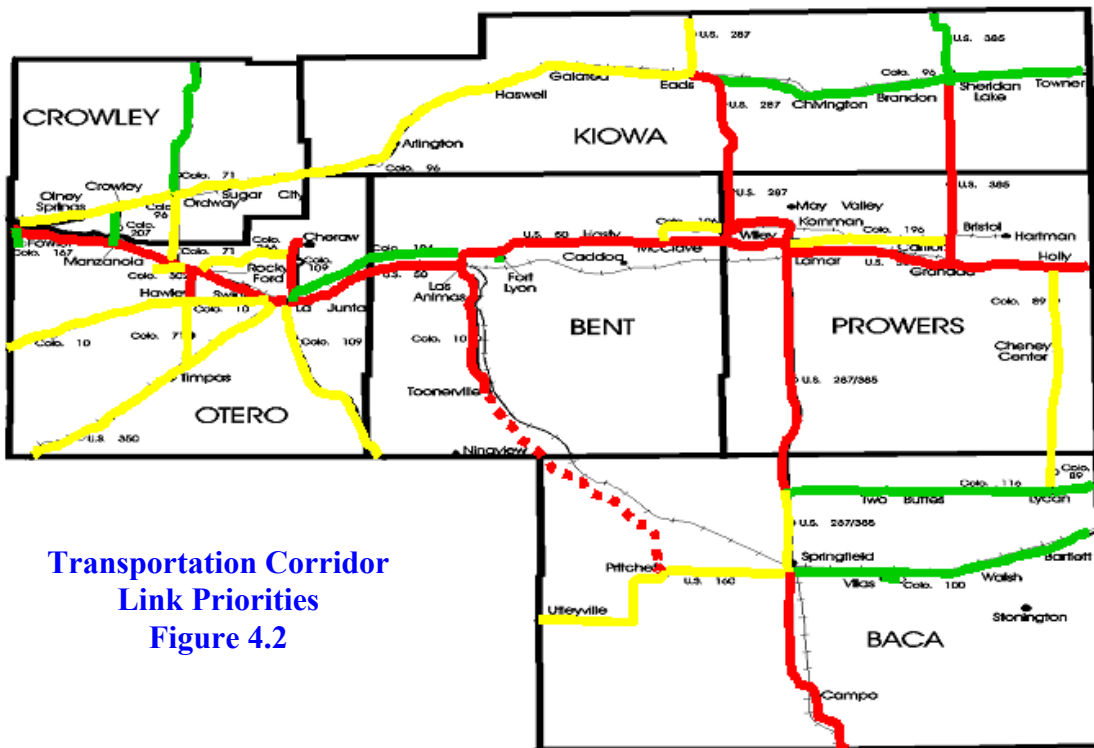
Until CDOT has developed and implemented mobility performance measures for the purposes of this plan mobility will be measured by the projected the year 2030 V/C for each link.

Total system quality, safety and mobility needs were calculated by applying the evaluation criteria to each link and summing the results. The detail data for each link is contained in Appendix B – Corridor Evaluation Data.

Results of this analysis are shown in Table 4.2, using a consumer's report format to indicate quartile distribution, (1<sup>st</sup> quartile top 10, 2<sup>nd</sup> quartile next 10, 3<sup>rd</sup> quartile next 10 and 4<sup>th</sup> quartile lowest 12).

These quartile rankings were developed to assist decision-makers in understanding the relative system quality, safety and mobility need required in each link and provide a basis of prioritization of each of the links.

The initial prioritization of the links weighs system quality, safety and mobility all equally. Table 4.2 illustrates the priority of each of the links and then puts them into one of three categories, i.e. High, Medium and Low based on the weighted priorities. Figure 4.2 portrays each link priority based on this evaluation.



**Transportation Corridor  
Link Priorities  
Figure 4.2**

However, once relative needs are established, decision-makers are then confronted with a host of other questions such as which projects within a link should be pursued or which projects support other important types of criteria.

***Secondary Screening Evaluation***

The first set of evaluation criteria outlined above helped the decision-makers prioritize each of the corridor links based upon transportation need. However, there are several other factors that may be considered in assessing the suitability for investment as well as the selection and programming specific projects. These factors relate to the potential for advanced completion, readiness for construction, state and regional commitment to the corridor. The following is a series of criteria that may be used by the decision-makers to help assess these considerations. These criteria may include but are not limited to:

- ✓ CDOT Regional Commitment
- ✓ Adjacent TPR and State Commitment
- ✓ Historical Investment
- ✓ General Program Investment
- ✓ Local / Private Sector Contribution

**Table 4.2**

**Consumer Report on Corridor Links**

| Corridor and Links  | Beginning Point            | Beginning Milepost | Ending Point                       | Ending Milepost | Segment Length | System Quality | Safety | Mobility | Overall Priority |
|---|----------------------------|--------------------|------------------------------------|-----------------|----------------|----------------|--------|----------|------------------|
| <b>CO 10 I-25 in Walsenburg US 50 in La Junta</b>         |                            |                    |                                    |                 |                |                |        |          |                  |
| CO10-1  | Pueblo-Otero County Line   | 44.000             | Jct US 50                          | 71.968          | 28.0           |                |        |          | M                |
|   | Sub-Corridor               |                    | CO 10 Total                        |                 | 28.0           |                |        |          |                  |
| <b>US 50 I-25 in Pueblo Colorado / Kansas State Line</b>  |                            |                    |                                    |                 |                |                |        |          |                  |
| US 50-1   | Pueblo-Otero County Line   | 349.000            | West La Junta City Limit           | 377.000         | 27.9           |                |        |          | H                |
| US 50-2   | West La Junta City Limit   | 377.000            | East La Junta City Limit           | 380.795         | 3.8            |                |        |          | H                |
| US 50-3   | East La Junta City Limit   | 380.795            | West Lamar City Limit              | 434.443         | 53.7           |                |        |          | H                |
| US 50-4   | West Lamar City Limit      | 434.443            | East Lamar City Limit              | 436.710         | 2.2            |                |        |          | H                |
| US 50-5   | East Lamar City Limit      | 436.710            | Colorado - Kansas State Line       | 467.583         | 30.8           |                |        |          | H                |
|   | Sub-Corridor               |                    | US 50 Total                        |                 | 118.4          |                |        |          |                  |
| <b>CO 71 US 350 in Otero Co. I-70 in Limon</b>            |                            |                    |                                    |                 |                |                |        |          |                  |
| CO 71-1   | Jct US 350                 | 0.000              | Jct CO 10                          | 10.000          | 9.4            |                |        |          | M                |
| CO 71-2   | Jct CO 10                  | 10.000             | Jct US 50                          | 16.537          | 4.9            |                |        |          | H                |
| CO 71-3   | Jct US 50                  | 16.537             | Jct CO 96                          | 26.829          | 10.2           |                |        |          | M                |
| CO 71-4   | Jct CO 96                  | 26.829             | Crowley - Lincoln County Line      | 49.000          | 22.2           |                |        |          | L                |
|   | Sub-Corridor               |                    | US 71 Total                        |                 | 46.7           |                |        |          |                  |
| <b>CO 89 CO 116 in Baca Co. US 50 in Prowers Co.</b>      |                            |                    |                                    |                 |                |                |        |          |                  |
| CO 89-1   | Jct CO 116                 | 0.000              | Jct US 50                          | 34.340          | 34.4           |                |        |          | M                |
|   | Sub-Corridor               |                    | CO 89 Total                        |                 | 34.4           |                |        |          |                  |
| <b>CO 96 I-25 in Pueblo Colorado-Kansas County Line</b>   |                            |                    |                                    |                 |                |                |        |          |                  |
| CO 96-1   | Pueblo-Crowley County Line | 88.000             | Jct CO 71                          | 107.000         | 18.4           |                |        |          | M                |
| CO 96-2   | Jct CO 71                  | 107.000            | Jct US 287                         | 169.073         | 59.5           |                |        |          | M                |
| CO 96-3   | Jct US 287                 | 169.073            | Jct CO 385                         | 193.969         | 25.0           |                |        |          | L                |
| CO 96-4   | Jct CO 385                 | 193.969            | Colorado-Kansas County Line        | 207.454         | 13.4           |                |        |          | L                |
|   | Sub-Corridor               |                    | CO 96 Total                        |                 | 116.3          |                |        |          |                  |
| <b>CO 100 US 160 in Baca Co. Vilas in Baca Co.</b>        |                            |                    |                                    |                 |                |                |        |          |                  |
| CO 100-1  | Jct US 160                 | 0.000              | Jct Main St in Vilas               | 0.419           | 0.4            |                |        |          | L                |
|   | Sub-Corridor               |                    | CO 100 Total                       |                 | 0.4            |                |        |          |                  |
| <b>CO 101 US 50 in Las Animas Toonerville in Bent Co.</b> |                            |                    |                                    |                 |                |                |        |          |                  |
| CO 101-1  | Jct US 50                  | 0.000              | Jct Bent Co. Road K in Toonerville | 21.413          | 21.3           |                |        |          | H                |
|   | Toonerville                | N/A                | Fritchett                          | N/A             | 31.0           | N/A            | N/A    | N/A      | N/A              |
|   | Sub-Corridor               |                    | CO 101 Total                       |                 | 21.3           |                |        |          |                  |

**Southeast Transportation Planning Region  
2030 Long Range Transportation Plan**

| Corridor and Links | Beginning Point                 | Beginning Milepost | Ending Point                      | Ending Milepost | Segment Length | System Quality | Safety | Mobility | Overall Priority |
|--------------------|---------------------------------|--------------------|-----------------------------------|-----------------|----------------|----------------|--------|----------|------------------|
| <b>CO 109</b>      | <b>US 160 in Las Animas Co.</b> |                    | <b>3rd St. in Chisaw</b>          |                 |                |                |        |          |                  |
| CO 109-1           | Bent-Las Animas County Line     | 28.000             | Jct. US 50                        | 56.869          | 28.3           | ●              | ●      | ○        | M                |
| CO 109-2           | Jct. US 50                      | 56.869             | Jct. 3rd St. in Chisaw            | 65.768          | 9.2            | ●              | ●      | ●        | II               |
|                    | Sub-Corridor                    |                    | CO 109 Total                      |                 | 37.5           |                |        |          |                  |
| <b>CO 116</b>      | <b>US 287 in Baca Co.</b>       |                    | <b>Colorado-Kansas State Line</b> |                 |                |                |        |          |                  |
| CO 116-1           | Jct. US 287                     | 0.000              | Jct. CO 89                        | 28.000          | 28.0           | ○              | ●      | ○        | L                |
| CO 116-2           | Jct. CO 89                      | 28.000             | Colorado-Kansas State Line        | 32.322          | 4.3            | ○              | ○      | ○        | L                |
|                    | Sub-Corridor                    |                    | CO 116 Total                      |                 | 32.3           |                |        |          |                  |
| <b>US 160</b>      | <b>US 160 in Trinidad</b>       |                    | <b>Colorado-Kansas State Line</b> |                 |                |                |        |          |                  |
| US 160-1           | Baca-Las Animas County Line     | 431.691            | Jct. US 287                       | 464.687         | 32.9           | ○              | ●      | ○        | M                |
| US 160-2           | Jct. US 287                     | 464.687            | Colorado-Kansas State Line        | 496.999         | 32.4           | ○              | ○      | ○        | L                |
|                    | Sub-Corridor                    |                    | CO 160 Total                      |                 | 65.3           |                |        |          |                  |
| <b>CO 167</b>      | <b>Otero Co. Rd JJ</b>          |                    | <b>CO 96 in Crowley Co.</b>       |                 |                |                |        |          |                  |
| CO 167-1           | Jct. CO 96                      | 0.000              | Jct. US 50                        | 1.742           | 1.8            | ●              | ●      | ○        | M                |
| CO 167-2           | Jct. US 50                      | 1.742              | Jct. Otero Co. Road II            | 4.860           | 3.1            | ○              | ○      | ●        | L                |
|                    | Sub-Corridor                    |                    | CO 167 Total                      |                 | 4.9            |                |        |          |                  |
| <b>CO 183</b>      | <b>US 50 in Bent Co.</b>        |                    | <b>Bent Co. Road HH</b>           |                 |                |                |        |          |                  |
| CO 183-1           | Jct. US 50                      | 0.000              | Jct. Bent Co. Road HH             | 1.000           | 1.0            | ○              | ○      | ○        | L                |
|                    | Sub-Corridor                    |                    | CO 183 Total                      |                 | 1.0            |                |        |          |                  |
| <b>CO 194</b>      | <b>CO 109 in Otero Co.</b>      |                    | <b>US 50 in Bent Co.</b>          |                 |                |                |        |          |                  |
| CO 194-1           | Jct. CO 109                     | 0.000              | Jct. US 50                        | 19.997          | 19.8           | ●              | ●      | ○        | L                |
|                    | Sub-Corridor                    |                    | CO 194 Total                      |                 | 19.8           |                |        |          |                  |
| <b>CO 196</b>      | <b>US 50 in Bent Co.</b>        |                    | <b>US 385 in Frowers Co.</b>      |                 |                |                |        |          |                  |
| CO 196-1           | Jct. US 50                      | 0.000              | Jct. US 287                       | 9.000           | 9.0            | ○              | ●      | ●        | M                |
| CO 196-2           | Jct. US 287                     | 9.000              | Jct. Frowers Co. Road S           | 19.000          | 9.9            | ●              | ●      | ●        | II               |
| CO 196-3           | Jct. Frowers Co. Road S         | 19.000             | Jct. US 385                       | 35.637          | 16.7           | ●              | ●      | ●        | II               |
|                    | Sub-Corridor                    |                    | CO 196 Total                      |                 | 35.7           |                |        |          |                  |
| <b>CO 202</b>      | <b>US 50 in Otero Co.</b>       |                    | <b>Otero Co. Road 16</b>          |                 |                |                |        |          |                  |
| CO 202-1           | Jct. US 50                      | 0.000              | Jct. Otero Co. Road 16            | 2.999           | 3.2            | ●              | ○      | ●        | M                |
|                    | Sub-Corridor                    |                    | CO 202 Total                      |                 | 3.2            |                |        |          |                  |

**Southeast Transportation Planning Region  
2030 Long Range Transportation Plan**

| Corridor and Links | Beginning Point                     | Beginning Milepost | Ending Point                 | Ending Milepost | Segment Length | System Quality                                  | Safety | Mobility | Overall |
|--------------------|-------------------------------------|--------------------|------------------------------|-----------------|----------------|---|--------|----------|---------|
| <b>CO 207</b>      | <b>US 50 in Crowley Co.</b>         |                    | <b>Co 96 in Crowley Co.</b>  |                 |                |   |        |          |         |
| <b>CO 207-1</b>    | Jct. US 50                          | 0.000              | Jct. CO 96                   | 5.935           | 5.9            |   |        |          | L       |
|                    | <b>Sub-Corridor</b>                 |                    | <b>CO 207 Total</b>          |                 | <b>5.9</b>     |   |        |          |         |
| <b>CO 266</b>      | <b>US 50 in Rocky Ford</b>          |                    | <b>CO 109 in Crowley Co.</b> |                 |                |   |        |          |         |
| <b>CO 266-1</b>    | Jct. US 50                          | 0.000              | Jct. CO 109                  | 11.516          | 11.4           |   |        |          | M       |
|                    | <b>Sub-Corridor</b>                 |                    | <b>CO 266 Total</b>          |                 | <b>11.4</b>    |   |        |          |         |
| <b>US 287</b>      | <b>Colorado-Oklahoma State Line</b> |                    | <b>I-70 in Limon</b>         |                 |                |   |        |          |         |
| <b>US 287-1</b>    | Colorado-Oklahoma State Line        | 0.000              | Jct. US 160                  | 28.914          | 28.9           |   |        |          | H       |
| <b>US 287-2</b>    | Jct. US 160                         | 28.914             | Jct. CO 116                  | 41.000          | 12.1           |   |        |          | M       |
| <b>US 287-3</b>    | Jct. CO 116                         | 41.000             | South-Lamar City Limits      | 76.470          | 35.4           |   |        |          | H       |
| <b>US 287-4</b>    | South-Lamar City Limits             | 76.470             | Jct. US 50                   | 86.000          | 1.8            |   |        |          | H       |
| <b>US 287-5</b>    | Jct. US 50                          | 86.000             | Jct. CO 96                   | 113.444         | 24.7           |   |        |          | H       |
| <b>US 287-6</b>    | Jct. CO 96                          | 113.444            | Kiowa-Cheyenne Co. Line      | 122.925         | 12.3           |   |        |          | M       |
|                    | <b>Sub-Corridor</b>                 |                    | <b>US 287 Total</b>          |                 | <b>115.3</b>   |   |        |          |         |
| <b>US 350</b>      | <b>I-25 in Trinidad</b>             |                    | <b>US 50 in La Junta</b>     |                 |                |   |        |          |         |
| <b>US 350-1</b>    | Otero-Las Animas Co. Line           | 38.000             | Jct. US 50                   | 72.999          | 34.8           |   |        |          | M       |
|                    | <b>Sub-Corridor</b>                 |                    | <b>US 350 Total</b>          |                 | <b>34.8</b>    |   |        |          |         |
| <b>US 385</b>      | <b>US 50 in Granada</b>             |                    | <b>I-70 Burlington</b>       |                 |                |   |        |          |         |
| <b>US 385-1</b>    | Jct. US 50                          | 95.055             | Jct. CO 96                   | 122.879         | 27.8           |   |        |          | H       |
| <b>US 385-2</b>    | Jct. CO 96                          | 122.879            | Kiowa-Cheyenne Co. Line      | 135.553         | 11.9           |   |        |          | L       |
|                    | <b>Sub-Corridor</b>                 |                    | <b>US 385 Total</b>          |                 | <b>39.7</b>    |   |        |          |         |
| <b>Total</b>       |                                     |                    |                              |                 | <b>772.4</b>   |   |        |          |         |
|                    |                                     |                    |                              |                 |                | (Does not include 31 miles of CO 101 Extension) |        |          |         |
|                    |                                     |                    | 1st Quartile                 |                 |                |   |        |          |         |
|                    |                                     |                    | 2nd Quartile                 |                 |                |   |        |          |         |
|                    |                                     |                    | 3rd Quartile                 |                 |                |   |        |          |         |
|                    |                                     |                    | 4th Quartile                 |                 |                |   |        |          |         |



## Chapter

# 5

# Preferred Transportation Plan

*This chapter presents the 2030 Preferred Transportation Plan for the Southeast Transportation Planning Region (TPR). Previous Long Range Transportation Plans were primarily comprised of a prioritized list of projects for each individual transportation mode that lacked links to performance measures, transportation policies and an overall vision for transportation within the Region. As discussed in previous chapters, in the development of the 2030 Long Range Transportation Plan, the concept of Corridor Visions was introduced as a new approach to providing multi-modal solutions to the various needs encountered along the transportation corridors within the Region.*

## Transportation Vision and Objectives

Early in the study process for the 2030 Regional Transportation Plan, the following transportation vision statement was developed for Southeast Colorado:

***“To position Southeast Colorado to compete for economic development opportunities by strengthening the transportation infrastructure to support the effective, efficient and safe movement of people and goods.”***

With this vision as a foundation, specific objectives and performance measures were developed which were based on the Investment Strategies adopted by the Colorado Transportation Commission. The specific objectives and subsequent performance measures are discussed in detail in Chapter 3.

## Transportation Corridors

Transportation corridors were established along each State Highway corridor within the Region simply for ease of identification. Although each corridor will follow a specific highway, it is not limited to simply the highway mode but includes all modes along that corridor including highway, transit, aviation, rail and bicycles.

Chapter 4 describes in detail the process and criteria used to identify each corridor. Several of the corridors began and/or ended outside of the Southeast TPR boundaries. In these cases, a sub-corridor was identified which contained only that portion which was within the Southeast TPR. In addition, to assist in the prioritization of the corridors and ultimately the selection of specific projects for the Statewide Transportation Improvement Program (STIP), corridor links were identified for each corridor and are described in more detail in Chapter 4. The exception to this was the local area transit services and air travel that do not lend themselves to this corridor approach. Each of these was handled separately and is identified as individual components of the transportation plan.

## Corridors Prioritization

Once the corridors were identified, then a detailed analysis was conducted on each corridor including a review of the current and projected condition of each corridor. This along with the vision and objectives for the overall transportation system in the Region, each corridor was then evaluated and prioritized. Instead of trying to establish an individual priority for each corridor and to maintain as much flexibility as possible in the Long Range Plan, upon completion of the analysis, each corridor was then put into one of the following priority categories: High, Medium or Low. Chapter 4 describes in detail the process and criteria used to prioritize each of the Transportation corridors. Based on the vision, objectives and the analysis presented, the following overall corridor priorities were established:

### Highest Priority Corridors (grouped and not individual priorities):

- US 287 Corridor (including inter-city transit service)
- US 50 Corridor (including inter-city transit service and rail service)
- SH 101 Corridor (from US 50 to Pritchett and rail service within the corridor)
- SH 96 Corridor (including rail service along the corridor)
- SH 109 Corridor
- Maintaining and improving rail freight in all counties
- Maintaining and improving existing public transit, specialized transportation and intercity bus services in the region
- Maintaining and improving general aviation and passenger air service

**Medium Priority Corridors (grouped and not individual priorities):**

- SH 10 Corridor    - SH 71 Corridor    - SH 89 Corridor
- SH 196 Corridor - SH 202 Corridor - SH 266 Corridor
- US 350 Corridor - US 385 Corridor

**Lowest Priority Corridors (grouped and not individual priorities):**

- SH 100 Corridor - SH 116 Corridor - US 160 Corridor
- SH 167 Corridor - SH 183 Corridor - SH 194 Corridor
- SH 207 Corridor

A corridor vision and strategy for each corridor along with the an aviation and specialized transit elements is contained in the “Preferred” Transportation Plan contained in this chapter and is broken into the following three sections:

- Corridor Priorities and Strategies
- Preferred Transit Element
- Preferred Aviation Element

**Costs to Complete Corridors**

The costs to complete the identified roadway needs in each corridor was prepared by CDOT–Region 2 staff. Table 5.1 outlines the unit costs utilized in the development of these costs.

**Table 5.1  
Assumed Costs per Strategy**

| Strategy                                | Unit | Cost          | PE/CE | Total         |
|---|------|---------------|-------|---------------|
| Intersections                           | ea   | \$ 750,000    | 50%   | \$ 1,125,000  |
| Reconstruction (2)                      | mi   | \$ 1,250,000  | 50%   | \$ 1,875,000  |
| Reconstruction (4)                      | mi   | \$ 2,500,000  | 50%   | \$ 3,750,000  |
| Minor Widening/Shoulders/Geometrics (2) | mi   | \$ 750,000    | 50%   | \$ 1,125,000  |
| Minor Widening/Shoulders/Geometrics (4) | mi   | \$ 1,500,000  | 50%   | \$ 2,250,000  |
| Interchange Reconstruction              | ea   | \$ 10,000,000 | 50%   | \$ 15,000,000 |
| Interchange (new)                       | ea   | \$ 20,000,000 | 50%   | \$ 30,000,000 |
| Bike/ped Reconstruction                 | mi   | \$ 250,000    | 50%   | \$ 375,000    |
| Bike/ped Construction                   | mi   | \$ 500,000    | 50%   | \$ 750,000    |

PE/CE includes studies, utilites, ROW and contingencies

For the US 50 and US 287 corridors, cost information was taken from recent studies for each of these corridors. For the rest of the corridors in the high priority and medium priority, unit costs were developed to address shortfalls in roadway geometrics, primarily shoulders, except for the SH 101 corridor.

The costs for the SH 101 corridor also includes the extension of the roadway from Toonerville to Prichett to a new 2-lane paved facility. All the needs for the low priority corridors were assumed to be addressed as part of the Transportation Commission's Statewide programs for Surface Treatment, Bridge Replacement and Safety and therefore not included as part of this plan.

*No additional costs were included for any of the corridors for Surface Treatment and Bridge Replacement as these were assumed to be covered under the Transportation Commission's Statewide programs.*

A detail summary of the costs of each corridor is contained in Table 5.2.

The costs for the transit element of the plan was based on current operating levels taken from the Transit Surveys and inflated by 3% per year. The transit vehicle replacement costs were based on a total cost of \$45,000 per vehicle with a replacement cycle of every 5 years except for the large bus for the City of La Junta transit that has a unit cost of \$120,000 and a replacement cycle of 10 years.

The costs for the aviation element were developed by the CDOT Division of Aeronautics and were incorporated verbatim.

## **Local Transportation Needs**

Although the local transportation system (roadway and bridges) are a critical component in the overall transportation system in the Region as well as the State, they are not included in this Transportation Plan per the direction of the Colorado Department of Transportation (CDOT). These needs are being addressed in a separate effort being conducted by CDOT's Division of Transportation Development and will be outlined in a separate document.

**Table 5.2  
Southeast TPR Corridor Cost Estimates**

**Southeast Transportation Planning Region  
2030 Long Range Transportation Plan**

| Corridor   | Total TPR Corridor Miles | Mode        | Strategy   | Quantity    | Unit | Unit Price     | Location Factor | Application Factor | Cost           | Mode Total      | System Quality |                |               | Safety     |                |               | Mobility |                |                 |
|--|--------------------------|-------------|--|-------------|------|----------------|-----------------|--------------------|----------------|-----------------|----------------|----------------|---------------|------------|----------------|---------------|----------|----------------|-----------------|
|  |                          |             |  |             |      |                |                 |                    |                |                 | %              | Cost           | Mode          | %          | Cost           | Mode          | %        | Cost           | Mode            |
| SH 10  | 28                       | Roadway     | Corridor geometrics/shoulders                            | 28          | mi   | \$ 1,125,000   | 100%            | 100%               | \$ 31,500,000  | \$31,500,000    | 25%            | \$ 7,875,000   | \$ 7,875,000  | 75%        | \$ 23,625,000  | \$ 23,625,000 | \$ -     | \$ -           | \$ -            |
| US 50  | 118                      | Roadway     | 4 lane equivalent  | 1           | LS   | \$ 848,000,000 | 100%            | 100%               | \$ 848,000,000 | \$1,724,000,000 | 15%            | \$ 127,200,000 | \$127,200,000 | 15%        | \$ 127,200,000 | \$127,200,000 | 70%      | \$ 593,600,000 | \$1,469,600,000 |
|  |                          |             | Local Realignments                                       | 1           | LS   | \$ 876,000,000 | 100%            | 100%               | \$ 876,000,000 |                 | \$ -           | \$ -           |               | 100%       | \$ 876,000,000 |               |          |                |                 |
|  |                          | Transit     | Vehicle Replacement (Golden Age Transit of Bent Co.)     | 1           | LS   | \$ 225,000     | 100%            | 100%               | \$ 225,000     | \$5,429,225     | 100%           | \$ 225,000     | \$915,000     | \$ -       | \$0            | \$ -          | 100%     | \$ 909,175     | \$4,514,225     |
|  |                          |             | Transit Operating Funds (Golden Age Transit of Bent Co.) | 1           | LS   | \$ 909,175     | 100%            | 100%               | \$ 909,175     |                 | \$ -           | \$ -           |               | \$ -       |                |               |          |                |                 |
|  |                          |             | Vehicle Replacement (La Junta Transit Service)           | 1           | LS   | \$ 690,000     | 100%            | 100%               | \$ 690,000     |                 | \$ -           | \$ -           |               | \$ -       |                |               |          |                |                 |
|  |                          |             | Transit Operating Funds (La Junta Transit Service)       | 1           | LS   | \$ 3,605,050   | 100%            | 100%               | \$ 3,605,050   |                 | \$ -           | \$ -           |               | \$ -       |                |               |          |                |                 |
|  |                          | Aeronautics | Install rotating beacon (Holly)                          | 1           | LS   | \$15,000       | 100%            | 100%               | \$ 15,000      | \$16,143,161    | \$ -           | \$6,567,000    | 100%          | \$ 15,000  | \$4,273,111    | \$ -          | 100%     | \$ -           | \$5,303,050     |
|  |                          |             | Public restrooms and telephones (Holly)                  | 1           | LS   | \$6,000        | 100%            | 100%               | \$ 6,000       |                 | 100%           |                | \$ 6,000      | \$ -       |                |               |          |                |                 |
|  |                          |             | Aircraft apron and vehicle parking (Holly)               | 1           | LS   | \$50,000       | 100%            | 100%               | \$ 50,000      |                 | 100%           |                | \$ 50,000     | \$ -       |                |               |          |                |                 |
|  |                          |             | Construct SRE Building (Holly)                           | 1           | LS   | \$100,000      | 100%            | 100%               | \$ 100,000     |                 | \$ -           |                | 100%          | \$ 100,000 |                | \$ -          |          |                |                 |
|  |                          |             | Land Acquisition and landside development (Holly)        | 1           | LS   | \$3,000,000    | 100%            | 100%               | \$ 3,000,000   |                 | \$ -           |                | \$ -          | 100%       |                | \$ 3,000,000  |          | \$ -           |                 |
|  |                          |             | Hangar Construction (Holly)                              | 1           | LS   | \$500,000      | 100%            | 100%               | \$ 500,000     |                 | \$ -           |                | \$ -          | 100%       |                | \$ 500,000    |          | \$ -           |                 |
|  |                          |             | On site weather reporting equipment (Holly)              | 1           | LS   | \$130,000      | 100%            | 100%               | \$ 130,000     |                 | \$ -           |                | \$ -          | 100%       |                | \$ 130,000    |          | \$ -           |                 |
|  |                          |             | Overlay big hangar area (La Junta)                       | 1           | LS   | \$340,000      | 100%            | 100%               | \$ 340,000     |                 | 100%           |                | \$ 340,000    | \$ -       |                |               |          |                |                 |
|  |                          |             | Crack fill/slurry seal and remark runway 8-26 (La Junta) | 1           | LS   | \$200,000      | 100%            | 100%               | \$ 200,000     |                 | 100%           |                | \$ 200,000    | \$ -       |                |               |          |                |                 |
|  |                          |             | Airport Layout Plan Update (La Junta)                    | 1           | LS   | \$111,111      | 100%            | 100%               | \$ 111,111     |                 | \$ -           |                | 100%          | \$ 111,111 |                | \$ -          |          |                |                 |
|  |                          |             | Rehab Runway 12-30 (La Junta)                            | 1           | LS   | \$815,000      | 100%            | 100%               | \$ 815,000     |                 | 100%           |                | \$ 815,000    | \$ -       |                |               |          |                |                 |
| Install MITL for 8-26 (La Junta)                       | 1                        |             | LS   | \$750,000   | 100% | 100%           | \$ 750,000      | \$ -               | 100%           |                 | \$ 750,000     |                | \$ -          |            |                |               |          |                |                 |
| Reconstruct 12-30 (La Junta)                           | 1                        |             | LS   | \$3,000,000 | 100% | 100%           | \$ 3,000,000    | 100%               | \$ 3,000,000   |                 | \$ -           |                |               |            |                |               |          |                |                 |
| Overlay runway 8-26 (La Junta)                         | 1                        | LS          | \$1,500,000  | 100%        | 100% | \$ 1,500,000   | 100%            | \$ 1,500,000       | \$ -           |                 |                |                |               |            |                |               |          |                |                 |
| Repave Airport entrance road (La Junta)                | 1                        | LS          | \$300,000  | 100%        | 100% | \$ 300,000     | 100%            | \$ 300,000         | \$ -           |                 |                |                |               |            |                |               |          |                |                 |
| Construct parallel taxiway for runway 12-30 (La Junta) | 1                        | LS          | \$1,500,000  | 100%        | 100% | \$ 1,500,000   | \$ -            | 100%               | \$ 1,500,000   | \$ -            |                |                |               |            |                |               |          |                |                 |

**Table 5.2  
Southeast TPR Corridor Cost Estimates**

**Southeast Transportation Planning Region  
2030 Long Range Transportation Plan**

|                  |     |                        |  |     |    |              |      |      |                |               |      |               |               |              |               |               |           |      |
|------------------|-----|------------------------|--|-----|----|--------------|------|------|----------------|---------------|------|---------------|---------------|--------------|---------------|---------------|-----------|------|
| US 50<br>(cont.) |     | Aeronautics<br>(cont.) | Develop helipad + lighting (La Junta)                          | 1   | LS | \$1,500,000  | 100% | 100% | \$ 1,500,000   |               | \$ - |               | \$ -          |              | 100%          | \$ 1,500,000  |           |      |
|                  |     |                        | Pavement preservation runways 12-30 and 8-26 (La Junta)        | 1   | LS | \$350,000    | 100% | 100% | \$ 350,000     |               | 100% | \$ 350,000    |               | \$ -         |               | \$ -          |           |      |
|                  |     |                        | Grading and drainage for new runway (Las Animas)               | 1   | LS | \$519,000    | 100% | 100% | \$ 519,000     |               |      | \$ -          | 100%          | \$ 519,000   |               | \$ -          |           |      |
|                  |     |                        | Construct new runway including lighting and PAPI (Las Animas)  | 1   | LS | \$1,164,000  | 100% | 100% | \$ 1,164,000   |               |      | \$ -          | 100%          | \$ 1,164,000 |               | \$ -          |           |      |
|                  |     |                        | Expand aircraft apron (Las Animas)                             | 1   | LS | \$173,050    | 100% | 100% | \$ 173,050     |               |      | \$ -          |               | \$ -         | 100%          | \$ 173,050    |           |      |
|                  |     |                        | AWOS (Las Animas)  | 1   | LS | \$96,000     | 100% | 100% | \$ 96,000      |               |      | \$ -          | 100%          | \$ 96,000    |               | \$ -          |           |      |
|                  |     |                        | Install Rotating Beacon (Las Animas)                           | 1   | LS | \$15,000     | 100% | 100% | \$ 15,000      |               |      | \$ -          | 100%          | \$ 15,000    |               | \$ -          |           |      |
|                  |     |                        | Install low intensity runway lights or reflectors (Las Animas) | 1   | LS | \$3,000      | 100% | 100% | \$ 3,000       |               |      | \$ -          | 100%          | \$ 3,000     |               | \$ -          |           |      |
|                  |     |                        | Public restrooms and telephones (Las Animas)                   | 1   | LS | \$6,000      | 100% | 100% | \$ 6,000       |               | 100% | \$ 6,000      |               | \$ -         |               | \$ -          |           |      |
| SH 71            | 47  | Roadway                | Corridor geometrics/shoulders                                  | 47  | mi | \$ 1,125,000 | 100% | 100% | \$ 52,875,000  | \$52,875,000  | 25%  | \$ 13,218,750 | \$ 13,218,750 | 75%          | \$ 39,656,250 | \$ 39,656,250 | \$ -      | \$ - |
|                  |     | Transit                | Vehicle Replacement (New Service for Crowley Co.)              | 1   | LS | \$ 270,000   | 100% | 100% | \$ 270,000     | \$791,350     | 100% | \$ 270,000    | \$270,000     | \$ -         | \$0           | \$ -          | \$ -      |      |
|                  |     |                        | Transit Operating Funds (New Service for Crowley Co.)          | 1   | LS | \$ 521,350   | 100% | 100% | \$ 521,350     |               | \$ - | \$ -          |               | 100%         |               | \$ 521,350    | \$521,350 |      |
| SH 89            | 34  | Roadway                | Corridor geometrics/shoulders                                  | 34  | mi | \$ 1,125,000 | 100% | 100% | \$ 38,250,000  | \$38,250,000  | 25%  | \$ 9,562,500  | \$ 9,562,500  | 75%          | \$ 28,687,500 | \$ 28,687,500 | \$ -      | \$ - |
| SH 96            | 116 | Roadway                | Corridor geometrics/shoulders                                  | 116 | mi | \$ 1,125,000 | 100% | 100% | \$ 130,500,000 | \$130,500,000 | 25%  | \$ 32,625,000 | \$ 32,625,000 | 75%          | \$ 97,875,000 | \$ 97,875,000 | \$ -      | \$ - |
| SH 100           | 0.5 | Roadway                |  |     |    |              | 100% | 100% | \$ -           | \$0           | \$ - | \$ -          | \$ -          | \$ -         | \$ -          | \$ -          | \$ -      |      |
| SH 101 (i)       | 21  | Roadway                | Corridor geometrics/shoulders                                  | 21  | mi | \$ 1,125,000 | 100% | 100% | \$ 23,625,000  | \$23,625,000  | \$ - | \$ -          | \$ -          | \$ -         | \$ -          | \$ -          | \$ -      |      |
| SH 101 (ii)      | 31  | Roadway                | New paved 2 lane   | 31  | mi | \$ 1,875,000 | 100% | 100% | \$ 58,125,000  | \$58,125,000  | \$ - | \$ -          | \$ -          | \$ -         | \$ -          | \$ -          | \$ -      |      |
| SH 109           | 38  | Roadway                | Corridor geometrics/shoulders                                  | 38  | mi | \$ 1,125,000 | 100% | 100% | \$ 42,750,000  | \$42,750,000  | 25%  | \$ 10,687,500 | \$ 10,687,500 | 75%          | \$ 32,062,500 | \$ 32,062,500 | \$ -      | \$ - |
| SH 116           | 32  | Roadway                |  |     |    |              | 100% | 100% | \$ -           | \$0           | \$ - | \$ -          | \$ -          | \$ -         | \$ -          | \$ -          | \$ -      |      |

**Table 5.2  
Southeast TPR Corridor Cost Estimates**

**Southeast Transportation Planning Region  
2030 Long Range Transportation Plan**

|        |     |         |   |    |    |               |      |      |               |               |      |               |               |              |               |               |      |               |               |
|--------|-----|---------|---|----|----|---------------|------|------|---------------|---------------|------|---------------|---------------|--------------|---------------|---------------|------|---------------|---------------|
| US 160 | 65  | Roadway |   |    |    |               | 100% | 100% | \$ -          | \$0           | \$ - | \$ -          | \$ -          | \$ -         | \$ -          | \$ -          |      |               |               |
| SH 167 | 5   | Roadway |   |    |    |               | 100% | 100% | \$ -          | \$0           | \$ - | \$ -          | \$ -          | \$ -         | \$ -          | \$ -          |      |               |               |
| SH 167 | 5   | Roadway |   |    |    |               | 100% | 100% | \$ -          | \$0           | \$ - | \$ -          | \$ -          | \$ -         | \$ -          | \$ -          |      |               |               |
| SH 183 | 1   | Roadway |   |    |    |               | 100% | 100% | \$ -          | \$0           | \$ - | \$ -          | \$ -          | \$ -         | \$ -          | \$ -          |      |               |               |
| SH 194 | 20  | Roadway |   |    |    |               | 100% | 100% | \$ -          | \$0           | \$ - | \$ -          | \$ -          | \$ -         | \$ -          | \$ -          |      |               |               |
| SH 196 | 36  | Roadway | Corridor geometrics/shoulders                           | 36 | mi | \$ 1,125,000  | 100% | 100% | \$ 40,500,000 | \$40,500,000  | 25%  | \$ 10,125,000 | \$ 10,125,000 | 75%          | \$ 30,375,000 | \$ 30,375,000 | \$ - | \$ -          |               |
| SH 202 | 3   | Roadway | Corridor geometrics/shoulders                           | 3  | mi | \$ 1,125,000  | 100% | 100% | \$ 3,375,000  | \$3,375,000   | 25%  | \$ 843,750    | \$ 843,750    | 75%          | \$ 2,531,250  | \$ 2,531,250  | \$ - | \$ -          |               |
| SH 207 | 6   | Roadway |   |    |    |               | 100% | 100% | \$ -          | \$0           | \$ - | \$ -          | \$ -          | \$ -         | \$ -          | \$ -          | \$ - |               |               |
| SH 266 | 11  | Roadway | Corridor geometrics/shoulders                           | 11 | mi | \$ 1,125,000  | 100% | 100% | \$ 12,375,000 | \$12,375,000  | 25%  | \$ 3,093,750  | \$ 3,093,750  | 75%          | \$ 9,281,250  | \$ 9,281,250  | \$ - | \$ -          |               |
| US 287 | 115 | Roadway | Complete 287 "super 2" (03 estimate)                    | 1  | LS | \$ 40,000,000 | 100% | 100% | \$ 40,000,000 | \$138,600,000 | 15%  | \$ 6,000,000  | \$6,000,000   | 15%          | \$ 6,000,000  | \$6,000,000   | 70%  | \$ 28,000,000 | \$126,600,000 |
|        |     |         | Lamar Bypass (phase I) (03 estimate)                    | 1  | LS | \$ 72,600,000 | 100% | 100% | \$ 72,600,000 |               | \$ - | \$ -          |               | 100%         | \$ 72,600,000 |               |      |               |               |
|        |     |         | Lamar Bypass (phase II) (03 estimate)                   | 1  | LS | \$ 26,000,000 | 100% | 100% | \$ 26,000,000 |               | \$ - | \$ -          |               | 100%         | \$ 26,000,000 |               |      |               |               |
|        |     | Transit | Vehicle Replacement (Baca Co. Seniors)                  | 1  | LS | \$ 225,000    | 100% | 100% | \$ 225,000    | \$8,696,263   | 100% | \$ 225,000    | \$1,710,000   | \$ -         | \$0           | \$ -          | 100% | \$ -          | \$6,986,263   |
|        |     |         | Transit Operating Funds (Baca Co. Seniors)              | 1  | LS | \$ 792,225    | 100% | 100% | \$ 792,225    |               | \$ - | \$ -          |               | \$ 792,225   |               |               |      |               |               |
|        |     |         | Vehicle Replacement (Kiowa Co. Transit)                 | 1  | LS | \$ 495,000    | 100% | 100% | \$ 495,000    |               | 100% | \$ 495,000    |               | \$ -         |               | \$ -          |      |               |               |
|        |     |         | Transit Operating Funds (Kiowa Co. Transit)             | 1  | LS | \$ 521,353    | 100% | 100% | \$ 521,353    |               | \$ - | \$ -          |               | \$ 521,353   |               |               |      |               |               |
|        |     |         | Vehicle Replacement (Prowers Area Transit Services)     | 1  | LS | \$ 990,000    | 100% | 100% | \$ 990,000    |               | 100% | \$ 990,000    |               | \$ -         |               | \$ -          |      |               |               |
|        |     |         | Transit Operating Funds (Prowers Area Transit Services) | 1  | LS | \$ 5,672,685  | 100% | 100% | \$ 5,672,685  |               | \$ - | \$ -          |               | \$ 5,672,685 |               |               |      |               |               |

**Table 5.2  
Southeast TPR Corridor Cost Estimates**

**Southeast Transportation Planning Region  
2030 Long Range Transportation Plan**

|                                 |             |   |             |      |              |      |           |      |            |              |      |    |              |            |    |           |             |    |           |             |
|---------------------------------|-------------|---|-------------|------|--------------|------|-----------|------|------------|--------------|------|----|--------------|------------|----|-----------|-------------|----|-----------|-------------|
| US 287<br>(cont)                | Aeronautics | Increase runway length from 3860 to 4160 (Eads) | 1           | LS   | \$100,000    | 100% | 100%      | \$   | 100,000    | \$30,284,667 | \$   | -  | \$16,626,000 | 100%       | \$ | 100,000   | \$8,613,167 | \$ | -         | \$5,645,500 |
|                                 |             | Widen runway from 55' to 60' (Eads)             | 1           | LS   | \$154,000    | 100% | 100%      | \$   | 154,000    |              | \$   | -  |              | 100%       | \$ | 154,000   |             | \$ | -         |             |
|                                 |             | Construct taxiway or turnarounds (Eads)         | 1           | LS   | \$288,000    | 100% | 100%      | \$   | 288,000    |              | \$   | -  |              | 100%       | \$ | 288,000   |             | \$ | -         |             |
|                                 |             | Install rotating beacon (Eads)                  | 1           | LS   | \$15,000     | 100% | 100%      | \$   | 15,000     |              | \$   | -  |              | 100%       | \$ | 15,000    |             | \$ | -         |             |
|                                 |             | Runway end identifier lights (Eads)             | 1           | LS   | \$12,000     | 100% | 100%      | \$   | 12,000     |              | \$   | -  |              | 100%       | \$ | 12,000    |             | \$ | -         |             |
|                                 |             | PAPI/VASI System (Eads)                         | 1           | LS   | \$30,000     | 100% | 100%      | \$   | 30,000     |              | \$   | -  |              | 100%       | \$ | 30,000    |             | \$ | -         |             |
|                                 |             | On site weather observation system (Eads)       | 1           | LS   | \$130,000    | 100% | 100%      | \$   | 130,000    |              | \$   | -  |              | 100%       | \$ | 130,000   |             | \$ | -         |             |
|                                 |             | Public restrooms and telephones (Eads)          | 1           | LS   | \$6,000      | 100% | 100%      | \$   | 6,000      |              | 100% | \$ |              | 6,000      | \$ | -         |             | \$ | -         |             |
|                                 |             | Install REILs and RDR's runway 8-26 (Lamar)     | 1           | LS   | \$86,667     | 100% | 100%      | \$   | 86,667     |              | \$   | -  |              | 100%       | \$ | 86,667    |             | \$ | -         |             |
|                                 |             | 2. Reconstruct aircraft parking ramp (Lamar)    | 1           | LS   | \$1,020,000  | 100% | 100%      | \$   | 1,020,000  |              | 100% | \$ |              | 1,020,000  | \$ | -         |             | \$ | -         |             |
|                                 |             | Construct commercial hangar (Lamar)             | 1           | LS   | \$600,000    | 100% | 100%      | \$   | 600,000    |              | \$   | -  |              | \$         | -  | 100%      |             | \$ | 600,000   |             |
|                                 |             | EA - runway 26 extension (Lamar)                | 1           | LS   | \$80,000     | 100% | 100%      | \$   | 80,000     |              | \$   | -  |              | 100%       | \$ | 80,000    |             | \$ | -         |             |
|                                 |             | Install MALSR Runway 36 (Lamar)                 | 1           | LS   | \$300,000    | 100% | 100%      | \$   | 300,000    |              | \$   | -  |              | 100%       | \$ | 300,000   |             | \$ | -         |             |
|                                 |             | Construct de-ice pad (Lamar)                    | 1           | LS   | \$150,000    | 100% | 100%      | \$   | 150,000    |              | \$   | -  |              | 100%       | \$ | 150,000   |             | \$ | -         |             |
|                                 |             | Extend runway 8-26 (Lamar)                      | 1           | LS   | \$175,000    | 100% | 100%      | \$   | 175,000    |              | \$   | -  |              | 100%       | \$ | 175,000   |             | \$ | -         |             |
|                                 |             | Widen runway 8-26 to 75' (Lamar)                | 1           | LS   | \$1,500,000  | 100% | 100%      | \$   | 1,500,000  |              | \$   | -  |              | 100%       | \$ | 1,500,000 |             | \$ | -         |             |
|                                 |             | Construct General Aviation ramp (Lamar)         | 1           | LS   | \$933,000    | 100% | 100%      | \$   | 933,000    |              | \$   | -  |              | \$         | -  | 100%      |             | \$ | 933,000   |             |
|                                 |             | Extend runway 18-36 (Lamar)                     | 1           | LS   | \$3,100,000  | 100% | 100%      | \$   | 3,100,000  |              | \$   | -  |              | 100%       | \$ | 3,100,000 |             | \$ | -         |             |
|                                 |             | Widen and rehab runway 8-26 (Lamar)             | 1           | LS   | \$1,000,000  | 100% | 100%      | \$   | 1,000,000  |              | \$   | -  |              | 100%       | \$ | 1,000,000 |             | \$ | -         |             |
|                                 |             | Construct new terminal complex (Lamar)          | 1           | LS   | \$3,000,000  | 100% | 100%      | \$   | 3,000,000  |              | \$   | -  |              | \$         | -  | 100%      |             | \$ | 3,000,000 |             |
|                                 |             | Reconstruct and expand apron (Lamar)            | 1           | LS   | \$1,000,000  | 100% | 100%      | \$   | 1,000,000  |              | \$   | -  |              | \$         | -  | 100%      |             | \$ | 1,000,000 |             |
|                                 |             | Reconstruct runway 18-36 (Lamar)                | 1           | LS   | \$10,000,000 | 100% | 100%      | \$   | 10,000,000 |              | 100% | \$ |              | 10,000,000 | \$ | -         |             | \$ | -         |             |
|                                 |             | Rehab apron (Lamar)                             | 1           | LS   | \$1,000,000  | 100% | 100%      | \$   | 1,000,000  |              | 100% | \$ |              | 1,000,000  | \$ | -         |             | \$ | -         |             |
| Reconstruct runway 8-26 (Lamar) | 1           | LS  | \$3,500,000 | 100% | 100%         | \$   | 3,500,000 | 100% | \$         | 3,500,000    | \$   | -  | \$           | -          |    |           |             |    |           |             |



**Table 5.2  
Southeast TPR Corridor Cost Estimates**

**Southeast Transportation Planning Region  
2030 Long Range Transportation Plan**

|                  |     |                       |  |    |    |              |      |      |                  |              |      |                |               |                |               |                  |            |             |
|------------------|-----|-----------------------|--|----|----|--------------|------|------|------------------|--------------|------|----------------|---------------|----------------|---------------|------------------|------------|-------------|
| US 287<br>(cont) |     | Aeronautics<br>(cont) | Rehab apron and lights (Lamar)                   | 1  | LS | \$1,000,000  | 100% | 100% | \$ 1,000,000     |              | 100% | \$ 1,000,000   |               |                | \$ -          |                  | \$ -       |             |
|                  |     |                       | SRE Building (Springfield)                       | 1  | LS | \$80,000     | 100% | 100% | \$ 80,000        |              |      | \$ -           |               | 100%           | \$ 80,000     |                  | \$ -       |             |
|                  |     |                       | Partial parallel taxiway (Springfield)           | 1  | LS | \$174,000    | 100% | 100% | \$ 174,000       |              |      | \$ -           |               | 100%           | \$ 174,000    |                  | \$ -       |             |
|                  |     |                       | Extend runway (Springfield)                      | 1  | LS | \$250,000    | 100% | 100% | \$ 250,000       |              |      | \$ -           |               | 100%           | \$ 250,000    |                  | \$ -       |             |
|                  |     |                       | Rehab and widen runway (Springfield)             | 1  | LS | \$600,000    | 100% | 100% | \$ 600,000       |              |      | \$ -           |               | 100%           | \$ 600,000    |                  | \$ -       |             |
|                  |     |                       | Medium Intensity Runway Lights (Springfield)     | 1  | LS | \$150,000    | 100% | 100% | \$ 150,000       |              |      | \$ -           |               | 100%           | \$ 150,000    |                  | \$ -       |             |
|                  |     |                       | Connector taxiway and aprons (Springfield)       | 1  | LS | \$112,500    | 100% | 100% | \$ 112,500       |              |      | \$ -           |               |                | \$ -          | 100%             | \$ 112,500 |             |
|                  |     |                       | Pave turf runway (Springfield)                   | 1  | LS | \$238,500    | 100% | 100% | \$ 238,500       |              |      | \$ -           |               | 100%           | \$ 238,500    |                  | \$ -       |             |
|                  |     |                       | Terminal building (Springfield)                  | 1  | LS | \$100,000    | 100% | 100% | \$ 100,000       |              |      | 100%           | \$ 100,000    |                | \$ -          |                  | \$ -       |             |
| US 350           | 35  | Roadway               | Corridor geometrics/shoulders                    | 35 | mi | \$ 1,125,000 | 100% | 100% | \$ 39,375,000    | \$39,375,000 | 75%  | \$ 29,531,250  | \$ 29,531,250 | 25%            | \$ 9,843,750  | \$ 9,843,750     | \$ -       | \$ -        |
| US 385           | 40  | Roadway               | Corridor geometrics/shoulders                    | 40 | mi | \$ 1,125,000 | 100% | 100% | \$ 45,000,000    | \$45,000,000 | 25%  | \$ 11,250,000  | \$ 11,250,000 | 75%            | \$ 33,750,000 | \$ 33,750,000    | \$ -       | \$ -        |
| TPR              | N/A | Transit               | Vehicle Purchase (New regionwide service)        | 1  | LS | \$ 495,000   | 100% | 100% | \$ 495,000       | \$3,440,800  | 100% | \$ 495,000     | \$495,000     |                | \$ -          | \$0              | \$ -       | \$2,945,800 |
|                  |     |                       | Transit Operating Funds (New regionwide service) | 1  | LS | \$ 2,945,800 | 100% | 100% | \$ 2,945,800     |              |      | \$ -           |               | 100%           | \$ 2,945,800  |                  |            |             |
| TOTALS           |     |                       |  |    |    |              |      |      | \$ 2,446,235,466 |              |      | \$ 288,595,500 |               | \$ 453,773,778 |               | \$ 1,622,116,188 |            |             |

| Corridor   | Beginning Point / Ending Point                           | Beginning Milepost / Ending Milepost | Segment Length | Primary Investment Category | Secondary Investment Category |         |               |             |              |         |             |              |                      |
|--|--|--------------------------------------|----------------|-----------------------------|-------------------------------|---------|---------------|-------------|--------------|---------|-------------|--------------|----------------------|
| US 287   | Colorado-Oklahoma State Line<br>I-70 in Limon            | 0.000<br>132.999                     | 125.6          | Quality                     | Mobility                      |         |               |             |              |         |             |              |                      |
| 287 - SE TPR   | Colorado-Oklahoma State Line<br>Kiowa-Cheyenne Co. Line  | 0.000<br>122.925                     | 115.3          | Quality                     | Mobility                      |         |               |             |              |         |             |              |                      |
| <p><b>Corridor Vision:</b></p> <p>The vision for this corridor is primarily to increase the north-south mobility from Laredo, Texas to the Denver metropolitan area and the various communities and facilities along the route as part of the National Ports to Plains Trade Route as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility and is a critical link in the Ports to Plains which will facilitate interstate and international trade commerce between Mexico and the United States. In addition, this corridor will provide a critical link in the nationwide system of routes which are essential to the nation's economy, defense and overall mobility.</p> <p>Since this area of the State depends primarily on agriculture for economic activity this route will continue to serve the Region for farm to market but in addition with the increase in recreational and business opportunities in the area there will be a significant increase in need for a facility which can provide mobility and safe transportation with the increased interaction between large trucks and other vehicles utilizing this corridor.</p> <p><b>Corridor Strategy:</b></p> <p>Completion of the Lamar Bypass to a 4-Lane facility and completion of all segments along the corridor to a minimum standard of a "Super" 2-Lane Facility. Also includes improvements to the Eads, Lamar and Springfield airports and the operating and equipment replacement needs for the Prowers Area Transit, Kiowa County Transit and Baca County Seniors Transit agencies as outlined in the aviation and transit portions of this plan. <b>This includes all projects included in the 2003 Strategic Programming effort and are to be included in all future strategic programming efforts.</b></p> <p><b>Cost to Complete:</b></p> <table border="0"> <tr> <td>Roadway</td> <td>\$138,600,000</td> </tr> <tr> <td>Aeronautics</td> <td>\$30,884,667</td> </tr> <tr> <td>Transit</td> <td>\$9,155,714</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$178,640,381</b></td> </tr> </table> |  |                                      |                |                             |                               | Roadway | \$138,600,000 | Aeronautics | \$30,884,667 | Transit | \$9,155,714 | <b>Total</b> | <b>\$178,640,381</b> |
| Roadway  | \$138,600,000  |                                      |                |                             |                               |         |               |             |              |         |             |              |                      |
| Aeronautics  | \$30,884,667   |                                      |                |                             |                               |         |               |             |              |         |             |              |                      |
| Transit  | \$9,155,714  |                                      |                |                             |                               |         |               |             |              |         |             |              |                      |
| <b>Total</b>   | <b>\$178,640,381</b>                                     |                                      |                |                             |                               |         |               |             |              |         |             |              |                      |
| US 50  | I-25 in Pueblo<br>Colorado / Kansas State Line           | 316.001<br>467.583                   | 151.5          | Mobility                    | Quality                       |         |               |             |              |         |             |              |                      |
| 50 - SE TPR  | Pueblo-Otero County Line<br>Colorado - Kansas State Line | 349.000<br>467.583                   | 118.4          | Mobility                    | Quality/Safety                |         |               |             |              |         |             |              |                      |
| <p><b>Corridor Vision:</b></p> <p>The vision for this corridor is primarily to increase the east-west mobility from the Lower Arkansas Valley to the Pueblo metropolitan area and the various communities and facilities along the route. As well as to improve safety and maintain system quality. This corridor serves as a multi-modal National Highway System facility and makes the east-west connection within southeast Colorado including the making the connection to the Ports to Plains route (US 287) to I-25 in the City of Pueblo. This corridor will provide a southern east-west alternative to I-70 for region residents, tourists and freight movements by providing interstate level mobility for southern Colorado.</p>  |  |                                      |                |                             |                               |         |               |             |              |         |             |              |                      |

High Priority

High Priority

| Corridor            | Beginning Point / Ending Point   | Beginning Milepost / Ending Milepost | Segment Length   | Primary Investment Category | Secondary Investment Category |         |                 |             |              |         |             |              |                        |
|---------------------|--|--------------------------------------|------------------|-----------------------------|-------------------------------|---------|-----------------|-------------|--------------|---------|-------------|--------------|------------------------|
| 50 - SE TPR (cont.) | <p>The transportation system in the area primarily serves towns, cities and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected growth in the Region, both passenger and freight traffic volumes are expected to increase particularly with the increase in travel on the Port-to-Plans Route along US 287. This area of the State depends primarily on agriculture for economic activity in the area but there has been and will continue to be a sharp increase in tourism in the Region. Users of this corridor want to provide the necessary mobility to the Region to ensure continued and increased economic development in the Region while improving the overall transportation safety of the corridor.</p> <p><b>Corridor Strategy:</b></p> <p>Expansion of the capacity of the corridor to move people and goods to the equivalent of a 4 lane facility which meets all design standards including appropriate shoulders. Also includes improvements to the Holly, La Junta and Las Animas airports and the operating and equipment replacement needs for the City of La Junta Transit and the Golden Age Transportation in Bent County Transit agencies as outlined in the aviation and transit portions of this plan. <b>This includes all projects included in the 2003 Strategic Programming effort and are to be included in all future strategic programming efforts.</b></p> <p><b>Cost to Complete:</b></p> <table border="0"> <tr> <td>Roadway</td> <td>\$1,724,000,000</td> </tr> <tr> <td>Aeronautics</td> <td>\$16,143,161</td> </tr> <tr> <td>Transit</td> <td>\$5,879,794</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$1,746,022,955</b></td> </tr> </table> |                                      |                  |                             |                               | Roadway | \$1,724,000,000 | Aeronautics | \$16,143,161 | Transit | \$5,879,794 | <b>Total</b> | <b>\$1,746,022,955</b> |
| Roadway             | \$1,724,000,000  |                                      |                  |                             |                               |         |                 |             |              |         |             |              |                        |
| Aeronautics         | \$16,143,161   |                                      |                  |                             |                               |         |                 |             |              |         |             |              |                        |
| Transit             | \$5,879,794  |                                      |                  |                             |                               |         |                 |             |              |         |             |              |                        |
| <b>Total</b>        | <b>\$1,746,022,955</b>   |                                      |                  |                             |                               |         |                 |             |              |         |             |              |                        |
| CO 101              | US 50 in Las Animas<br>Toonerville in Bent Co.   |                                      |                  | Safety                      | Quality                       |         |                 |             |              |         |             |              |                        |
| 101-1 - SE TPR      | Jct. US 50<br>Jct. Bent Co. Road K in Toonerville  | 0.000<br>21.413                      | 21.3             | Safety                      | Quality                       |         |                 |             |              |         |             |              |                        |
| 101-2 - SE TPR      | Toonerville<br>Pritchett<br>Sub-Corridor   | N/A<br>N/A<br>CO 101 Total           | 31.0<br><br>21.3 |                             |                               |         |                 |             |              |         |             |              |                        |
|                     | <p><b>Corridor Vision:</b></p> <p>This corridor currently serves as a north-south connection between Pritchett to its junction to US 50 as an alternative route to US 287 in southeast Colorado. The vision for this corridor is to bring it up to a 2-lane paved facility for the entire length as part of the State Highway System to provide this alternative route primarily for intra-Regional travel primarily for farm to market use.</p> <p><b>Corridor Strategy:</b></p> <p>Maintenance of the existing system quality with the elimination of geometric deficiencies on the corridor from US 50 to Toonerville and the paving of the corridor to a 2 lane facility from Toonerville to Pritchett.</p> <p><b>Cost to Complete:</b></p> <table border="0"> <tr> <td>Roadway</td> <td>\$81,750,000</td> </tr> <tr> <td>Aeronautics</td> <td>\$0</td> </tr> <tr> <td>Transit</td> <td>\$0</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$81,750,000</b></td> </tr> </table>  |                                      |                  |                             |                               | Roadway | \$81,750,000    | Aeronautics | \$0          | Transit | \$0         | <b>Total</b> | <b>\$81,750,000</b>    |
| Roadway             | \$81,750,000   |                                      |                  |                             |                               |         |                 |             |              |         |             |              |                        |
| Aeronautics         | \$0  |                                      |                  |                             |                               |         |                 |             |              |         |             |              |                        |
| Transit             | \$0  |                                      |                  |                             |                               |         |                 |             |              |         |             |              |                        |
| <b>Total</b>        | <b>\$81,750,000</b>  |                                      |                  |                             |                               |         |                 |             |              |         |             |              |                        |

| Corridor  | Beginning Point /<br>Ending Point                        | Beginning Milepost /<br>Ending Milepost | Segment<br>Length | Primary<br>Investment<br>Category | Secondary Investment Category |
|---|--|---|-------------------|-----------------------------------|-------------------------------|
| <b>CO 96</b>  | <b>I-25 in Pueblo</b>                                    | <b>69.480</b>                           | <b>134.8</b>      | <b>Safety</b>                     | <b>Quality</b>                |
|   | <b>Colorado-Kansas State Line</b>                        | <b>207.454</b>                          |                   |                                   |                               |
| 96 - SE TPR   | Pueblo-Crowley County Line<br>Colorado-Kansas State Line | 88.000<br>207.454                       | 116.3             | Quality                           | Safety                        |
| <b>Corridor Vision:</b>   |  |   |                   |                                   |                               |
| The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a northern east-west alternative for US 50 within the Region. Travel modes include passenger vehicles, school bus service, farm vehicles, truck freight and bicycles. With the continued growth in the Region it is important to support the movement of tourists, farm to market products, freight as well as bicycles while ensuring the overall transportation safety of this corridor. |  |   |                   |                                   |                               |
| <b>Corridor Strategy:</b>   |  |   |                   |                                   |                               |
| Improve the overall transportation safety of the corridor through the addition and/or improvement of shoulders, passing lanes, turn lanes, sight and visibility lines, signing and striping, roadway pullouts for slow moving or disabled vehicles and bicycle facilities (i.e. adequate shoulders).  |  |   |                   |                                   |                               |
| <b>Cost to Complete:</b>  |  |   |                   |                                   |                               |
|   | Roadway  | \$130,500,000                           |                   |                                   |                               |
|   | Aeronautics  | \$0                                     |                   |                                   |                               |
|   | Transit  |   |                   |                                   |                               |
|   | <b>Total</b>   | <b>\$130,500,000</b>                    |                   |                                   |                               |
| <b>CO 109</b>   | <b>US 160 in Las Animas Co.</b>                          | <b>0.000</b>                            | <b>65.2</b>       | <b>Quality</b>                    | <b>Safety</b>                 |
|   | <b>3rd St. in Cheraw</b>                                 | <b>65.768</b>                           |                   |                                   |                               |
| 109 - SE TPR  | Bent-Las Animas County Line<br>Jct. 3rd St. in Cheraw    | 28.000<br>65.768                        | 37.5              | Quality                           | Safety                        |
| <b>Corridor Vision:</b>   |  |   |                   |                                   |                               |
| The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor primarily connects the airport to the city of La Junta as well as intra regional travel for the area around the city of La Junta. With the continued growth in the Region it is important to support the mobility of this corridor while ensuring the overall transportation safety of this corridor.  |  |   |                   |                                   |                               |
| <b>Corridor Strategy:</b>   |  |   |                   |                                   |                               |
| Improve the overall transportation safety and mobility of the corridor through the addition and/or improvement of all current geometric deficiencies including shoulders, passing lanes, turn lanes, sight and visibility lines, signing and striping, roadway pullouts for slow moving or disabled vehicles.   |  |   |                   |                                   |                               |
| <b>Cost to Complete:</b>  |  |   |                   |                                   |                               |
|   | Roadway  | \$42,750,000                            |                   |                                   |                               |
|   | Aeronautics  | \$0                                     |                   |                                   |                               |
|   | Transit  | \$0                                     |                   |                                   |                               |
|   | <b>Total</b>   | <b>\$42,750,000</b>                     |                   |                                   |                               |

**High Priority**

## High Priority Totals:

Costs to Complete:

|              |                        |
|--------------|------------------------|
| Roadway      | \$2,117,600,000        |
| Aeronautics  | \$47,027,828           |
| Transit      | \$15,035,508           |
| <b>Total</b> | <b>\$2,179,663,336</b> |

**Medium Priority**

| Corridor  | Beginning Point /<br>Ending Point               | Beginning Milepost /<br>Ending Milepost | Segment<br>Length | Primary<br>Investment<br>Category | Secondary Investment Category |
|---|---|---|-------------------|-----------------------------------|-------------------------------|
| <b>CO 10</b>  | <b>I-25 in Walsenburg<br/>US 50 in La Junta</b> | <b>0.000<br/>71.968</b>                 | <b>72.0</b>       | <b>Quality</b>                    | <b>Safety</b>                 |
| 10 - SE TPR   | Pueblo-Otero County Line<br>Jct. US 50          | 44.000<br>71.968                        | 28.0              | Quality                           | Safety                        |
| <b>Corridor Vision:</b>   |   |   |                   |                                   |                               |
| The vision for this corridor is to maintain the system safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a corridor to connect the Region, along with US 350, to the southern portion of the State and areas south. Travel modes include passenger vehicles, school bus service, farm vehicles, and truck freight. With the continued growth in the Region it is important to support the movement of tourists, farm to market products, and freight while ensuring the overall transportation safety of this corridor.     |   |   |                   |                                   |                               |
| <b>Corridor Strategy:</b>   |   |   |                   |                                   |                               |
| Improve the overall transportation safety and mobility of the corridor through the addition and/or improvement of shoulders, passing lanes, turn lanes, sight and visibility lines, signing and striping, roadway pullouts for slow moving or disabled vehicles while maintaining the system quality of the corridor.   |   |   |                   |                                   |                               |
| <b>Cost to Complete:</b>  |   |   |                   |                                   |                               |
|   | Roadway   | \$31,500,000                            |                   |                                   |                               |
|   | Aeronautics                                     | \$0                                     |                   |                                   |                               |
|   | Transit   | \$0                                     |                   |                                   |                               |
|   | <b>Total</b>                                    | <b>\$31,500,000</b>                     |                   |                                   |                               |
| <b>CO 71</b>  | <b>US 350 in Otero Co.<br/>I-70 in Limon</b>    | <b>0.000<br/>100.999</b>                | <b>98.7</b>       | <b>Quality</b>                    | <b>Safety</b>                 |
| 71 - SE TPR   | Jct. US 350<br>Crowley - Lincoln County Line    | 0.000<br>49.000                         | 46.7              | Quality                           | Safety                        |
| <b>Corridor Vision:</b>   |   |   |                   |                                   |                               |
| The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a north-south alternative for the Region and the State mid-way between I-25 and US 287. Travel modes include passenger vehicles, school bus service, farm vehicles and truck freight and bicycles. With the continued growth in the Region it is important to support the movement of tourists, farm to market products and freight while ensuring the overall transportation safety of this corridor. |   |   |                   |                                   |                               |
| <b>Corridor Strategy:</b>   |   |   |                   |                                   |                               |
| Improve the overall transportation safety of the corridor through the addition and/or improvement of shoulders, passing lanes, turn lanes, sight and visibility lines, signing and striping, roadway pullouts for slow moving or disabled vehicles while maintaining the system quality of the corridor. Also includes the operating and equipment replacement needs for the new transit service for Crowley county located in Ordway, Colorado as outlined in the aviation and transit portions of this plan.  |   |   |                   |                                   |                               |
| <b>Cost to Complete:</b>  |   |   |                   |                                   |                               |
|   | Roadway   | \$52,875,000                            |                   |                                   |                               |
|   | Aeronautics                                     | \$0                                     |                   |                                   |                               |
|   | Transit   | \$812,000                               |                   |                                   |                               |
|   | <b>Total</b>                                    | <b>\$53,687,000</b>                     |                   |                                   |                               |

# Medium Priority

| Corridor  | Beginning Point /<br>Ending Point                  | Beginning Milepost /<br>Ending Milepost | Segment<br>Length | Primary<br>Investment<br>Category | Secondary Investment Category |         |              |             |     |         |     |              |                     |
|---|--|---|-------------------|-----------------------------------|-------------------------------|---------|--------------|-------------|-----|---------|-----|--------------|---------------------|
| <b>CO 89</b>  | <b>CO 116 in Baca Co.<br/>US 50 in Prowers Co.</b> | <b>0.000<br/>34.340</b>                 | <b>34.4</b>       | <b>Safety</b>                     | <b>Quality</b>                |         |              |             |     |         |     |              |                     |
| 89 - SE TPR   | Jct. CO 116<br>Jct. US 50                          | 0.000<br>34.340                         | 34.4              | Safety                            | Quality                       |         |              |             |     |         |     |              |                     |
| <p><b>Corridor Vision:</b></p> <p>This corridor currently serves as a north-south connection between Lycan and Holly with a primary function of intra-region travel and a farm to market facility. The vision for this corridor is to maintain system quality and improve the overall safety of the corridor.</p> <p><b>Corridor Strategy:</b></p> <p>Maintain the existing system quality on this corridor and elimination of any safety deficiencies to ensure the overall transportation safety of the corridor.</p> <p><b>Cost to Complete:</b></p> <table style="margin-left: 40px;"> <tr><td>Roadway</td><td>\$38,250,000</td></tr> <tr><td>Aeronautics</td><td>\$0</td></tr> <tr><td>Transit</td><td>\$0</td></tr> <tr><td><b>Total</b></td><td><b>\$38,250,000</b></td></tr> </table>   |  |   |                   |                                   |                               | Roadway | \$38,250,000 | Aeronautics | \$0 | Transit | \$0 | <b>Total</b> | <b>\$38,250,000</b> |
| Roadway   | \$38,250,000                                       |   |                   |                                   |                               |         |              |             |     |         |     |              |                     |
| Aeronautics   | \$0  |   |                   |                                   |                               |         |              |             |     |         |     |              |                     |
| Transit   | \$0  |   |                   |                                   |                               |         |              |             |     |         |     |              |                     |
| <b>Total</b>  | <b>\$38,250,000</b>                                |   |                   |                                   |                               |         |              |             |     |         |     |              |                     |
| <b>CO 196</b>   | <b>US 50 in Bent Co.<br/>US 385 in Prowers Co.</b> | <b>0.000<br/>35.637</b>                 | <b>35.7</b>       | <b>Safety</b>                     | <b>Quality</b>                |         |              |             |     |         |     |              |                     |
| 196 - SE TPR  | Jct. US 50<br>Jct. US 385                          | 0.000<br>35.637                         | 35.7              | Safety                            | Quality                       |         |              |             |     |         |     |              |                     |
| <p><b>Corridor Vision:</b></p> <p>This corridor currently serves as an east-west corridor with a primary function of intra-regional transportation serving the communities along the corridor and their access to US 50 and US 287. The vision of this corridor is to maintain system quality with a focus on improving the overall safety and mobility of this corridor.</p> <p><b>Corridor Strategy:</b></p> <p>Improve the overall transportation safety of the corridor through the addition and/or improvement of shoulders, passing lanes, turn lanes, sight and visibility lines, signing and striping, roadway pullouts for slow moving or disabled vehicles.</p> <p><b>Cost to Complete:</b></p> <table style="margin-left: 40px;"> <tr><td>Roadway</td><td>\$40,500,000</td></tr> <tr><td>Aeronautics</td><td>\$0</td></tr> <tr><td>Transit</td><td>\$0</td></tr> <tr><td><b>Total</b></td><td><b>\$40,500,000</b></td></tr> </table> |  |   |                   |                                   |                               | Roadway | \$40,500,000 | Aeronautics | \$0 | Transit | \$0 | <b>Total</b> | <b>\$40,500,000</b> |
| Roadway   | \$40,500,000                                       |   |                   |                                   |                               |         |              |             |     |         |     |              |                     |
| Aeronautics   | \$0  |   |                   |                                   |                               |         |              |             |     |         |     |              |                     |
| Transit   | \$0  |   |                   |                                   |                               |         |              |             |     |         |     |              |                     |
| <b>Total</b>  | <b>\$40,500,000</b>                                |   |                   |                                   |                               |         |              |             |     |         |     |              |                     |

| Corridor  | Beginning Point /<br>Ending Point   | Beginning Milepost /<br>Ending Milepost | Segment<br>Length | Primary<br>Investment<br>Category | Secondary Investment Category |
|---|-------------------------------------|---|-------------------|-----------------------------------|-------------------------------|
| CO 202  | US 50 in Otero Co.                  | 0.000                                   | 3.2               | Quality                           | Safety                        |
|   | Otero Co. Road 16                   | 2.999                                   |                   |                                   |                               |
| 202 - SE TPR  | Jct. US 50<br>Jct Otero Co. Road 16 | 0.000<br>2.999                          | 3.2               | Quality                           | Safety                        |
| <b>Corridor Vision:</b>   |                                     |   |                   |                                   |                               |
| This corridor serves as an extension of a primary multi-lane county road in the northeast corner of Otero County connecting this area of the County to US 50 and primarily serves this limited area. The vision for this corridor is primarily to maintain system quality as well as to improve the overall mobility of the corridor.   |                                     |   |                   |                                   |                               |
| <b>Corridor Strategy:</b>   |                                     |   |                   |                                   |                               |
| Improve the overall transportation safety and mobility of the corridor through the addition and/or improvement of all current geometric deficiencies including shoulders, passing lanes, turn lanes, sight and visibility lines, signing and striping, roadway pullouts for slow moving or disabled vehicles.   |                                     |   |                   |                                   |                               |
| <b>Cost to Complete:</b>  |                                     |   |                   |                                   |                               |
|   | Roadway                             | \$3,375,000                             |                   |                                   |                               |
|   | Aeronautics                         | \$0                                     |                   |                                   |                               |
|   | Transit                             | \$0                                     |                   |                                   |                               |
|   | <b>Total</b>                        | <b>\$3,375,000</b>                      |                   |                                   |                               |
| CO 266  | US 50 in Rocky Ford                 | 0.000                                   | 11.4              | Safety                            | Quality                       |
|   | CO 109 in Crowley Co.               | 11.516                                  |                   |                                   |                               |
| 266 - SE TPR  | Jct. US 50<br>Jct. CO 109           | 0.000<br>11.516                         | 11.4              | Safety                            | Quality                       |
| <b>Corridor Vision:</b>   |                                     |   |                   |                                   |                               |
| The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This east - west corridor (in addition to SH 109) primarily connects the airport to the city of La Junta as well as intra regional travel for the area around the city of La Junta and Rocky Ford. With the continued growth in the Region it is important to support the mobility of this corridor while ensuring the overall transportation safety of this corridor. |                                     |   |                   |                                   |                               |
| <b>Corridor Strategy:</b>   |                                     |   |                   |                                   |                               |
| Maintain the existing system quality on this corridor and improvement of the operational efficiency and geometrics of the corridor.   |                                     |   |                   |                                   |                               |
| <b>Cost to Complete:</b>  |                                     |   |                   |                                   |                               |
|   | Roadway                             | \$12,375,000                            |                   |                                   |                               |
|   | Aeronautics                         | \$0                                     |                   |                                   |                               |
|   | Transit                             | \$0                                     |                   |                                   |                               |
|   | <b>Total</b>                        | <b>\$12,375,000</b>                     |                   |                                   |                               |

**Medium Priority**



**Medium Priority**

| Corridor   | Beginning Point /<br>Ending Point             | Beginning Milepost /<br>Ending Milepost | Segment<br>Length | Primary<br>Investment<br>Category | Secondary Investment Category |
|--|---|---|-------------------|-----------------------------------|-------------------------------|
| <b>US 350</b>  | <b>I-25 in Trinidad<br/>US 50 in La Junta</b> | <b>0.000<br/>72.999</b>                 | <b>72.8</b>       | <b>Quality</b>                    | <b>Safety</b>                 |
| 350 - SE TPR   | Otero-Las Animas Co. Line<br>Jet. US 50       | 38.000<br>72.999                        | 34.8              | Quality                           | Safety                        |
| <b>Corridor Vision:</b>  |   |   |                   |                                   |                               |
| The vision for this corridor is to maintain the system safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a corridor to connect the Region, along with SH 10, to the southern portion of the State and areas south. Travel modes include passenger vehicles, school bus service, farm vehicles, and truck freight. With the continued growth in the Region it is important to support the movement of tourists, farm to market products, and freight while ensuring the overall transportation safety of this corridor. |   |   |                   |                                   |                               |
| <b>Corridor Strategy:</b>  |   |   |                   |                                   |                               |
| Improve the overall transportation safety and mobility of the corridor through the addition and/or improvement of shoulders, passing lanes, turn lanes, sight and visibility lines, signing and striping, roadway pullouts for slow moving or disabled vehicles while maintaining the system quality of the corridor.  |   |   |                   |                                   |                               |
| <b>Cost to Complete:</b>   |   |   |                   |                                   |                               |
|  | Roadway                                       | \$39,375,000                            |                   |                                   |                               |
|  | Aeronautics                                   | \$0                                     |                   |                                   |                               |
|  | Transit                                       | \$0                                     |                   |                                   |                               |
|  | <b>Total</b>                                  | <b>\$39,375,000</b>                     |                   |                                   |                               |
| <b>US 385</b>  | <b>US 50 in Granada<br/>I-70 Burlington</b>   | <b>95.055<br/>188.939</b>               | <b>92.5</b>       | <b>Safety</b>                     | <b>Quality</b>                |
| 385- SE TPR  | Jet. US 50<br>Kiowa-Cheyenne Co. Line         | 95.055<br>135.553                       | 39.7              | Safety                            | Quality                       |
| <b>Corridor Vision:</b>  |   |   |                   |                                   |                               |
| The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as an eastern north-south alternative to US 287 in and outside the Region. Travel modes include passenger vehicles, school bus service, farm vehicles and truck freight. With the continued growth in the Region it is important to support the movement of tourists, farm to market products and freight while ensuring the overall transportation safety of this corridor.                         |   |   |                   |                                   |                               |
| <b>Corridor Strategy:</b>  |   |   |                   |                                   |                               |
| Improve the overall transportation safety of the corridor through the addition and/or improvement of shoulders, passing lanes, turn lanes, sight and visibility lines, signing and striping, roadway pullouts for slow moving or disabled vehicles which will also improve and maintain the overall mobility of the corridor.  |   |   |                   |                                   |                               |
| <b>Cost to Complete:</b>   |   |   |                   |                                   |                               |
|  | Roadway                                       | \$45,000,000                            |                   |                                   |                               |
|  | Aeronautics                                   | \$0                                     |                   |                                   |                               |
|  | Transit                                       | \$0                                     |                   |                                   |                               |
|  | <b>Total</b>                                  | <b>\$45,000,000</b>                     |                   |                                   |                               |

## Medium Priority Totals:

**Costs to Complete:**

|             |               |
|-------------|---------------|
| Roadway     | \$263,250,000 |
| Aeronautics | \$0           |
| Transit     | \$812,000     |
| <br>        |               |
| Total       | \$264,062,000 |

Low Priority

| Corridor   | Beginning Point /<br>Ending Point                        | Beginning Milepost /<br>Ending Milepost | Segment<br>Length | Primary<br>Investment<br>Category | Secondary Investment Category |
|--|--|---|-------------------|-----------------------------------|-------------------------------|
| <b>CO 100</b>  | <b>US 160 in Baca Co.<br/>Vilas in Baca Co.</b>          | <b>0.000<br/>0.419</b>                  | <b>0.4</b>        | <b>Quality/Safety</b>             | <b>N/A</b>                    |
| 100 - SE TPR   | Jct. US 160<br>Jct. Main St. in Vilas                    | 0.000<br>0.419                          | 0.4               | Quality/Safety                    | N/A                           |
| <b>Corridor Vision:</b>  |  |   |                   |                                   |                               |
| This corridor serves as an access point to Vilas. The vision for this corridor is to maintain the existing system quality and safety.  |  |   |                   |                                   |                               |
| <b>Corridor Strategy:</b>  |  |   |                   |                                   |                               |
| Maintain the existing system quality on this corridor and elimination of any safety deficiencies to ensure the overall transportation safety of the corridor.  |  |   |                   |                                   |                               |
| <b>Cost to Complete:</b>   |  |   |                   |                                   |                               |
|  | Roadway  | \$0                                     |                   |                                   |                               |
|  | Aeronautics  | \$0                                     |                   |                                   |                               |
|  | Transit  | \$0                                     |                   |                                   |                               |
|  | <b>Total</b>   | <b>\$0</b>                              |                   |                                   |                               |
| <b>CO 116</b>  | <b>US 287 in Baca Co.<br/>Colorado-Kansas State Line</b> | <b>0.000<br/>28.000</b>                 | <b>32.3</b>       | <b>Safety</b>                     | <b>Quality</b>                |
| 116 - SE TPR   | Jct. US 287<br>Colorado-Kansas State Line                | 0.000<br>32.322                         | 32.3              | Safety                            | Quality                       |
| <b>Corridor Vision:</b>  |  |   |                   |                                   |                               |
| The vision for this corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region and makes east-west connections within the Region. This corridor primarily serves as a primary farm to market route for the Region. |  |   |                   |                                   |                               |
| <b>Corridor Strategy:</b>  |  |   |                   |                                   |                               |
| Maintain the existing system quality on this corridor and elimination of any safety deficiencies to ensure the overall transportation safety of the corridor.  |  |   |                   |                                   |                               |
| <b>Cost to Complete:</b>   |  |   |                   |                                   |                               |
|  | Roadway  | \$0                                     |                   |                                   |                               |
|  | Aeronautics  | \$0                                     |                   |                                   |                               |
|  | Transit  | \$0                                     |                   |                                   |                               |
|  | <b>Total</b>   | <b>\$0</b>                              |                   |                                   |                               |

| Corridor           | Beginning Point / Ending Point   | Beginning Milepost / Ending Milepost | Segment Length | Primary Investment Category | Secondary Investment Category |                |
|--------------------|--|--------------------------------------|----------------|-----------------------------|-------------------------------|----------------|
| Low Priority       | <b>US 160</b>  | <b>US 160 in Trinidad</b>            | <b>344.612</b> | <b>119.9</b>                | <b>Quality</b>                | <b>Safety</b>  |
|                    |  | <b>Colorado-Kansas State Line</b>    | <b>464.687</b> |                             |                               |                |
| 160 - SE TPR       | Baca-Las Animas County Line<br>Colorado-Kansas State Line  | 431.691<br>496.999                   | 65.3           | Quality                     | Safety                        |                |
|                    | <b>Corridor Vision:</b>  |                                      |                |                             |                               |                |
|                    | The vision for this corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region and makes east-west connections within the Region as a southern east-west corridor to US 50. This corridor not only serves the towns and cities along the route but also destinations within and outside the corridor for both tourism into the area as well as a primary farm to market route. |                                      |                |                             |                               |                |
| 160-SE TPR (cont). | <b>Corridor Strategy:</b>  |                                      |                |                             |                               |                |
|                    | Maintain the existing system quality on this corridor and elimination of any safety deficiencies to ensure the overall transportation safety of the corridor.  |                                      |                |                             |                               |                |
|                    | <b>Cost to Complete:</b>   |                                      |                |                             |                               |                |
|                    | Roadway  | \$0                                  |                |                             |                               |                |
|                    | Aeronautics  | \$0                                  |                |                             |                               |                |
|                    | Transit  | \$0                                  |                |                             |                               |                |
|                    | <b>Total</b>   | <b>\$0</b>                           |                |                             |                               |                |
| Low Priority       | <b>CO 167</b>  | <b>Otero Co. Rd JJ</b>               | <b>0.000</b>   | <b>4.9</b>                  | <b>Safety</b>                 | <b>Quality</b> |
|                    |  | <b>CO 96 in Crowley Co.</b>          | <b>4.860</b>   |                             |                               |                |
| 167 - SE TPR       | Jct. CO 96<br>Jct. Otero Co. Road JJ   | 0.000<br>4.860                       | 4.9            | Safety                      | Quality                       |                |
|                    | <b>Corridor Vision:</b>  |                                      |                |                             |                               |                |
|                    | This corridor serves as an extension of a primary multi-lane county road which runs across Otero County connecting SH 10 to US 50. It serves as an intermediate north-south route for the eastern part of the County only. The vision for this corridor is primarily to maintain system quality as well as to improve the overall safety of the corridor.  |                                      |                |                             |                               |                |
|                    | <b>Corridor Strategy:</b>  |                                      |                |                             |                               |                |
|                    | Maintain the existing system quality on this corridor and elimination of any safety deficiencies to ensure the overall transportation safety of the corridor.  |                                      |                |                             |                               |                |
|                    | <b>Cost to Complete:</b>   |                                      |                |                             |                               |                |
|                    | Roadway  | \$0                                  |                |                             |                               |                |
|                    | Aeronautics  | \$0                                  |                |                             |                               |                |
|                    | Transit  | \$0                                  |                |                             |                               |                |
|                    | <b>Total</b>   | <b>\$0</b>                           |                |                             |                               |                |

Low Priority

| Corridor | Beginning Point / Ending Point | Beginning Milepost / Ending Milepost | Segment Length | Primary Investment Category | Secondary Investment Category |
|----------|--------------------------------|--------------------------------------|----------------|-----------------------------|-------------------------------|
|----------|--------------------------------|--------------------------------------|----------------|-----------------------------|-------------------------------|

|               |   |                        |            |                       |            |
|---------------|---|------------------------|------------|-----------------------|------------|
| <b>CO 183</b> | <b>US 50 in Bent Co.<br/>Bent Co. Road HH</b> | <b>0.000<br/>1.000</b> | <b>1.0</b> | <b>Quality/Safety</b> | <b>N/A</b> |
|---------------|---|------------------------|------------|-----------------------|------------|

|              |                                     |                |     |                |     |
|--------------|-------------------------------------|----------------|-----|----------------|-----|
| 183 - SE TPR | Jct. US 50<br>Jct. Bent Co. Road HH | 0.000<br>1.000 | 1.0 | Quality/Safety | N/A |
|--------------|-------------------------------------|----------------|-----|----------------|-----|

**Corridor Vision:**

The vision for this corridor is to maintain system quality as well as to improve safety. This corridor serves as an access point to Fort Lyon and the John Martin Reservoir. The safety and preservation of this corridor will become more critical as tourism and recreational travel continues to grow in this Region.

**Corridor Strategy:**

Maintain the existing system quality on this corridor and elimination of any safety deficiencies to ensure the overall transportation safety of the corridor.

**Cost to Complete:**

|              |            |
|--------------|------------|
| Roadway      | \$0        |
| Aeronautics  | \$0        |
| Transit      | \$0        |
| <b>Total</b> | <b>\$0</b> |

|               |  |                         |             |                       |            |
|---------------|--|-------------------------|-------------|-----------------------|------------|
| <b>CO 194</b> | <b>CO 109 in Otero Co.<br/>US 50 in Bent Co.</b> | <b>0.000<br/>19.997</b> | <b>19.8</b> | <b>Quality/Safety</b> | <b>N/A</b> |
|---------------|--|-------------------------|-------------|-----------------------|------------|

|              |                           |                 |      |                |     |
|--------------|---------------------------|-----------------|------|----------------|-----|
| 194 - SE TPR | Jct. CO 109<br>Jct. US 50 | 0.000<br>19.997 | 19.8 | Quality/Safety | N/A |
|--------------|---------------------------|-----------------|------|----------------|-----|

**Corridor Vision:**

The vision for this corridor is to maintain system quality as well as to improve safety. This corridor serves as an alternate east-west route to US 50 between SH 109 and it's junction with US 50 just north of Las Animas. The travel of this corridor serves primarily local intra-regional travel.

**Corridor Strategy:**

Maintain the existing system quality on this corridor and elimination of any safety deficiencies to ensure the overall transportation safety of the corridor.

**Cost to Complete:**

|              |            |
|--------------|------------|
| Roadway      | \$0        |
| Aeronautics  | \$0        |
| Transit      | \$0        |
| <b>Total</b> | <b>\$0</b> |

|               |  |                        |            |                |               |
|---------------|--|------------------------|------------|----------------|---------------|
| <b>CO 207</b> | <b>US 50 in Crowley Co.<br/>Co 96 in Crowley Co.</b> | <b>0.000<br/>5.935</b> | <b>5.9</b> | <b>Quality</b> | <b>Safety</b> |
|---------------|--|------------------------|------------|----------------|---------------|

|              |                          |                |     |         |        |
|--------------|--------------------------|----------------|-----|---------|--------|
| 207 - SE TPR | Jct. US 50<br>Jct. CO 96 | 0.000<br>5.935 | 5.9 | Quality | Safety |
|--------------|--------------------------|----------------|-----|---------|--------|

**Corridor Vision:**

The vision for this corridor is primarily to maintain system quality. This corridor primarily serves as a local mobility facility and makes a north-south connection between Manzanola (US 50) and Crowley (SH 96).

**Corridor Strategy:**

Maintain the existing system quality on this corridor and elimination of any safety deficiencies to ensure the overall transportation safety of the corridor.

**Cost to Complete:**

|              |            |
|--------------|------------|
| Roadway      | \$0        |
| Aeronautics  | \$0        |
| Transit      | \$0        |
| <b>Total</b> | <b>\$0</b> |

## Low Priority Totals:

**Costs to Complete:**

|              |            |
|--------------|------------|
| Roadway      | \$0        |
| Aeronautics  | \$0        |
| Transit      | \$0        |
| <b>Total</b> | <b>\$0</b> |

## Total Southeast TPR

772.4 Miles (Does not include 31 miles of CO 101 Extension)

**Costs to Complete:**

|              |                        |
|--------------|------------------------|
| Roadway      | \$2,380,850,000        |
| Aeronautics  | \$47,027,828           |
| Transit      | \$15,847,508           |
| <b>Total</b> | <b>\$2,443,725,336</b> |

# 2030 “Preferred” Transit Element

| Transit Agency   | Projects   | CDOT Investment Category | Annual Estimate  | Cost | 26 Year Estimate   | Cost |
|--|--|--------------------------|------------------|------|--------------------|------|
| <b>Baca County Seniors</b>   | Continue Existing Services   | Mobility                 | \$31,689         |      | \$823,914          |      |
|  | Replace Vehicles (1 vehicles each replaced every 5 years at a cost of \$45,000 per vehicle. Vehicle replacement starts in FY 2007  | Mobility                 | N/A              |      | \$225,000          |      |
|  |  | <b>Total</b>             | <b>\$31,689</b>  |      | <b>\$1,048,914</b> |      |
|  | <b>Funding Sources</b>   | County                   | \$21,198         |      | \$596,148          |      |
|  | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates.   | Fares                    | \$656            |      | \$17,056           |      |
|  |  | FTA 5310                 | N/A              |      | \$180,000          |      |
|  |  | Title III                | \$9,835          |      | \$255,710          |      |
|  | <b>Total</b>   |                          | <b>\$31,689</b>  |      | <b>\$1,048,914</b> |      |
| <b>Crowley County / Ordway (New Service)</b>                                   | Start new Transit Service in FY 2005   | Mobility                 | \$20,854         |      | \$542,204          |      |
|  | Replace Vehicle (1 vehicle replaced every 5 years at a cost of \$45,000 per vehicle, vehicle replacement starts in FY 2005.  | Mobility                 | N/A              |      | \$270,000          |      |
|  |  | <b>Total</b>             | <b>\$20,854</b>  |      | <b>\$812,204</b>   |      |
|  | <b>Funding Sources</b>   | County                   | \$8,427          |      | \$273,102          |      |
|  | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates.   | Fares                    | \$2,000          |      | \$52,000           |      |
|  |  | FTA 5310                 | N/A              |      | \$216,000          |      |
|  |  | FTA5311                  | \$10,427         |      | \$271,102          |      |
|  | <b>Total</b>   |                          | <b>\$20,854</b>  |      | <b>\$812,204</b>   |      |
| <b>City of La Junta (includes Arkansas Valley Community Center Operations)</b> | Continue Existing Services   | Mobility                 | \$144,202        |      | \$3,749,252        |      |
|  | Replace Vehicles (1 large bus replaced twice at \$120,000 each and 3 vehicles replaced every 5 years at a cost of \$45,000. Large bus replaced in FY 2010 and the small vehicles replaces starting in FY 05, 06, and 07. | Mobility                 | N/A              |      | \$960,000          |      |
|  |  | <b>Total</b>             | <b>\$144,202</b> |      | <b>\$4,709,252</b> |      |
|  | <b>Funding Sources</b>   | City of La Junta         | \$61,174         |      | \$1,782,524        |      |
|  | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates.   | Fares                    | \$10,927         |      | \$284,102          |      |
|  |  | FTA 5310                 | N/A              |      | \$768,000          |      |
|  |  | FTA 5311                 | \$72,101         |      | \$1,874,626        |      |
|  | <b>Total</b>   |                          | <b>\$144,202</b> |      | <b>\$4,709,252</b> |      |

# 2030 “Preferred” Transit Element

| Transit Agency                              | Projects  | CDOT Investment Category      | Annual Estimate | Cost | 26 Year Estimate   | Cost |
|---|---|-------------------------------|-----------------|------|--------------------|------|
| <b>Golden Age Transportation (Bent Co.)</b> | Continue Existing Services  | Mobility                      | \$36,367        |      | \$945,542          |      |
|   | Replace Vehicle (1 vehicle replaced every 5 years at a cost of \$45,000 per vehicle. Vehicle replacement starts in FY 2009 since the current vehicle is a 2004. | Mobility                      | N/A             |      | \$225,000          |      |
|   |   | <b>Total</b>                  | <b>\$36,367</b> |      | <b>\$1,170,542</b> |      |
|   | <b>Funding Sources</b>  | County and City of Las Animas | \$8,477         |      | \$265,402          |      |
|   | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates.                                      | Fares                         | \$1,538         |      | \$39,988           |      |
|   |   | FTA 5310                      | N/A             |      | \$180,000          |      |
|   |   | FTA 5311                      | \$17,440        |      | \$453,440          |      |
|   |   | AAA                           | \$8,912         |      | \$231,712          |      |
|   |   | <b>Total</b>                  | <b>\$36,367</b> |      | <b>\$1,170,542</b> |      |
|   |   |                               |                 |      |                    |      |
| <b>Kiowa Co. Transit</b>                    | Continue Existing Services  | Mobility                      | \$20,854        |      | \$542,207          |      |
|   | Replace Vehicles (2 vehicle replaced every 5 years at a cost of \$45,000 per vehicle. Vehicle replacement starts in FY 2005 and 2007.                           | Mobility                      | N/A             |      | \$495,000          |      |
|   |   | <b>Total</b>                  | <b>\$20,854</b> |      | <b>\$1,037,207</b> |      |
|   | <b>Funding Sources</b>  | County                        | \$8,868         |      | \$329,571          |      |
|   | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates.                                      | Fares                         | \$2,000         |      | \$52,000           |      |
|   |   | FTA 5310                      | N/A             |      | \$396,000          |      |
|   |   | FTA 5311                      | \$9,986         |      | \$259,636          |      |
|   |   | <b>Total</b>                  | <b>\$20,854</b> |      | <b>\$1,037,207</b> |      |



# 2030 “Preferred” Transit Element

## Southeast Transportation Planning Region 2030 Long Range Transportation Plan

| Transit Agency                                      | Projects  | CDOT Investment Category     | Annual Estimate  | Cost               | 26 Year Estimate    | Cost |
|---|---|------------------------------|------------------|--------------------|---------------------|------|
| <b>Prowers Area<br/>Transit Services<br/>(PATS)</b> | Continue Existing Services  | Mobility                     | \$226,907        |                    | \$5,899,593         |      |
|   | Replace Vehicles (5 vehicle replaced every 5 years at a cost of \$45,000 per vehicle. Vehicle replacement starts in FY 05, 06, 07, 08 & 09. | Mobility                     | N/A              |                    | \$1,170,000         |      |
|   |   | <b>Total</b>                 | <b>\$226,907</b> |                    | <b>\$7,069,593</b>  |      |
|   | <b>Funding Sources</b>  | County                       | \$60,035         |                    | \$1,794,917         |      |
|   | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates.                  | City of Lamar                | \$21,218         |                    | \$551,668           |      |
|   |   | Fares                        | \$17,634         |                    | \$458,491           |      |
|   |   | FTA 5310                     | N/A              |                    | \$936,000           |      |
|   |   | FTA 5311                     | \$65,571         |                    | \$1,704,847         |      |
|   |   | Other State Grants/Contracts | \$62,449         |                    | \$1,623,669         |      |
|   |   | <b>Total</b>                 | <b>\$226,907</b> |                    | <b>\$7,069,593</b>  |      |
| <b>Intercounty<br/>Regional Service</b>             | Continue Existing Services (Implemented by FY 2005)   | Mobility                     | \$117,832        |                    | \$3,063,632         |      |
|   | Replace Vehicles (2 vehicle replaced every 5 years at a cost of \$45,000 per vehicle. Vehicle replacement starts in FY 05 and FY 07.        | Mobility                     | N/A              |                    | \$495,000           |      |
|   |   | <b>Total</b>                 | <b>\$117,832</b> |                    | <b>\$3,558,632</b>  |      |
|   | <b>Funding Sources</b>  | Local                        | \$53,766         |                    | \$1,496,916         |      |
|   | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates.                  | Fares                        | \$10,300         |                    | \$267,800           |      |
|   |   | FTA 5310                     | N/A              |                    | \$396,000           |      |
|   |   | FTA 5311                     | \$53,766         |                    | \$1,397,916         |      |
|   | <b>Total</b>  | <b>\$117,832</b>             |                  | <b>\$3,558,632</b> |                     |      |
| <b>Southeast TPR Transit Total - Preferred Plan</b> |   |                              |                  |                    | <b>\$19,406,344</b> |      |

# 2030 “Preferred” Aviation Element

| Airport                       | Projects  | CBOT Investment<br>Category | Cost Estimate       |
|-------------------------------|---|-----------------------------|---------------------|
| <b>Eads</b>                   | 1. Increase runway length from 3860 to 4160**     | Safety                      | \$100,000           |
|                               | 2. Widen runway from 55' to 60'                   | Safety                      | \$154,000           |
|                               | 3. Construct taxiway or turnarounds               | Safety                      | \$288,000           |
|                               | 4. Install rotating beacon                        | Safety                      | \$15,000            |
|                               | 5. Runway end identifier lights                   | Safety                      | \$12,000            |
|                               | 6. PAPI/VASI System                               | Safety                      | \$30,000            |
|                               | 7. On site weather observation system             | Safety                      | \$130,000           |
|                               | 8. Public restrooms and telephones                | System Quality              | \$6,000             |
| <b>Eads Airport Total</b>     |   |                             | <b>\$735,000</b>    |
| <b>Holly</b>                  | 1. Install rotating beacon                        | Safety                      | \$15,000            |
|                               | 2. Public restrooms and telephones                | System Quality              | \$6,000             |
|                               | 3. Aircraft apron and vehicle parking             | System Quality              | \$50,000            |
|                               | 4. Construct SRE Building                         | Safety                      | \$100,000           |
|                               | 5. Land Acquisition and landside development      | Mobility                    | \$3,000,000         |
|                               | 6. Hangar Construction                            | Mobility                    | \$500,000           |
|                               | 7. On site weather reporting equipment            | Mobility                    | \$130,000           |
| <b>Holly Airport Total</b>    |   |                             | <b>\$3,801,000</b>  |
| <b>La Junta</b>               | 1. Overlay big hangar area                        | System Quality              | \$340,000           |
|                               | 2. Crack fill, slurry seal and remark runway 8-26 | System Quality              | \$200,000           |
|                               | 3. Airport Layout Plan Update                     | Safety                      | \$111,111           |
|                               | 4. Rehab Runway 12-30                             | System Quality              | \$815,000           |
|                               | 5. Install MTL for 8-26                           | Safety                      | \$750,000           |
|                               | 6. Reconstruct 12-30                              | System Quality              | \$3,000,000         |
|                               | 7. Overlay runway 8-26                            | System Quality              | \$1,500,000         |
|                               | 8. Repave Airport entrance road                   | System Quality              | \$300,000           |
|                               | 9. Construct parallel taxiway for runway 12-30    | Safety                      | \$1,500,000         |
|                               | 10. Develop helipad + lighting                    | Mobility                    | \$1,500,000         |
|                               | 11. Pavement preservation runways 12-30 and 8-26  | System Quality              | \$350,000           |
| <b>La Junta Airport Total</b> |   |                             | <b>\$10,366,111</b> |

# 2030 “Preferred” Aviation Element

Southeast Transportation Planning Region  
2030 Long Range Transportation Plan

| Airport                        | Projects   | CDOT Investment Category | Cost Estimate       |
|--------------------------------|--|--------------------------|---------------------|
| <b>Las Animas</b>              | 1. Grading and drainage for new runway                 | Safety                   | \$519,000           |
|                                | 2. Construct new runway including lighting and PAPI    | Safety                   | \$1,164,000         |
|                                | 3. Expand aircraft apron                               | Mobility                 | \$173,050           |
|                                | 4. AWOS  | Safety                   | \$96,000            |
|                                | 4. Install Rotating Beacon**                           | Safety                   | \$15,000            |
|                                | 5. Install low intensity runway lights or reflectors** | Safety                   | \$3,000             |
|                                | 6. Public restrooms and telephones**                   | System Quality           | \$6,000             |
| <b>La Animas Airport Total</b> |  |                          | <b>\$1,976,050</b>  |
| <b>Lamar</b>                   | 1. Install REILs and RDR's runway 8-26                 | Safety                   | \$86,667            |
|                                | 2. Reconstruct aircraft parking ramp                   | System Quality           | \$1,020,000         |
|                                | 3. Construct commercial hangar                         | Mobility                 | \$600,000           |
|                                | 4. EA - runway 26 extension                            | Safety                   | \$80,000            |
|                                | 5. Install MALSR Runway 36                             | Safety                   | \$300,000           |
|                                | 6. Construct de-ice pad                                | Safety                   | \$150,000           |
|                                | 7. Extend runway 8-26                                  | Safety                   | \$175,000           |
|                                | 8. Widen runway 8-26 to 75'                            | Safety                   | \$1,500,000         |
|                                | 9. Construct General Aviation ramp                     | Mobility                 | \$933,000           |
|                                | 10. Extend runway 18-36                                | Safety                   | \$3,100,000         |
|                                | 11. Widen and rehab runway 8-26                        | Safety                   | \$1,000,000         |
|                                | 12. Construct new terminal complex                     | Mobility                 | \$3,000,000         |
|                                | 13. Reconstruct and expand apron                       | Mobility                 | \$1,000,000         |
|                                | 14. Reconstruct runway 18-36                           | System Quality           | \$10,000,000        |
|                                | 15. Rehab apron  | System Quality           | \$1,000,000         |
|                                | 16. Reconstruct runway 8-26                            | System Quality           | \$3,500,000         |
|                                | 17. Rehab apron and lights                             | System Quality           | \$1,000,000         |
| <b>Lamar Airport Total</b>     |  |                          | <b>\$28,444,667</b> |

# 2030 “Preferred” Aviation Element

| Airport  | Projects                          | CDOT Investment<br>Category | Cost Estimate       |
|--|-----------------------------------|-----------------------------|---------------------|
| <b>Springfield</b>                                   | 1. SRE Building                   | Safety                      | \$80,000            |
|  | 2. Partial parallel taxiway       | Safety                      | \$174,000           |
|  | 3. Extend runway                  | Safety                      | \$250,000           |
|  | 4. Rehab and widen runway         | Safety                      | \$600,000           |
|  | 5. Medium Intensity Runway Lights | Safety                      | \$150,000           |
|  | 6. Connector taxiway and aprons   | Mobility                    | \$112,500           |
|  | 7. Pave turf runway               | Safety                      | \$238,500           |
|  | 8. Terminal building              | System Quality              | \$100,000           |
| <b>Springfield Airport Total</b>                     |                                   |                             | <b>\$1,705,000</b>  |
| <b>Southeast TPR Aviation Total - Preferred Plan</b> |                                   |                             | <b>\$47,027,828</b> |

**Chapter**  
**6**

# **“Fiscally Constrained” Transportation Plan**

*This chapter presents the 2030 “Fiscally Constrained” Transportation Plan for the Southeast Transportation Planning Region (TPR). This plan is based on the “Preferred” Transportation Plan with the application of the projected resources available for the implementation of the “Preferred” Plan over the next 26 years.*

## **Resource Allocation Process**

The resources available for implementation of this plan are extremely limited with the following funds available for the implementation of this plan (note that this does not include potential funds to the Region from any of the Transportation Commission’s programs except for the Regional Priority Program, all other funds such as the statewide programs, enhancement program, 7<sup>th</sup> Pot etc. will be allocated to various corridor projects through separate processes as part of the Statewide Transportation Plan):

|                                  |                      |
|----------------------------------|----------------------|
| Regional Priority Program        | \$ 2,812,000         |
| Transit Program                  | \$ 15,035,508        |
| Section 5310                     | \$2,276,300          |
| Section 5311                     | \$3,426,005          |
| Other Transit                    | \$8,661,867          |
| Other                            | \$ 671,335           |
| Aeronautics Program (6 yr. only) | \$ 1,177,778         |
| Other                            | \$ -0-               |
| <b>26 Yr. Total Available</b>    | <b>\$ 19,025,286</b> |

## Regional Priority Program Funds

CDOT has projected that revenue from the Regional Priority Program for the Southeast TPR will only be a total of **\$2,812,000 over the next 26 years**. This translates into approximately **\$108,154 per year** for the entire TPR.

This was necessary in order to hold the funding identified in the STIP for 2005 and 2006 harmless, to address previous agreements with PPACG, who will receive 45% of these funds from FY 2007 forward and to complete the I-25 Trinidad Viaduct and I-25/Eagleridge Interchange in Pueblo.

However, CDOT has also agreed that if any additional funds are made available, funding for the Central Front Range, Pueblo, South Central and Southeast TPRs will be distributed on a pro-rata share based on the 45% DVMT / 40% Lane Miles / 15% Truck VMT formula and normalized for the large projects (such as I-25 Trinidad and I-25/Eagleridge) from the base year of 2007 forward. This pro-rata share, based on 2002 data, is outlined in Table 6.1 and will be adjusted periodically to reflect changes in the DVMT, lane miles and truck VMT.

A copy of the memo from CDOT, dated April 14, 2004, is included at the end of this chapter (**this memo was later revised to reduce the control total for the Southeast TPR from \$4,291,800 to \$2,812,000 for the 26 year period due to funding constraints and other priorities within CDOT Region 2**).

It was determined that the best utilization of these funds was to allocate 100% of the available funds to the high priority corridors in the following percentages:

|                  |            |
|------------------|------------|
| US 287 Corridor: | 35%        |
| US 50 Corridor:  | 25%        |
| SH 101 Corridor: | 15%        |
| SH 96 Corridor:  | 15%        |
| SH 109 Corridor: | <u>10%</u> |
|                  | 100%       |

*No funds from the Regional Priority Program will be allocated to the medium and low priority corridors however, it is assumed that all of these corridors are eligible for other funding available from the Transportation Commission such as the Surface Treatment program, Bridge Replacement Program, Enhancement Program, Safety Program etc. which are not considered part of this transportation plan.*

**Table 7.1**

## RRP Fund Allocations (Based on 2002 Highway Statistics)

(Source: CDOT Web Page)

| County                       | Total Lane Mi.<br>40% | Total DVMT<br>45% | Total Trk DVMT<br>15% | % Lane Mi. | % DVMT | % Trk DVMT | 40% Lane Miles<br>45% DVMT<br>15% Truck DVMT |       |
|------------------------------|-----------------------|-------------------|-----------------------|------------|--------|------------|--|-------|
| 2                            | Baca                  | 307               | 167,801               | 75,312     | 6.5%   | 1.5%       | 6.3%   | 4.2%  |
| 2                            | Bent                  | 178               | 156,039               | 21,185     | 3.8%   | 1.4%       | 1.8%   | 2.4%  |
| 2                            | Crowley               | 132               | 80,997                | 12,361     | 2.8%   | 0.7%       | 1.0%   | 1.6%  |
| 2                            | Custer                | 163               | 79,625                | 5,565      | 3.4%   | 0.7%       | 0.5%   | 1.8%  |
| 2                            | El Paso               | 739               | 5,485,423             | 426,317    | 15.6%  | 48.5%      | 35.7%  | 33.4% |
| 2                            | Fremont               | 359               | 681,984               | 53,464     | 7.6%   | 6.0%       | 4.5%   | 6.4%  |
| 2                            | Huerfano              | 363               | 505,722               | 85,185     | 7.7%   | 4.5%       | 7.1%   | 6.2%  |
| 2                            | Kiowa                 | 274               | 138,198               | 58,250     | 5.8%   | 1.2%       | 4.9%   | 3.6%  |
| 2                            | Las Animas            | 608               | 571,661               | 90,639     | 12.9%  | 5.1%       | 7.6%   | 8.6%  |
| 2                            | Otero                 | 425               | 383,254               | 42,429     | 9.0%   | 3.4%       | 3.5%   | 5.7%  |
| 2                            | Prowers               | 327               | 308,196               | 97,303     | 6.9%   | 2.7%       | 8.1%   | 5.2%  |
| 2                            | Pueblo                | 726               | 2,370,676             | 206,082    | 15.4%  | 20.9%      | 17.2%  | 18.2% |
| 2                            | Teller                | 124               | 387,286               | 21,734     | 2.6%   | 3.4%       | 1.8%   | 2.9%  |
| Region 2 Total               |                       |                   |                       |            |        |            |  |       |
| SE Total                     |                       |                   |                       |            |        |            |  |       |
|                              |                       |                   |                       |            |        |            |  |       |
|                              |                       |                   |                       |            |        |            |  |       |
| 2                            | Baca                  | 307               | 167,801               | 75,312     | 7.7%   | 2.9%       | 9.8%   | 5.8%  |
| 2                            | Bent                  | 178               | 156,039               | 21,185     | 4.5%   | 2.7%       | 2.8%   | 3.4%  |
| 2                            | Crowley               | 132               | 80,997                | 12,361     | 3.3%   | 1.4%       | 1.6%   | 2.2%  |
| 2                            | Custer                | 163               | 79,625                | 5,565      | 4.1%   | 1.4%       | 0.7%   | 2.4%  |
| 2                            | Fremont               | 359               | 681,984               | 53,464     | 9.0%   | 11.7%      | 6.9%   | 9.9%  |
| 2                            | Huerfano              | 363               | 505,722               | 85,185     | 9.1%   | 8.7%       | 11.1%  | 9.2%  |
| 2                            | Kiowa                 | 274               | 138,198               | 58,250     | 6.9%   | 2.4%       | 7.6%   | 5.0%  |
| 2                            | Las Animas            | 608               | 571,661               | 90,639     | 15.3%  | 9.8%       | 11.8%  | 12.3% |
| 2                            | Otero                 | 425               | 383,254               | 42,429     | 10.7%  | 6.6%       | 5.5%   | 8.0%  |
| 2                            | Prowers               | 327               | 308,196               | 97,303     | 8.2%   | 5.3%       | 12.6%  | 7.6%  |
| 2                            | Pueblo                | 726               | 2,370,676             | 206,082    | 18.2%  | 40.7%      | 26.8%  | 29.6% |
| 2                            | Teller                | 124               | 387,286               | 21,734     | 3.1%   | 6.6%       | 2.8%   | 4.7%  |
| Region 2 less<br>El Paso Co. |                       |                   |                       |            |        |            |  |       |
| SE Total less<br>El Paso Co. |                       |                   |                       |            |        |            |  |       |
|                              |                       |                   |                       |            |        |            |  |       |
|                              |                       |                   |                       |            |        |            |  |       |

### **Special Transit Program Funds (Section 5310 and 5311)**

As noted in Chapter 6, over the next 26 years there are no increase in the Section 5310 and Section 5311 funds to the TPR other than a 3% increase due to inflation. Therefore, only existing services and no new services to the Region (i.e. Crowley County transit service and the Region wide transit service) are included in the fiscally constrained plan. In order to remain fiscally constrained, it is assumed that all other revenues sources such as the fares, Title III etc. and city and county revenues allocated towards transit also grow at rate of at least 3% per year in order to provide the required match and other program shortfalls.

The allocation of these funds is included in the appropriate high priority corridors and specific details of the operating costs and vehicle replacement costs are outlined in the transit element of the plan.

**It should also be noted that the Southeast TPR does not agree with the methodology that CDOT used to develop the control totals for the Section 5311 funds. However, in order to meet the fiscal constraint requirements, this plan utilized these reduced control totals and will identify the difference in the plan as needs without a specific funding source. If the necessary Section 5311 operating funds are not available during the implementation of this plan to cover this shortfall, the Board, at that point in time, will determine if additional local funds will be added to the program to cover the shortfall or if a reduction in services will be implemented.**

### **Aviation Funds**

As noted in Chapter 6, the CDOT Division of Aeronautics only provided funding for 6 years of the transportation plan (FY 2005 – 2010). After discussing this in detail with the Division of Aeronautics, it was determined that this is the best revenue estimate that can be provided at this time, therefore the aeronautics element of this fiscally constrained plan only include those specific projects that there if anticipated funding for during the next 6 years beginning in FY 2005.

### **Other Funds**

Per the direction of CDOT, no other funding from the Transportation Commission, i.e. Surface Treatment funds, Bridge Replacement funds, Safety funds, **Enhancement** funds are included in the fiscal constrained portion of this plan and it is understood that the funds allocated to this TPR as well as the specific projects for each will be developed as part of the Statewide 2030 Long Range Plan and the Statewide Transportation Improvement Program (STIP).



| Corridor  | Beginning Point / Ending Point                           | Beginning Milepost / Ending Milepost | Segment Length   | Primary Investment Category | Secondary Investment Category |
|---|--|--------------------------------------|------------------|-----------------------------|-------------------------------|
| US 287  | Colorado-Oklahoma State Line<br>I-70 in Limon            | 0.000<br>132.999                     | 125.6            | Quality                     | Mobility                      |
| 287 - SE TPR  | Colorado-Oklahoma State Line<br>Kiowa-Cheyenne Co. Line  | 0.000<br>122.925                     | 115.3            | Quality                     | Mobility                      |
| <b>Corridor Vision:</b>   |  |                                      |                  |                             |                               |
| <p>The vision for this corridor is primarily to increase the north -south mobility from Laredo, Texas to the Denver metropolitan area and the various communities and facilities along the route as part of the National Ports to Plains Trade Route as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility and is a critical link in the Ports to Plains which will facilitate interstate and international trade commerce between Mexico and the United States. In addition, this corridor will provide a critical link in the nationwide system of routes which are essential to the nation's economy, defense and overall mobility.</p> <p>Since this area of the State depends primarily on agriculture for economic activity this route will continue to serve the Region for farm to market but in addition with the increase in recreational and business opportunities in the area there will be a significant increase in need for a facility which can provide mobility and safe transportation with the increased interaction between large trucks and other vehicles utilizing this corridor. <b>This includes all projects included in the 2003 Strategic Programming effort and are to be included in all future strategic programming efforts.</b></p> |  |                                      |                  |                             |                               |
| <b>Corridor Strategy:</b>   |  |                                      |                  |                             |                               |
| <p>Completion of the Lamar Bypass to a 4-Lane facility and completion of all segments along the corridor to a minimum standard of a "Super" 2-Lane Facility. Also includes improvements to the Eads, Lamar and Springfield airports and the operating and equipment replacement needs for the Prowers Area Transit, Kiowa County Transit and Baca County Seniors Transit agencies as outlined in the aviation and transit portions of this plan.</p>  |  |                                      |                  |                             |                               |
| <b>Cost to Complete:</b>  |  | <b>Regional Priority Programming</b> |                  | <b>26 Year Allocations</b>  |                               |
| Roadway   | \$138,600,000  | 35%                                  | RPP Funds        | \$1,502,130                 |                               |
| Aeronautics   | \$30,884,667   |                                      | Aeronautics      | \$1,066,667                 |                               |
| Transit   | \$9,155,714  |                                      | Transit - 5311   | \$1,560,997                 |                               |
|   |  |                                      | Transit - 5310   | \$1,401,780                 |                               |
|   |  |                                      | Transit - Other  | \$6,192,937                 |                               |
|   |  |                                      | Other            | \$0                         |                               |
| <b>Total</b>  | <b>\$178,640,381</b>                                     |                                      | <b>Total</b>     | <b>\$11,724,511</b>         |                               |
|   |  |                                      | <b>Shortfall</b> | <b>(\$166,915,870)</b>      |                               |
| US 50   | I-25 in Pueblo<br>Colorado / Kansas State Line           | 316.001<br>467.583                   | 151.5            | Mobility                    | Quality                       |
| 50 - SE TPR   | Pueblo-Otero County Line<br>Colorado - Kansas State Line | 349.000<br>467.583                   | 118.4            | Mobility                    | Quality/Safety                |
| <b>Corridor Vision:</b>   |  |                                      |                  |                             |                               |
| <p>The vision for this corridor is primarily to increase the east-west mobility from the Lower Arkansas Valley to the Pueblo metropolitan area and the various communities and facilities along the route. As well as to improve safety and maintain system quality. This corridor serves as a multi-modal National Highway System facility and makes the east-west connection within southeast Colorado including the making the connection to the Ports to Plains route (US 287) to I-25 in the City of Pueblo. This corridor will provide a southern east-west alternative to I-70 for region residents, tourists and freight movements by providing interstate level mobility for southern Colorado.</p>  |  |                                      |                  |                             |                               |

High Priority

| Corridor   | Beginning Point / Ending Point  | Beginning Milepost / Ending Milepost   | Segment Length                       | Primary Investment Category | Secondary Investment Category |         |
|--|---|--|--------------------------------------|-----------------------------|-------------------------------|---------|
| High Priority  | 50 - SE TPR (cont.)   | The transportation system in the area primarily serves towns, cities and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected growth in the Region, both passenger and freight traffic volumes are expected to increase particularly with the increase in travel on the Port-to-Plans Route along US 287. This area of the State depends primarily on agriculture for economic activity in the area but there has been and will continue to be a sharp increase in tourism in the Region. Users of this corridor want to provide the necessary mobility to the Region to ensure continued and increased economic development in the Region while improving the overall transportation safety of the corridor. |                                      |                             |                               |         |
|  | <b>Corridor Strategy:</b>   |  |                                      |                             |                               |         |
|  | Expansion of the capacity of the corridor to move people and goods to the equivalent of a 4 lane facility which meets all design standards including appropriate shoulders. Also includes improvements to the Holly, La Junta and Las Animas airports and the operating and equipment replacement needs for the City of La Junta Transit and the Golden Age Transportation in Bent County Transit agencies as outlined in the aviation and transit portions of this plan. <b>This includes all projects included in the 2003 Strategic Programming effort and are to be included in all future strategic programming efforts.</b> |  |                                      |                             |                               |         |
|  | <b>Cost to Complete:</b>  |  | <b>Regional Priority Programming</b> |                             | <b>26 Year Allocations</b>    |         |
|  | Roadway   | \$1,724,000,000  | 25%                                  | RPP Funds                   | \$1,072,950                   |         |
|  | Aeronautics   | \$16,143,161   |                                      | Aeronautics                 | \$111,111                     |         |
|  | Transit   | \$5,879,794  |                                      | Transit - 5311              | \$1,865,008                   |         |
|  |   |  |                                      | Transit - 5310              | \$874,520                     |         |
|  |   |  |                                      | Transit - Other             | \$3,140,266                   |         |
|  |   |  |                                      | Other                       | \$0                           |         |
|  | <b>Total</b>  | <b>\$1,746,022,955</b>   |                                      | <b>Total</b>                | <b>\$7,063,855</b>            |         |
|  |   |  |                                      | <b>Shortfall</b>            | <b>(\$1,738,959,100)</b>      |         |
|  | CO 101  | US 50 in Las Animas<br>Toonerville in Bent Co.   |                                      |                             | Safety                        | Quality |
|  | 101-1 - SE TPR  | Jct. US 50   | 0.000                                | 21.3                        | Safety                        | Quality |
|  |   | Jct. Bent Co. Road K in Toonerville  | 21.413                               |                             |                               |         |
| 101-2 - SE TPR   | Toonerville   | N/A  | 31.0                                 |                             |                               |         |
|  | Pritchett   | N/A  |                                      |                             |                               |         |
|  | Sub-Corridor  | CO 101 Total   | 21.3                                 |                             |                               |         |
| <b>Corridor Vision:</b>  |   |  |                                      |                             |                               |         |
| This corridor currently serves as a north-south connection between Pritchett to its junction to US 50 as an alternative route to US 287 in southeast Colorado. The vision for this corridor is to bring it up to a 2-lane paved facility for the entire length as part of the State Highway System to provide this alternative route primarily for intra-Regional travel primarily for farm to market use. |   |  |                                      |                             |                               |         |
| <b>Corridor Strategy:</b>  |   |  |                                      |                             |                               |         |
| Maintenance of the existing system quality with the elimination of geometric deficiencies on the corridor from US 50 to Toonerville and the paving of the corridor to a 2 lane facility from Toonerville to Pritchett.   |   |  |                                      |                             |                               |         |
| <b>Cost to Complete:</b>   |   | <b>Regional Priority Programming</b>   |                                      | <b>26 Year Allocations</b>  |                               |         |
| Roadway  | \$81,750,000  | 15%  | RPP Funds                            | \$643,770                   |                               |         |
| Aeronautics  | \$0   |  | Aeronautics                          | \$0                         |                               |         |
| Transit  | \$0   |  | Transit - 5311                       | \$0                         |                               |         |
|  |   |  | Transit - 5310                       | \$0                         |                               |         |
|  |   |  | Transit - Other                      | \$0                         |                               |         |
|  |   |  | Other                                | \$0                         |                               |         |
| <b>Total</b>   | <b>\$81,750,000</b>   |  | <b>Total</b>                         | <b>\$643,770</b>            |                               |         |
|  |   |  | <b>Shortfall</b>                     | <b>(\$81,106,230)</b>       |                               |         |

| Corridor  | Beginning Point / Ending Point | Beginning Milepost / Ending Milepost | Segment Length   | Primary Investment Category | Secondary Investment Category |
|---|--------------------------------|--------------------------------------|------------------|-----------------------------|-------------------------------|
| CO 96   | I-25 in Pueblo                 | 69.480                               | 134.8            | Safety                      | Quality                       |
|   | Colorado-Kansas State Line     | 207.454                              |                  |                             |                               |
| 96 - SE TPR   | Pueblo-Crowley County Line     | 88.000                               | 116.3            | Quality                     | Safety                        |
|   | Colorado-Kansas State Line     | 207.454                              |                  |                             |                               |
| <b>Corridor Vision:</b>   |                                |                                      |                  |                             |                               |
| The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a northern east-west alternative for US 50 within the Region. Travel modes include passenger vehicles, school bus service, farm vehicles, truck freight and bicycles. With the continued growth in the Region it is important to support the movement of tourists, farm to market products, freight as well as bicycles while ensuring the overall transportation safety of this corridor. |                                |                                      |                  |                             |                               |
| <b>Corridor Strategy:</b>   |                                |                                      |                  |                             |                               |
| Improve the overall transportation safety of the corridor through the addition and/or improvement of shoulders, passing lanes, turn lanes, sight and visibility lines, signing and striping, roadway pullouts for slow moving or disabled vehicles and bicycle facilities (i.e. adequate shoulders).  |                                |                                      |                  |                             |                               |
| <b>Cost to Complete:</b>  |                                |                                      |                  |                             |                               |
|   |                                | <b>Regional Priority Programming</b> |                  | <b>26 Year Allocations</b>  |                               |
| Roadway   | \$130,500,000                  | 15%                                  | RPP Funds        | \$643,770                   |                               |
| Aeronautics   | \$0                            |                                      | Aeronautics      | \$0                         |                               |
| Transit   | \$0                            |                                      | Transit - 5311   | \$0                         |                               |
|   |                                |                                      | Transit - 5310   | \$0                         |                               |
|   |                                |                                      | Transit - Other  | \$0                         |                               |
|   |                                |                                      | Other            | \$0                         |                               |
| <b>Total</b>  | <b>\$130,500,000</b>           |                                      | <b>Total</b>     | <b>\$643,770</b>            |                               |
|   |                                |                                      | <b>Shortfall</b> | <b>(\$129,856,230)</b>      |                               |
| CO 109  | US 160 in Las Animas Co.       | 0.000                                | 65.2             | Quality                     | Safety                        |
|   | 3rd St. in Cheraw              | 65.768                               |                  |                             |                               |
| 109 - SE TPR  | Bent-Las Animas County Line    | 28.000                               | 37.5             | Quality                     | Safety                        |
|   | Jct. 3rd St. in Cheraw         | 65.768                               |                  |                             |                               |
| <b>Corridor Vision:</b>   |                                |                                      |                  |                             |                               |
| The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor primarily connects the airport to the city of La Junta as well as intra regional travel for the area around the city of La Junta. With the continued growth in the Region it is important to support the mobility of this corridor while ensuring the overall transportation safety of this corridor.  |                                |                                      |                  |                             |                               |
| <b>Corridor Strategy:</b>   |                                |                                      |                  |                             |                               |
| Improve the overall transportation safety and mobility of the corridor through the addition and/or improvement of all current geometric deficiencies including shoulders, passing lanes, turn lanes, sight and visibility lines, signing and striping, roadway pullouts for slow moving or disabled vehicles.   |                                |                                      |                  |                             |                               |
| <b>Cost to Complete:</b>  |                                |                                      |                  |                             |                               |
|   |                                | <b>Regional Priority Programming</b> |                  | <b>26 Year Allocations</b>  |                               |
| Roadway   | \$42,750,000                   | 10%                                  | RPP Funds        | \$429,180                   |                               |
| Aeronautics   | \$0                            |                                      | Aeronautics      | \$0                         |                               |
| Transit   | \$0                            |                                      | Transit - 5311   | \$0                         |                               |
|   |                                |                                      | Transit - 5310   | \$0                         |                               |
|   |                                |                                      | Transit - Other  | \$0                         |                               |
|   |                                |                                      | Other            | \$0                         |                               |
| <b>Total</b>  | <b>\$42,750,000</b>            |                                      | <b>Total</b>     | <b>\$429,180</b>            |                               |
|   |                                |                                      | <b>Shortfall</b> | <b>(\$42,320,820)</b>       |                               |

High Priority

## High Priority Totals:

### Costs to Complete:

|             |                 |
|-------------|-----------------|
| Roadway     | \$2,117,600,000 |
| Aeronautics | \$47,027,828    |
| Transit     | \$15,035,508    |

**Total \$2,179,663,336**

### 26 year Allocations:

|                |             |
|----------------|-------------|
| RPP Funds      | \$4,291,800 |
| Aeronautics    | \$1,177,778 |
| Transit - 5311 | \$3,426,005 |
| Transit - 5310 | \$2,276,300 |
| Transit-Other  | \$9,333,203 |
| Other          | \$0         |

**Total \$20,505,086**

**Shortfall -\$2,159,158,250**

## Total Southeast TPR

### Costs to Complete:

|             |                 |
|-------------|-----------------|
| Roadway     | \$2,380,850,000 |
| Aeronautics | \$47,027,828    |
| Transit     | \$15,847,508    |

**Total \$2,443,725,336**

### 26 Year Allocations:

|                |             |
|----------------|-------------|
| RPP Funds      | \$4,291,800 |
| Aeronautics    | \$1,177,778 |
| Transit - 5311 | \$3,426,005 |
| Transit - 5310 | \$2,276,300 |
| Transit-Other  | \$9,333,203 |
| Other          | \$0         |

**Total \$20,325,086**

**Shortfall -\$2,423,400,250**

# 2030 “Constrained” Transit Element

| Transit Agency   | Projects  | CDOT Investment Category      | Annual Estimate  | Cost      | 26 Year Estimate   | Cost |
|--|---|-------------------------------|------------------|-----------|--------------------|------|
| <b>Baca County Seniors</b>   | Continue Existing Services  | Mobility                      | \$31,689         |           | \$823,914          |      |
|  | Replace Vehicles (1 vehicle each replaced every 5 years at a cost of \$45,000 per vehicle. Vehicle replacement starts in FY 2007)   | Mobility                      | N/A              |           | \$225,000          |      |
|  |   | <b>Total</b>                  | <b>\$31,689</b>  |           | <b>\$1,048,914</b> |      |
|  | <b>Funding Sources</b>  | County                        | \$21,198         |           | \$632,888          |      |
|  | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates.  | Fares                         | \$656            |           | \$17,056           |      |
|  |   | FTA 5310                      | N/A              |           | \$143,260          |      |
|  |   | Title III                     | \$9,835          |           | \$255,710          |      |
|  | <b>Total</b>  |                               | <b>\$31,689</b>  |           | <b>\$1,048,914</b> |      |
| <b>City of La Junta (includes Arkansas Valley Community Center Operations)</b> | Continue Existing Services  | Mobility                      | \$144,202        |           | \$3,749,252        |      |
|  | Replace Vehicles (1 large bus replaced twice at \$120,000 each and 3 vehicles replaced every 5 years at a cost of \$45,000. Large bus replaced in FY 2010 and the small vehicles replaces starting in FY 05, 06, and 07.  | Mobility                      | N/A              |           | \$960,000          |      |
|  |   | <b>Total</b>                  | <b>\$144,202</b> |           | <b>\$4,709,252</b> |      |
|  | <b>Funding Sources</b>  | City of La Junta              | \$61,174         |           | \$1,868,066        |      |
|  | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates. <b>Other operating funds indicate the difference between CDOT revenue estimates for FTA 5311 and the TPR's estimates. If the necessary 5311 funds do not become available the Board will decide whether to add more local funds or reduce services at that time.</b> | Fares                         | \$10,927         |           | \$284,102          |      |
|  |   | FTA 5310                      | N/A              |           | \$731,260          |      |
|  |   | FTA 5311                      | \$58,718         |           | \$1,526,669        |      |
|  | Other Oper Funds  | \$11,506                      |                  | \$299,155 |                    |      |
|  | <b>Total</b>  |                               | <b>\$142,325</b> |           | <b>\$4,709,252</b> |      |
| <b>Golden Age Transportation (Bent Co.)</b>                                    | Continue Existing Services  | Mobility                      | \$36,367         |           | \$945,542          |      |
|  | Replace Vehicle (1 vehicle replaced every 5 years at a cost of \$45,000 per vehicle. Vehicle replacement starts in FY 2009 since the current vehicle is a 2004.   | Mobility                      | N/A              |           | \$225,000          |      |
|  |   | <b>Total</b>                  | <b>\$36,367</b>  |           | <b>\$1,170,542</b> |      |
|  | <b>Funding Sources</b>  | County and City of Las Animas | \$8,477          |           | \$350,944          |      |
|  | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates. <b>Other operating funds indicate the difference between CDOT revenue estimates for FTA 5311 and the TPR's estimates. If the necessary 5311 funds do not become available the Board will decide whether to add more local funds or reduce services at that time.</b> | Fares                         | \$1,538          |           | \$39,988           |      |
|  |   | FTA 5310                      | N/A              |           | \$143,260          |      |
|  |   | FTA 5311                      | \$13,013         |           | \$338,339          |      |
|  | Other Oper Funds  | \$2,550                       |                  | \$66,299  |                    |      |
|  | AAA   | \$8,912                       |                  | \$231,712 |                    |      |
|  | <b>Total</b>  |                               | <b>\$34,490</b>  |           | <b>\$1,170,542</b> |      |

# 2030 “Constrained” Transit Element

|   |   |                              |                    |                     |
|---|---|------------------------------|--------------------|---------------------|
| <b>Kiowa Co. Transit</b>  | Continue Existing Services  | Mobility                     | \$20,854           | \$542,207           |
|   | Replace Vehicles (2 vehicle replaced every 5 years at a cost of \$45,000 per vehicle. Vehicle replacement starts in FY 2005 and 2007.   | Mobility                     | N/A                | \$495,000           |
|   |   | <b>Total</b>                 | <b>\$20,854</b>    | <b>\$1,037,207</b>  |
|   | <b>Funding Sources</b>  | County                       | \$8,868            | \$415,113           |
|   | (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates. <b>Other operating funds indicate the difference between CDOT revenue estimates for FTA 5311 and the TPR's estimates. If the necessary 5311 funds do not become available the Board will decide whether to add more local funds or reduce services at that time.</b> | Fares                        | \$2,000            | \$52,000            |
|   |   | FTA 5310                     | N/A                | \$359,260           |
|   |   | FTA 5311                     | \$6,780            | \$176,290           |
|   |   | Other Oper Funds             | \$1,329            | \$34,544            |
|   |   | <b>Total</b>                 | <b>\$18,977</b>    | <b>\$1,037,207</b>  |
|   | <b>Prowers Area Transit Services (PATS)</b>   | Continue Existing Services   | Mobility           | \$226,907           |
| Replace Vehicles (5 vehicle replaced every 5 years at a cost of \$45,000 per vehicle. Vehicle replacement starts in FY 05, 06, 07, 08 & 09.   |   | Mobility                     | N/A                | \$1,170,000         |
|   |   | <b>Total</b>                 | <b>\$226,907</b>   | <b>\$7,069,593</b>  |
| <b>Funding Sources</b>  |   | County                       | \$60,035           | \$1,880,459         |
| (Federal funds & County match for vehicle replacement is not included in annual estimates but are in the 25 yr. Estimates. <b>Other operating funds indicate the difference between CDOT revenue estimates for FTA 5311 and the TPR's estimates. If the necessary 5311 funds do not become available the Board will decide whether to add more local funds or reduce services at that time.</b> |   | City of Lamar                | \$21,218           | \$551,668           |
|   |   | Fares                        | \$17,634           | \$458,491           |
|   |   | FTA 5310                     | N/A                | \$899,260           |
|   |   | FTA 5311                     | \$53,258           | \$1,384,707         |
|   |   | Other Oper Funds             | \$10,436           | \$271,338           |
|   |   | Other State Grants/Contracts | \$62,449           | \$1,623,669         |
|   | <b>Total</b>  | <b>\$225,030</b>             | <b>\$7,069,593</b> |                     |
| <b>Southeast TPR Transit Total - Constrained Plan</b>   |   |                              |                    | <b>\$15,035,508</b> |

# 2030 “Constrained” Aviation Element

| Airport  | Projects                               | CDOT Investment Category | Cost Estimate      |
|--|--|--------------------------|--------------------|
| La Junta   | 1. Airport Layout Plan Update          | Safety                   | \$111,111          |
|  | <b>La Junta Airport Total</b>          |                          | <b>\$111,111</b>   |
| Lamar  | 1. Install REILs and RDR's runway 8-26 | Safety                   | \$86,667           |
|  | 2. Construct commercial hangar         | Mobility                 | \$600,000          |
|  | 3. EA - runway 26 extension            | Safety                   | \$80,000           |
|  | 4. Install MALSR Runway 36             | Safety                   | \$300,000          |
|  | <b>Lamar Airport Total</b>             |                          | <b>\$1,066,667</b> |
| <b>Southeast TPR Total - Constrained Plan:</b>   |  |                          | <b>\$1,177,778</b> |
| <b>Southeast TPR Total - Revenues Available:</b> |  |                          | <b>\$1,177,778</b> |

**NOTE: Revenues reflect only 6 years per the direction of the CDOT Division of Aeronautics**

**Chapter**  
**7**

# Transit Overview and Short Range Plan

*This chapter presents an detailed overview of the transit element of the 2030 Long Range Plan and includes a 6 year short term plan (FY 2005 – FY 2010) for the specialized transit portion of the long range plan which is required by CDOT. These plans are necessary in order to maintain eligibility to receive Federal Transit Administration (FTA) funds. This transit element will include capital and operating expenses for the 26-year period and the first six years of the short-range plan.*

## **Issues**

The list of issues presented in the following text was identified in the current Regional Transit Plan for Southeast Colorado which was completed in 2001. Although there have been many improvements in the transit service within the region, the issues still remain and will continue to require short-range and/or long-range actions.

### **Regionwide**

- Effective non-emergency medical transportation throughout the region.
- Juvenile transportation options to Pueblo, Colorado Springs, and La Junta.
- Assistance for farm labor transportation.
- Less administrative requirements on FTA grant operating funds.



### **Baca County**

- Needs of the Senior Center.
- Vehicle replacement schedule.
- Role of farm labor transportation.

### **Bent County**

- Vehicle replacement schedule
- Transportation needs at Fort Lyon VA Hospital.

### **Crowley County**

- New transit service for the county.

### **Kiowa County**

- Transportation needs within the county.
- Role of farm labor transportation.

### **Otero County**

- Increased coordination with existing agencies.
- La Junta City Transit - most effective service type.
- La Junta City Transit vehicle replacement.
- Prisoner transportation due to the boarding of prisoners in other county jails.

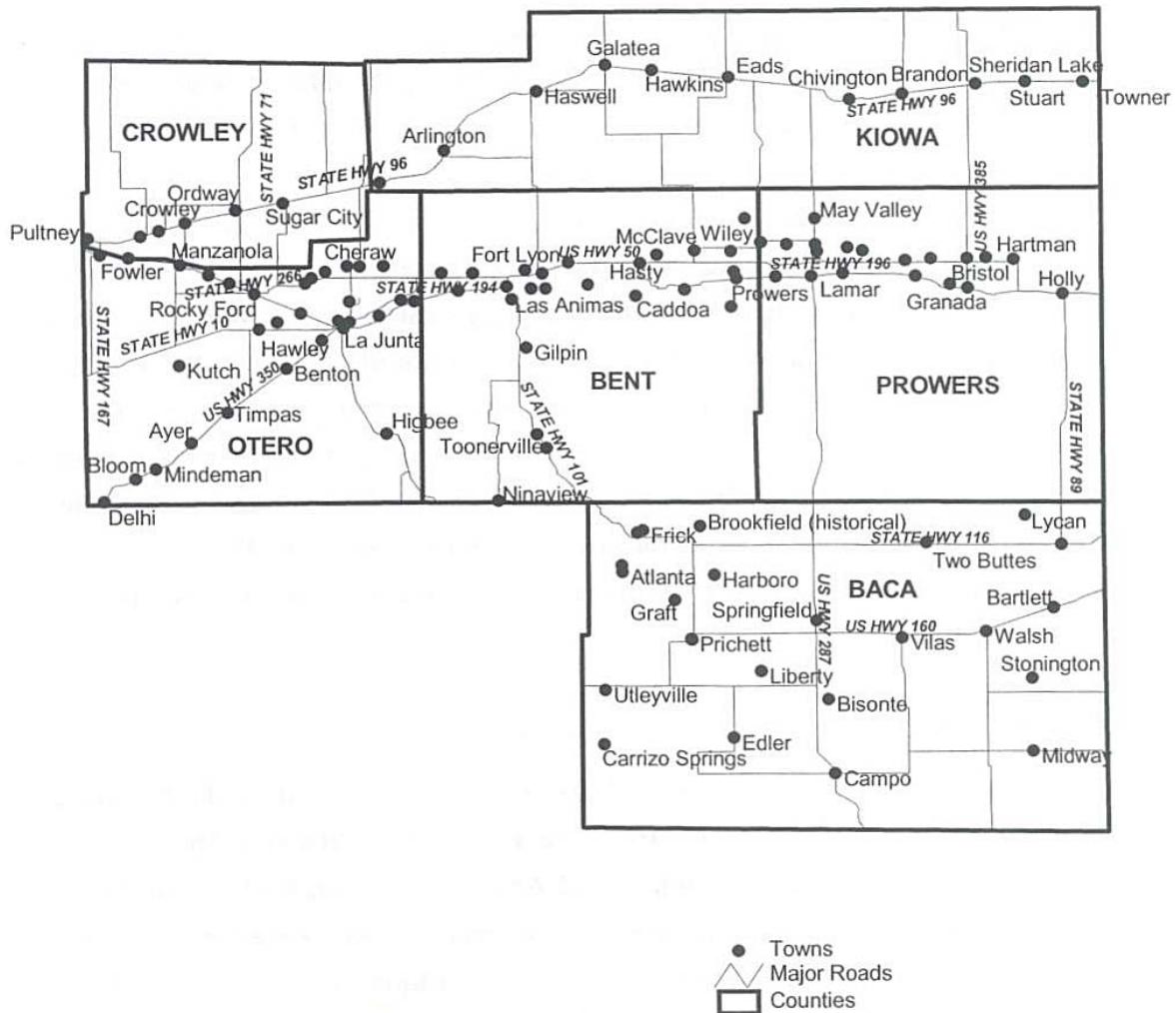
### **Prowers County**

- Effective non-emergency medical transportation through out the region.
- Juvenile transportation options to Pueblo, Colorado Springs, and La Junta.
- Assistance for farm labor transportation.
- Increased coordination with existing agencies.
- Vehicle replacement schedule for dependable and safe rides.
- Land/building – shop expansion for office and storage.
- Staff training and grant writing assistance
- Additional need for human service programs and developmentally disabled
- Rural areas are faced with diminishing resources
- Fast growth of aging population 65+ over next 20 years
- Federal tax changes are causing significant reduction in general fund revenues
- Savage cuts in programs that lack constitutional protection

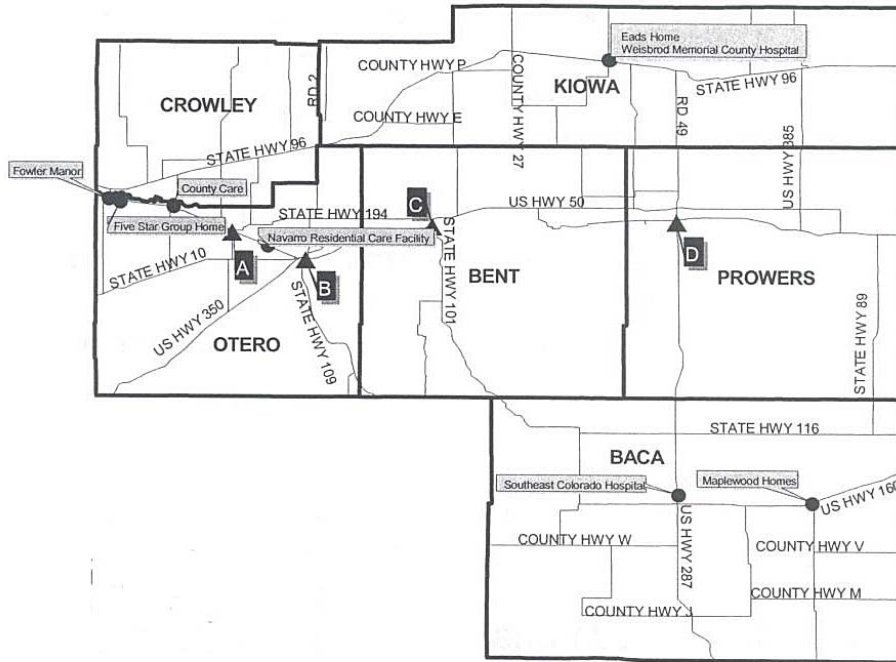
## **Major Transit Destinations**

Major transit destinations are important in terms of land use, trip generation rates, and their ability to be served by public transit. Figures 7.1 through 7.6 show the location of important points of interest identified within the study area. Many of these destinations are clustered together into what can be termed "activity centers."

**Figure 7.1  
Study Area**

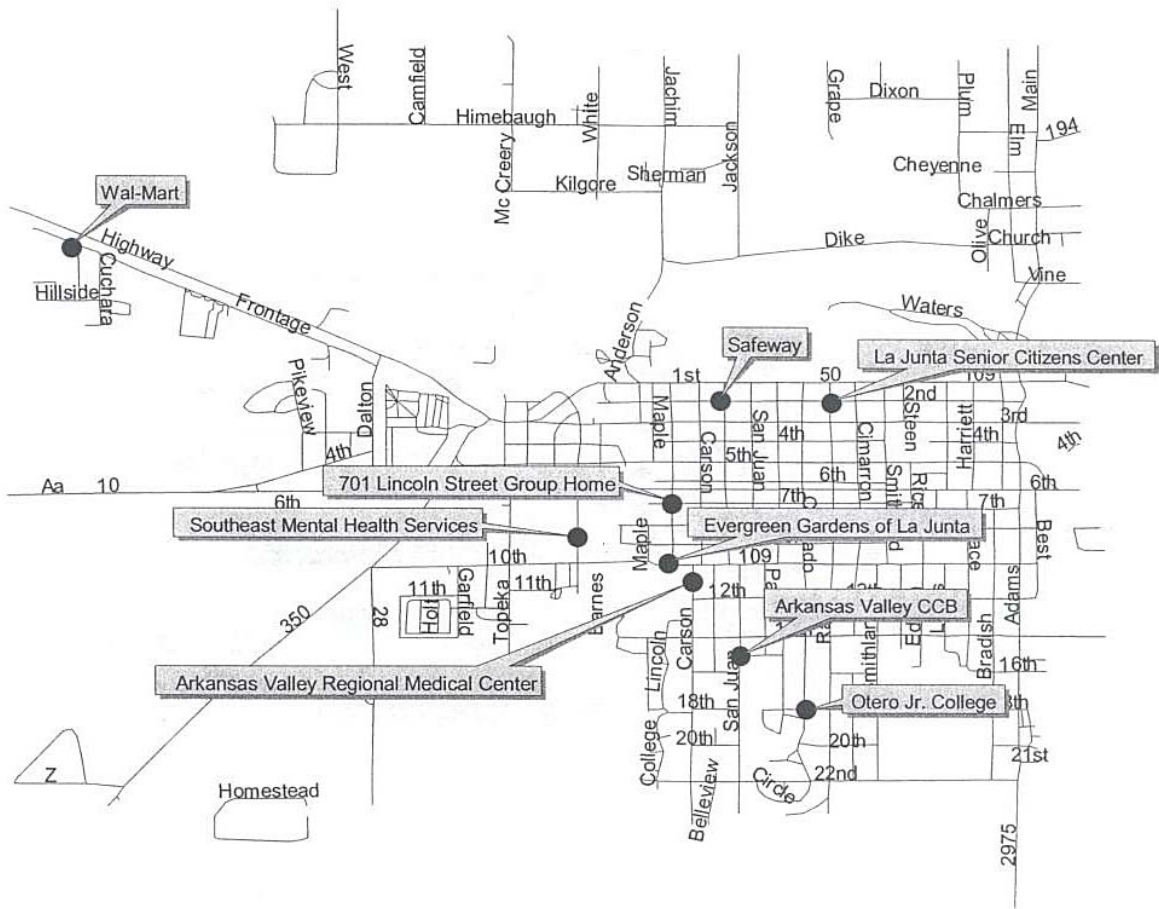


**Figure 7.2**  
**Major Activities Centers**



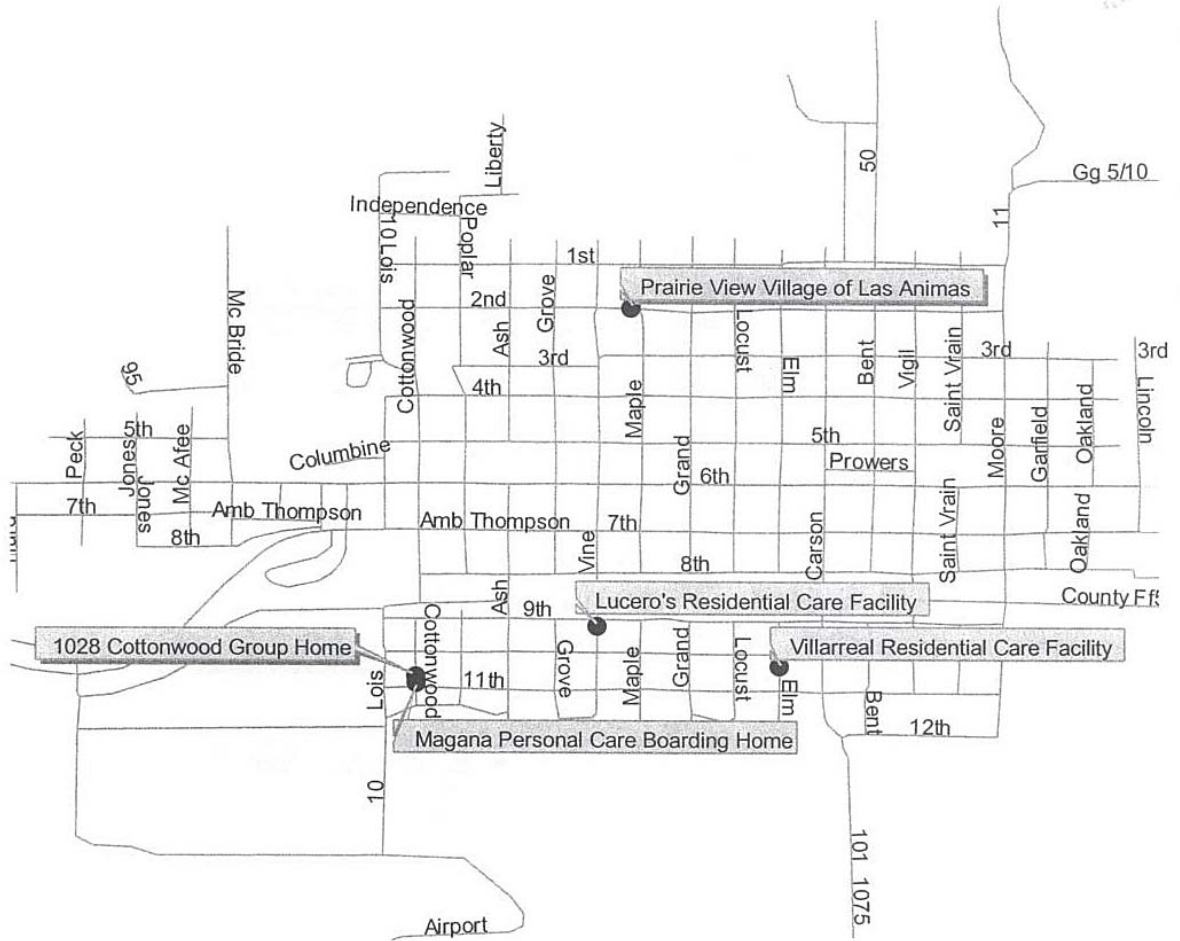
- Activity Centers
- ▲ Detail Areas
- ▬ Major Roads
- ▭ Counties

Figure 7.3  
Major Activities Centers  
La Junta



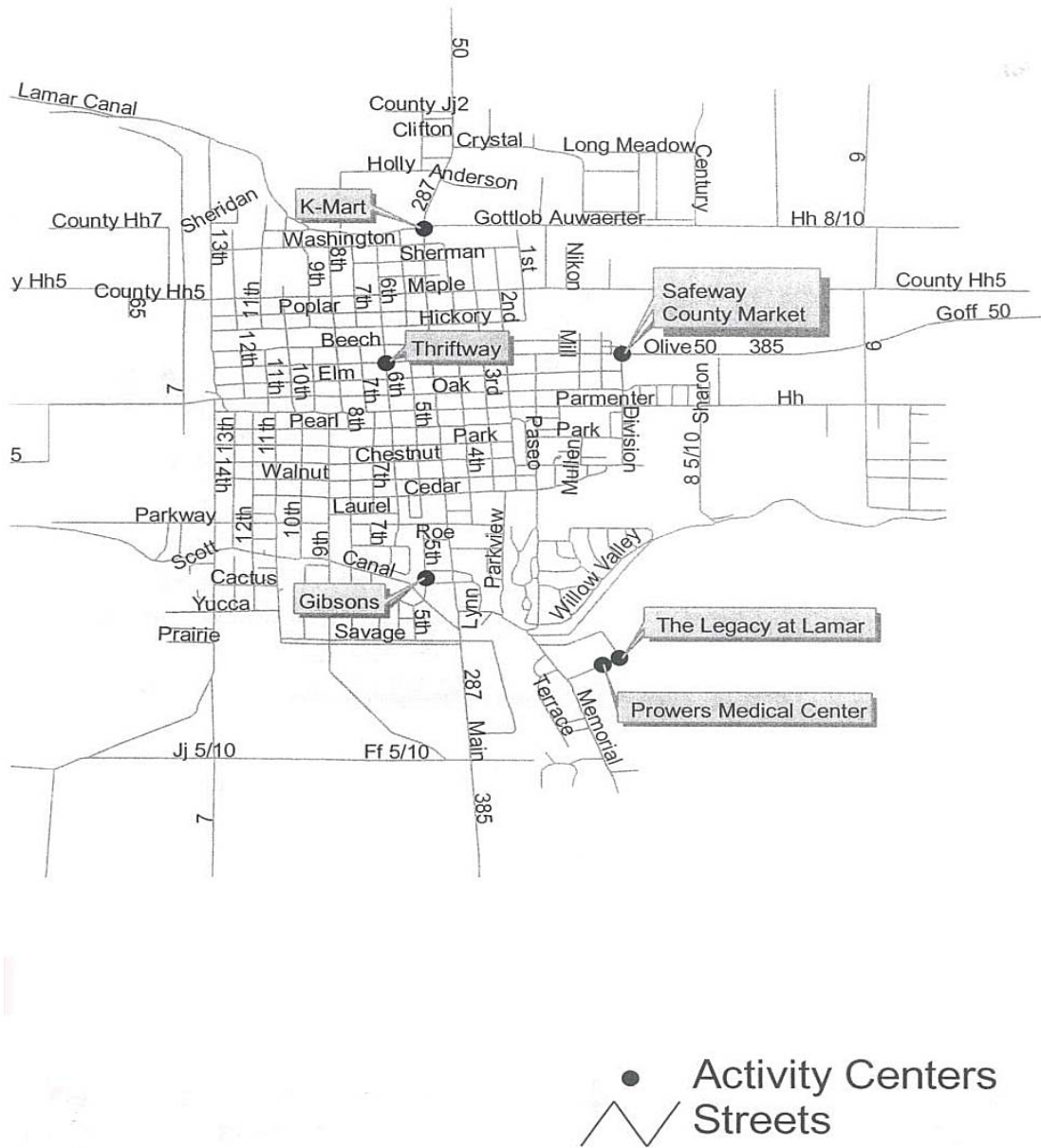
● Major Activity Centers  
— Streets

**Figure 7.4**  
**Major Activities Centers**  
**Las Animas**

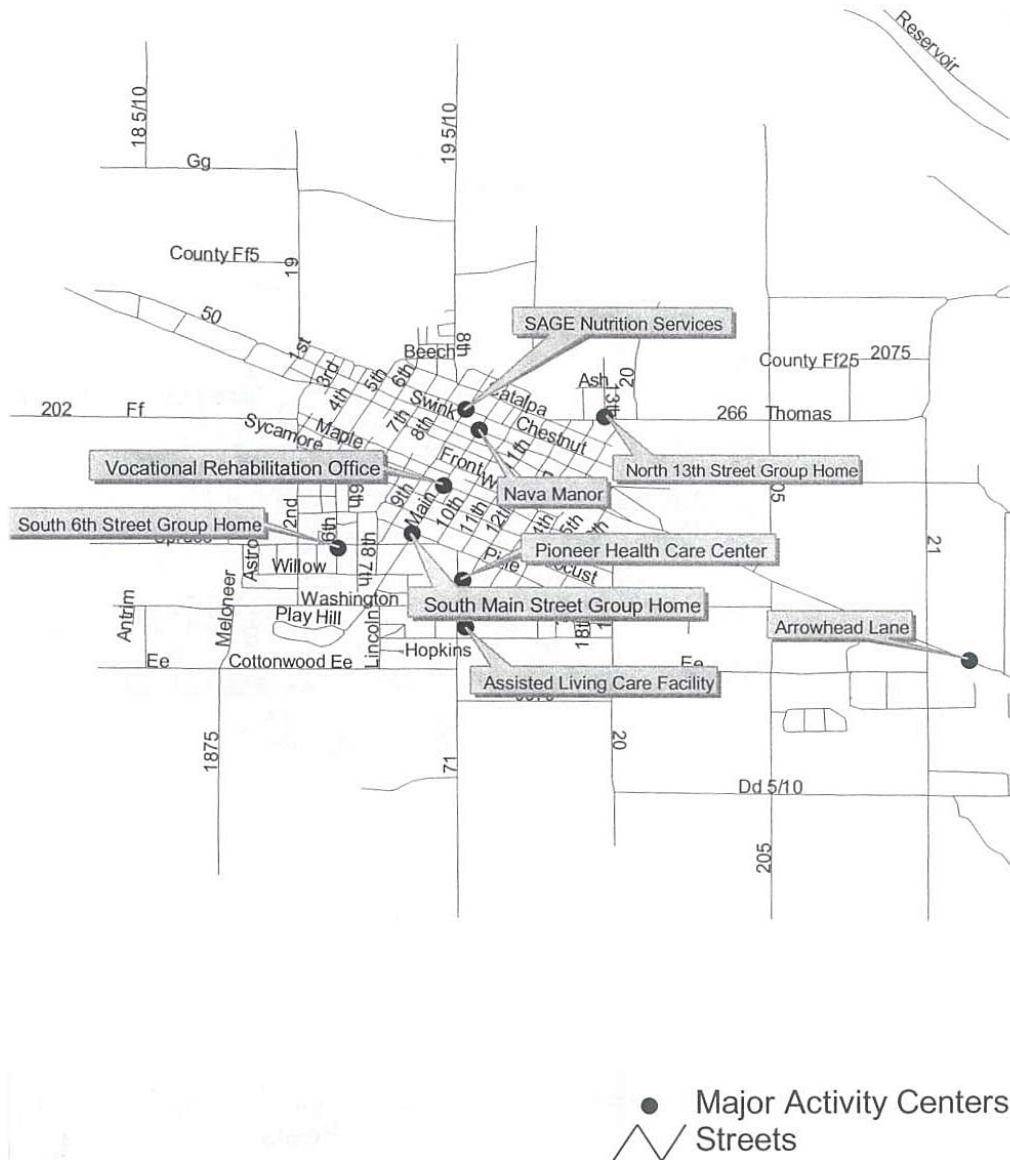


● Major Activity Centers  
— Streets

**Figure 7.5**  
**Major Activities Centers**  
**Lamar**



**Figure 7.6  
 Major Activities Centers  
 Rocky Ford**



## **Transit-Dependent Populations**

This section provides information on individuals considered by the transportation profession to be dependent upon public transit. In general, these population characteristics preclude most such individuals from driving and increase the dependence on friends and relatives for transportation.

The four types of limitations that preclude persons from driving are: (1) physical limitations, (2) financial limitations, (3) legal limitations, and (4) self-imposed limitations. Physical limitations may include everything from permanent disabilities such as frailty due to age, blindness, paralysis, or developmental disabilities to temporary disabilities such as acute illnesses and head injuries. Financial limitations essentially include those persons unable to purchase or rent their own vehicle. Legal limitations refer to such limitations as persons who are too young (generally under age 16) or those persons whose privileges have been revoked (DUI, etc.). The final category of limitation includes those people who choose not to own or drive a vehicle (some or all of the time) for reasons other than those listed in the first three categories.

The census is generally capable of providing information about the first three categories of limitation. The fourth category of limitation is generally recognized as representing an insignificant proportion of transit ridership. Table 11-2 presents the regional census statistics including zero-vehicle households, youth population, elderly population, mobility-limited population, and below-poverty population. These types of data are important to the various methods of demand estimation presented later in Chapter IV.

### **Youth Population**

The total population of youth aged 10 to 15 years for the study area was 12,397 persons in 1990, representing 25.4 percent of the total population. Prowers County has the highest number of youth with 28.2 percent of the population between 10 and 15 years old

### **Elderly Population**

Elderly persons (age 60 or older) represent 21.1 percent of the total population of the study area. Figures II-11 and II-12 graphically illustrate the distribution of elderly persons across the region. Generally, the largest numbers of elderly persons are found in Rocky Ford, La Junta, Las Animas, Lamar, and Springfield. These areas of high elderly concentration are important areas for senior service programs. A general trend across the United States is that the elderly population has been increasing as a proportion of the total population.



### **Mobility-Limited Population**

The mobility-limited population, as a whole, represents approximately 3.4 percent of the study area. Figures 11-13 and 11-14 show the distribution of the mobility-limited population in the study area. The census block groups with the highest density are located in the Rocky Ford, La Junta, and Lamar areas. Census Block Group 9847 1, near Springfield, has the highest percentage with 13.9 percent of the population being mobility-limited persons.

### **Low-Income Population**

Low-income persons tend to depend on transit to a greater extent than persons with a high level of disposable income. Based on the 1990 US Census, the Southeast Colorado area reported that 20.9 percent (10,185) of the population ranked below poverty level. Figures 11-15 and 11-16 present the density of below-poverty persons within the study area. The most dense areas with persons below poverty level are located within and around Rocky Ford, La Junta, Las Animas, and Lamar. In 1990, Census Block Group 9880 1, located near Rocky Ford, had the highest percentage of persons below poverty level with 65 percent of the population below poverty level.

### **Zero-Vehicle Households**

The final census information related to the "transit-dependent" is the distribution of households without their own vehicle. That distribution is shown for the study area in Figures 11-17 and 11-18. The census indicates that 1,246 of the study area's 18,161 households did not have a vehicle in 1990, representing about 6.9 percent of the total. The highest number of zero-vehicle households was located in Block Group 1 in Census Tract 9880. This block group had approximately 28 percent of the households without a car. This area is located north of Rocky Ford in Otero County.

## **Existing Transportation Services**

This section reviews the existing transportation providers within the Southeast Region study area and discusses elderly transportation service and other providers within the six-county region.

### **Transportation Provider Survey**

For this plan update a Transportation Provider Survey, shown in Appendix F, was sent to the primary transit agencies which are listed below:

- Baca County Senior Transportation
- Bent County - Golden Age Transportation Service - GATS
- Kiowa County Transit
- Otero County - La Junta City Transit and the Arkansas Valley Community Center services
- Prowers Area Transit Service (PATS)

### **Baca County Senior Transportation System**

Baca County Senior Transportation is based in Springfield and provides demand-response service to seniors in the county. The transit service is primarily designed for seniors, but is also available to the general public. Typically, transportation is provided from the outlying communities into Springfield for medical, shopping, and social/recreational purposes.

No fare structure is set for senior riders. However, suggested donations of \$1.00 for seniors and \$3.00 for general public riders are encouraged. The service operates five days per week and provided approximately 15,130 annual trips in 1999. Approximately 22,000 annual vehicle-miles were driven by the one bus.

The following table presents the performance measures for the Baca County Senior Transportation System:

**(Transit Survey has not been received to date – upon receipt data will be updated)**

| <b>Baca County Senior Transportation</b> |          |
|--|----------|
| Vehicle Miles                            | 22,022   |
| Vehicle Hours                            | 1,764    |
| One-way Trips                            | 15,130   |
| Operating Cost                           | \$28,538 |
| Cost per Hour                            | \$16.18  |
| Passengers per Hour                      | 8.58     |
| Cost per Trip                            | \$1.89   |

\*\* Note: All figures are annual numbers

### **Short Term Needs of the Golden Age Transportation Service**

**(Transit Survey has not been received to date – upon receipt data will be updated)**

### **Long Term Needs of the Golden Age Transportation Service**

A possible future service option for the Baca County service is to coordinate transit services into Prowers County, especially Lamar, for medical appointments. The service could be offered once or twice a month and should be coordinated with the medical offices in the Lamar area. Another service option to consider is providing transit service for special events, such as dances, bingo, or other planned events. This type of service should be advertised heavily beforehand and should have a minimum of five passengers to provide the trip.

### **Bent County – Golden Age Transportation Service (GATS)**

Golden Age Transportation Service (GATS) is a private, nonprofit agency based in Las Animas and essentially services the residents within the boundaries of the City of Las Animas. The agency currently provides demand-response service for seniors, the mentally and/or physically disabled, low income and general public in Bent County.

Reservations must be made 24 hours in advance for the transit service. There are occasions wherein the van/bus will be used to transport Bent County residents to surrounding communities for recreational purposes although this is done rarely. A copy of the Golden Age Transportation Service brochure is included at the end of this chapter.

GATS operates one, 2004 12-passenger bus five days per week, 52 weeks per year, Monday through Friday from approximately 8:30 a.m. to 4:30 p.m. As evident from the number of one-way trips, the service is well-utilized by the residents. Most usage of the van occurs mid-morning and early to mid-afternoon. Usage is fairly consistent by day and month, year-to-year. Usage of the van by the general public is nominal with most of those participating being of the elderly population.

No fare is charged those eligible by age or disability: the general public is charged \$1.00 per each one-way trip. The only available intercity provider is the Texas, New Mexico and Oklahoma (TNMO) bus company.

The following table presents the performance measures for the Golden Age Transportation Service:

| <b>Bent County<br/>Golden Age Transportation Service</b> |          |
|--|----------|
| Vehicle Miles  | 14,196   |
| Vehicle Hours  | 1,867    |
| One-way Trips  | 11,690   |
| Operating Cost   | \$34,279 |
| Cost per Hour  | \$18.36  |
| Passengers per Hour                                      | 6.26     |
| Cost per Trip  | \$2.93   |
| <small>** Note: All figures are annual numbers</small>   |          |

### **Short Term Needs of the Golden Age Transportation Service**

- Regular replacement of vehicles
- Expansion of service to include outlying areas of Bent County – specifically the McClave and Hasty communities, if this can be arranged without extensive sacrifice to the City of Las Animas services. This would involve the acquisition of another bus unit to operate from a point on the easterly boundary of Bent County and would entail higher personnel, fringe benefit, fuel and other ancillary expenses.

### **Long Term Needs of the Golden Age Transportation Service**

- Based on facts presently known and anticipated in the long term it is probable Bent County can anticipate more persons residing in this area who are of the elderly population. This will create a demand for the provision of services in the long term. There is also an expectation that economic development within Bent County could dramatically increase the county population which could create a demand for public transportation of those not presently eligible for services.

## **Kiowa County Senior Transportation**

The Kiowa County Transit Service currently provides transportation services primarily to senior residents within Kiowa County although it is available for the non-elderly mentally and/or physically disabled, low income and general public to all of Kiowa County, Lamar, La Junta, Las Animas, Pueblo, Colorado Springs, Denver and western Kansas. The service is demand-response and is available five days per week. The services is provided with one 1997, 16 passenger van with a wheelchair capacity of 2 and one 2002, 9 passenger van with a wheelchair capacity of 1.

The following table presents the performance measures for the Kiowa County Transit Service:

| <b>Kiowa County Transit Service</b>                    |          |
|--|----------|
| Vehicle Miles  | 4,000    |
| Vehicle Hours  | 1,500    |
| One-way Trips  | 400      |
| Operating Cost   | \$19,657 |
| Cost per Hour  | \$13.10  |
| Passengers per Hour                                    | 0.27     |
| Cost per Trip  | \$49.14  |
| <small>** Note: All figures are annual numbers</small> |          |

### **Short Term Needs of the Kiowa County Transit Service**

- Vehicle replacement
- Funding to keep drivers for the transit van
- Ability to transport children from either end of the county for swimming lessons
- Ability to transport senior citizens from either end of the county for water aerobics
- Build transit van shelters at a cost of \$5,000 each

### **Long Term Needs of the Kiowa County Transit Service**

- Vehicle replacement on a regular basis
- 3 new transit vans at a cost of \$60,000 each. Due to longer and more frequent trips to front range medical facilities, there will be increasing costs for labor, fuel and operation of transit vans.

## **Otero County – La Junta City Transit**

La Junta City Transit serves the City of La Junta and surrounding communities within Otero Counties. The service operates from 8:45 a.m. to 4:30 p.m. Monday through Friday. Three vehicles operate the modified fixed-route and the demand-response services during the day.

City Transit is based out of the La Junta Senior Center. The Transit Coordinator also manages the Senior Center. The modified fixed-route service operates with a 45-minute headway eight times per day. The route begins at the Senior Center and makes stops at the County Courthouse, grocery stores, senior living facilities, low-income housing facilities, hospital, nursing home, assisted living facilities, doctors, day care facilities, Otero Junior College, and area schools. Other popular destinations include Wal-Mart, La Junta Industrial Park, La Junta Gardens, Bent's Old Fort, Phillips Pipe Line, Macko Pipe and Steel, and south to the former Air Force Housing Complex.

The fleet for La Junta City Transit includes two 12-passenger Ford buses (one 1995 and one 1996). A 2000, 20-passenger El Dorado bus is also operated by the city. This table presents the performance measures for the Kiowa County Transit Service:

| <b>Otero County - La Junta City Transit</b>            |           |
|--|-----------|
| Vehicle Miles  | 48,457    |
| Vehicle Hours  | 2,405     |
| One-way Trips  | 17,377    |
| Operating Cost   | \$120,981 |
| Cost per Hour  | \$50.30   |
| Passengers per Hour                                    | 7.23      |
| Cost per Trip  | \$6.96    |
| <small>** Note: All figures are annual numbers</small> |           |

**(Transit Survey has not been received to date – upon receipt data will be updated)**

### **Short Term Needs of the La Junta City Transit**

- Vehicle replacement
- Medicaid route expansion

### **Long Term Needs of the La Junta City Transit**

- On going vehicle replacement both vans and large bus
- Increase in staff
- Rehabilitation of existing transit facility

## Otero County – Arkansas Valley Community Center

Arkansas Valley Community Center (AVCC) is based out of La Junta and provides specialized transportation to disabled clients. The private, nonprofit agency provides demand response service five days per week for the elderly, the developmentally disabled, low income and general public for Otero County with both fixed route and demand-response service. Operating hours are from 7:30 a.m. to 5:00 p.m., 5 days per week. Fares for the scheduled service are \$0.50 in town and \$1.00 between cities.

Service is provided via three 22 passenger vans (2-1998 and 1-2003) and one 15 passenger van (1997). A copy of the Arkansas Valley Community Center is contained at the end of this chapter.

Programs offered by the Arkansas Valley Community Center include:

- ***Community Integrated Employment***

Assists people with developmental disabilities to work in jobs in the community. Not only do they integrate with others, they achieve both productivity and independence.

- ***Supported Living and residential services***

Provide individuals with a choice. People with developmental disabilities can choose to live in the most normal environment possible, residing and working in their communities.

- ***Social and Leisure experiences***

Encourage individuals to become involved, to take part in community activities, and expand their network of friends.

- ***Early Childhood services***

Provide infants and children at risk with early intervention through preschool.

- ***Family Support***

Helps families keep their children at home with funds that can be used to cover costs that insurance won't cover, respite care, and a variety of other needs.

- ***Case Management***

Assures that people are eligible for services and that they attain the expectations in their individual plan through continuing support and advocacy.

- ***Community Participation***

Provides frequent access to the local community for integrated social and lifestyle activities.

- ***Specialized Habilitation services***

Assists individuals to develop many of the basic personal skills needed for a healthier life.

- ***Vocational Services***

Provide meaningful employment for participants. These services include vocational assessment, work services, occupational skills training, and job placement.

The following table presents the performance measures for the Arkansas Valley Community Center:

| <b>Otero County<br/>Arkansas Valley Community Center</b> |          |
|--|----------|
| Vehicle Miles  | 55,805   |
| Vehicle Hours  | 3,308    |
| One-way Trips  | 15,711   |
| Operating Cost   | \$99,778 |
| Cost per Hour  | \$30.16  |
| Passengers per Hour                                      | 4.75     |
| Cost per Trip  | \$6.35   |
| ** Note: All figures are annual numbers                  |          |



**Short Term Needs of the Arkansas Valley Community Center**

- Vehicle replacement
- Increase/expanded service area to Crowley County
- Brochure translations to Spanish
- Vehicle rehabilitation

**Long Term Needs of the Arkansas Valley Community Center**

- Ongoing vehicle replacement

**Prowers Area Transit Services (PATS)**

Prowers Area Transit Services (PATS) is a community-based transit system providing general public service within the boundaries of Prowers County. PATS provides three types of service:

- Demand-response service
- Fixed Route
- Special Occasion

The demand-response and fixed route services operate with advance reservations and same day call-ins. Five buses operate Monday through Friday from 7:00 a.m. to 5:00 p.m. Within Lamar, the bus fare is \$1.25, with discounted rides for seniors. Outlying areas (Holly, Granada, Bristol, Hartman or Wiley) to Lamar the cost is \$5.00 for a round-trip. Discount ride coupons are also available for purchase.

The PATS program is managed by the Transit Director, who reports directly to the Prowers Area Transit Advisory Board. Five full-time drivers provide the transit service with five vehicles operating on the average for Pats.

The following table presents the performance measures for PATS:

| <b>Prowers County Area Transit Service<br/>(PATS)</b>  |           |
|--|-----------|
| Vehicle Miles  | 69,263    |
| Vehicle Hours  | 8,640     |
| One-way Trips  | 27,203    |
| Operating Cost   | \$213,882 |
| Cost per Hour  | \$24.75   |
| Passengers per Hour                                    | 3.15      |
| Cost per Trip  | \$7.86    |
| <small>** Note: All figures are annual numbers</small> |           |

### **Short Term Needs of the Prowers Area Transit Services:**

- Vehicle replacement
- Replacement of current computer system (\$10,000)
- Establish non-emergency transportation in the region
- Staff Training

### **Long Term Needs of the Prowers Area Transit Services:**

- Expansion of service, with coordination be transit services along the Arkansas River valley and eastern Colorado
- Ongoing vehicle replacement
- Continued improvement of current services for Prowers County.
- Expansion of bus garage (approximately \$65,000)

## **Other Transportation Providers**

### **Bent County Memorial Nursing Home**

The Bent County Memorial Nursing Home is located in Las Animas and operates two accessible vans. The vehicles are used approximately three days per week for the clients of the nursing home. Clients typically travel to medical appointments and other necessary trips. The vans are also used for child day care five days per week.

### **SAGE Services**

Sage Services is provided by the Council of Preventive and Supportive Services For The Aging and is based out of Rocky Ford. The purpose of the agency is to help older people maintain their health and independence. Services offered at the agency include nutrition, transportation, outreach, and social functions.

The Nutrition Program provides a low-cost, nutritious, hot meal served each day of the week at a designated dining site. Home-delivered meals are also available to those persons confined to the home. Education programs assist individuals in the awareness of better health through good eating and exercising. Transportation is provided for clients to the meal sites, shopping, medical, and other needs. The SAGE program allows persons in the outlying areas access to information and program services.

The eligibility requirements for the program are to be age 60 and older. Meal costs are a suggested donation of \$1.50, and transportation costs are also on a donation basis. Service sites include the following: Ordway, Crowley, Olney Springs, Rocky Ford, Manzanola, Fowler, La Junta, Cheraw, Swink, Las Animas, Lamar, Holly, Granada, Walsh, Springfield Senior Center, Springfield West, and Eads.

### **Southeast Mental Health Services (SEMHS)**

Southeast Mental Health Services is based in La Junta and has two vehicles providing transportation services. The agency provides weekday transportation for clients, as needed. Service is provided to Fowler, Ordway, Rocky Ford, and La Junta. Family Guidance also has an outreach center in Lamar, which provides mental health service to residents of Prowers, Kiowa, and Baca Counties.

### **Child Development Services/Head Start**

Child Development Services (CDS) provides transportation for Head Start children in Bent, Crowley, Otero, and Prowers Counties. Approximately 12 buses/vans are based at the five centers-La Junta, Rocky Ford, Las Animas, Olney Springs, and Lamar. The vehicles are not wheelchair-accessible. During the summer, migrant Head Start uses the vehicles. Approximately 150,000 annual vehicle-miles are provided by the agency. The annual transportation budget is approximately \$150,000.

### **Fort Lyon Veterans Administration Hospital**

The VA Hospital in Fort Lyon provides transportation to La Junta for medical appointments. One bus is operated by the hospital, Monday through Friday. Approximately 5,000 annual trips are provided by the agency.

### **Long's Transportation**

Long's Transportation is a private operator providing school district and other charter trips within Bent County.

### **Sandhaven Nursing Home**

The Sandhaven Nursing Home provides transportation to clients Monday through Friday in the Lamar area. Primary trips are for medical appointments and adult day care. The nursing home has one van for clients.

### **Lamar Community College**

The college operates two vans and one bus to athletic events, student trips, and administrative purposes.

### **Holly Nursing Care Center**

The Holly Nursing Care Center operates one accessible van for nursing home residents in the Holly area and Lamar. The van is used daily, including weekends, for medical, nutrition, and social/recreational purposes.

### **Weisbrod Hospital and Nursing Home**

The Weisbrod Hospital and Nursing Home is located in Eads and has one van available for transportation. Transportation is provided to the Eads Senior Center, planned outings, Fort Lyon VA Hospital, and to Lamar for shopping and medical appointments.

### **Fowler Health Care Center**

Fowler Health Care Center has one van for medical appointments in La Junta and Pueblo. The vehicle is used approximately twice a week.

### **TNM&O/Greyhound**

Texas, New Mexico, and Oklahoma (TNM&O), a subsidiary of Greyhound Lines, operates intercity bus service along US 50, between Wichita, Kansas and Denver. The service also operates on US 287 between Amarillo, Texas and Denver. Greyhound makes three trips daily in each direction through Lamar on the north/south route using US 287. This route travels through Springfield, Campo, Lamar, then travels on US 50 to Pueblo. An additional daily route operates on Wichita, Kansas and Denver via Lamar and Pueblo. Designated stops in the Southeast Region include Springfield, Lamar, Las Animas, La Junta, Rocky Ford, Manzanola, Fowler, and Pueblo.

### **School Districts**

Over 200 vehicles are used to transport students in the region. The major concerns for the school districts are student safety boarding and deboarding the vehicles.

## ***Short-Range Transit Element***

This section presents the Short-Range Transit Element based on the “Fiscally Constrained” 2030 Transportation Plan for the Southeast TPR and reflect the projects to be implemented over the next six years. The major assumptions used in developing revenue and cost projections are sources currently used by the transit agencies or to be realized over the short planning horizon.

The Short-Range Transit Element presented on the following pages is the basis for operational plans for each transit provider within the Southeast Region. Each operator is responsible for developing their own detailed operational plans to implement the Short-Range Transit Element. This element will be used by CDOT in the evaluation of transit grant applications.

## Southeast Transportation Planning Region Short Range Transit Projects

| Transit Agency                                      | 2005                       | 2006     | 2007     | 2008     | 2009     | 2010     |          |
|---|----------------------------|----------|----------|----------|----------|----------|----------|
| <b>Baca County<br/>Seniors</b>                      | <b>Expenses</b>            |          |          |          |          |          |          |
|   | Continue Existing Services | \$31,689 | \$32,640 | \$33,619 | \$34,627 | \$35,666 | \$36,736 |
|   | Replace Vehicles           | \$0      | \$0      | \$47,741 | \$0      | \$0      | \$0      |
|   | Subtotal                   | \$31,689 | \$32,640 | \$81,359 | \$34,627 | \$35,666 | \$36,736 |
|   | <b>Funding Sources</b>     |          |          |          |          |          |          |
|   | County                     | \$21,198 | \$21,834 | \$32,037 | \$23,164 | \$23,859 | \$24,574 |
|   | Fares                      | \$656    | \$676    | \$696    | \$717    | \$738    | \$760    |
|   | FTA 5310                   | \$0      | \$0      | \$38,192 | \$0      | \$0      | \$0      |
|   | FTA 5311                   | \$0      | \$0      | \$0      | \$0      | \$0      | \$0      |
|   | Title III                  | \$9,835  | \$10,130 | \$10,434 | \$10,747 | \$11,069 | \$11,401 |
| Subtotal  | \$31,689                   | \$32,640 | \$81,359 | \$34,627 | \$35,666 | \$36,736 |          |
| <b>Golden Age<br/>Transportation<br/>(Bent Co.)</b> | <b>Expenses</b>            |          |          |          |          |          |          |
|   | Continue Existing Services | \$36,367 | \$37,458 | \$38,582 | \$39,739 | \$40,931 | \$42,159 |
|   | Replace Vehicles           | \$0      | \$0      | \$0      | \$0      | \$50,648 | \$0      |
|   | Subtotal                   | \$36,367 | \$37,458 | \$38,582 | \$39,739 | \$91,579 | \$42,159 |
|   | <b>Funding Sources</b>     |          |          |          |          |          |          |
|   | County                     | \$6,932  | \$7,140  | \$7,354  | \$7,575  | \$16,243 | \$8,115  |
|   | City of Las Animas         | \$1,545  | \$1,591  | \$1,639  | \$1,688  | \$3,427  | \$1,712  |
|   | Fares                      | \$1,538  | \$1,584  | \$1,632  | \$1,681  | \$1,731  | \$1,783  |
|   | FTA 5310                   | \$0      | \$0      | \$0      | \$0      | \$40,518 | \$0      |
|   | FTA 5311                   | \$13,013 | \$13,403 | \$13,805 | \$14,220 | \$14,646 | \$15,086 |
| Other Operating Funds*                              | \$4,427                    | \$4,560  | \$4,697  | \$4,838  | \$4,983  | \$5,132  |          |
| Title III   | \$8,912                    | \$9,179  | \$9,455  | \$9,738  | \$10,031 | \$10,331 |          |
| Subtotal  | \$36,367                   | \$37,458 | \$38,582 | \$39,739 | \$91,579 | \$42,159 |          |
| <b>Kiowa Co.<br/>Transit</b>                        | <b>Expenses</b>            |          |          |          |          |          |          |
|   | Continue Existing Services | \$20,854 | \$21,480 | \$22,124 | \$22,788 | \$23,471 | \$24,176 |
|   | Replace Vehicles           | \$45,000 | \$0      | \$47,741 | \$0      | \$0      | \$52,167 |
|   | Subtotal                   | \$65,854 | \$21,480 | \$69,865 | \$22,788 | \$23,471 | \$76,343 |
|   | <b>Funding Sources</b>     |          |          |          |          |          |          |
|   | County                     | \$17,868 | \$9,134  | \$18,956 | \$9,690  | \$9,981  | \$20,714 |
|   | Fares                      | \$2,000  | \$2,060  | \$2,122  | \$2,185  | \$2,251  | \$2,319  |
|   | FTA 5310                   | \$36,000 | \$0      | \$38,192 | \$0      | \$0      | \$41,734 |
|   | FTA 5311                   | \$6,780  | \$6,983  | \$7,193  | \$7,409  | \$7,631  | \$7,860  |
|   | Other Operating Funds*     | \$3,206  | \$3,302  | \$3,401  | \$3,503  | \$3,608  | \$3,717  |
| Subtotal  | \$65,854                   | \$21,480 | \$69,865 | \$22,788 | \$23,471 | \$76,343 |          |

\* Other operating funds indicate the difference between CDOT revenue estimates for FTA 5311 and the TPR's estimates. If the necessary 5311 funds do not become available the Board will decide whether to add more local funds or reduce services at that time.

## Southeast Transportation Planning Region Short Range Transit Projects

| Transit Agency   | 2005                       | 2006      | 2007      | 2008      | 2009      | 2010      |           |
|--|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>City of<br/>La Junta</b><br><small>(includes Arkansas<br/>Valley Community<br/>Center Operations)</small> | <b>Expenses</b>            |           |           |           |           |           |           |
|  | Continue Existing Services | \$144,202 | \$148,528 | \$152,984 | \$157,573 | \$162,301 | \$167,170 |
|  | Replace Vehicles           | \$45,000  | \$46,350  | \$47,741  | \$0       | \$0       | \$191,280 |
|  | Subtotal                   | \$189,202 | \$194,878 | \$200,724 | \$157,573 | \$162,301 | \$358,450 |
|  | <b>Funding Sources</b>     |           |           |           |           |           |           |
|  | City of La Junta           | \$70,174  | \$72,279  | \$74,448  | \$66,846  | \$68,852  | \$109,173 |
|  | Fares                      | \$10,927  | \$11,255  | \$11,592  | \$11,940  | \$12,298  | \$12,667  |
|  | FTA 5310                   | \$36,000  | \$37,080  | \$38,192  | \$0       | \$0       | \$153,024 |
|  | FTA 5311                   | \$58,718  | \$60,480  | \$62,294  | \$64,163  | \$66,088  | \$68,070  |
|  | Other Operating Funds*     | \$13,383  | \$13,784  | \$14,198  | \$14,624  | \$15,063  | \$15,515  |
| Subtotal   | \$189,202                  | \$194,878 | \$200,724 | \$157,573 | \$162,301 | \$358,450 |           |
| <b>Prowers Area<br/>Transit<br/>Services<br/>(PATS)</b>  | <b>Expenses</b>            |           |           |           |           |           |           |
|  | Continue Existing Services | \$226,907 | \$233,714 | \$240,726 | \$247,947 | \$255,386 | \$263,047 |
|  | Replace Vehicles           | \$45,000  | \$46,350  | \$47,741  | \$49,173  | \$50,648  | \$52,167  |
|  | Subtotal                   | \$271,907 | \$280,064 | \$288,466 | \$297,120 | \$306,034 | \$315,215 |
|  | <b>Funding Sources</b>     |           |           |           |           |           |           |
|  | County                     | \$69,035  | \$71,106  | \$73,239  | \$75,436  | \$77,700  | \$80,030  |
|  | City of Lamar              | \$21,218  | \$21,855  | \$22,510  | \$23,185  | \$23,881  | \$24,597  |
|  | Fares                      | \$17,634  | \$18,163  | \$18,708  | \$19,269  | \$19,847  | \$20,443  |
|  | FTA 5310                   | \$36,000  | \$37,080  | \$38,192  | \$39,338  | \$40,518  | \$41,734  |
|  | FTA 5311                   | \$53,258  | \$54,856  | \$56,501  | \$58,196  | \$59,942  | \$61,741  |
| Other Operating Funds*   | \$12,313                   | \$12,682  | \$13,063  | \$13,455  | \$13,858  | \$14,274  |           |
| Other State Grants/Contracts   | \$62,449                   | \$64,322  | \$66,252  | \$68,240  | \$70,287  | \$72,396  |           |
| Subtotal   | \$271,907                  | \$280,064 | \$288,466 | \$297,120 | \$306,034 | \$315,215 |           |
| <b>Southeast<br/>TPR Total</b>   | <b>Expenses</b>            |           |           |           |           |           |           |
|  | Continue Existing Services | \$460,019 | \$473,820 | \$488,034 | \$502,675 | \$517,755 | \$533,288 |
|  | Replace Vehicles           | \$135,000 | \$92,700  | \$190,962 | \$49,173  | \$101,296 | \$295,615 |
|  | Subtotal                   | \$595,019 | \$566,520 | \$678,996 | \$551,848 | \$619,051 | \$828,903 |
|  | <b>Funding Sources</b>     |           |           |           |           |           |           |
|  | Local                      | \$207,970 | \$204,939 | \$230,183 | \$207,585 | \$223,942 | \$268,917 |
|  | Fares                      | \$32,755  | \$33,738  | \$34,750  | \$35,792  | \$36,866  | \$37,972  |
|  | FTA 5310                   | \$108,000 | \$74,160  | \$152,770 | \$39,338  | \$81,037  | \$236,492 |
|  | FTA 5311                   | \$131,769 | \$135,722 | \$139,794 | \$143,988 | \$148,307 | \$152,756 |
|  | Other Operating Funds*     | \$33,329  | \$34,329  | \$35,359  | \$36,419  | \$37,512  | \$38,637  |
| Other  | \$81,196                   | \$83,632  | \$86,141  | \$88,725  | \$91,387  | \$94,128  |           |
| Subtotal   | \$595,019                  | \$566,520 | \$678,996 | \$551,848 | \$619,051 | \$828,903 |           |

\* Other operating funds indicate the difference between CDOT revenue estimates for FTA 5311 and the TPR's estimates. If the necessary 5311 funds do not become available the Board will decide whether to add more local funds or reduce services at that time.

**Golden Age Transportation Service**



*Convenient  
Economical  
Accessible  
Friendly Service*

*Call*

**469-0836 or 456-1372**

**GATS SERVICE**

**HOURS OF OPERATION:**  
Monday—Friday  
8:30 A. M. to 4:30 P. M.

**FARES/DONATIONS:**  
General Public \$ 1.00\*  
\*for each one-way trip  
Monthly Pass \$ 25.00  
Disabled Donation  
Age 60+ Voluntary Donation

The van does not operate on:  
New Year's Day, Martin Luther King Day, President's Day, Memorial Day, July 4th, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Day after Thanksgiving.

Phone: **469-0836**

**Golden Age Transportation Service**

Bent County  
Bus Service for Everyone!

Call Us For A Ride  
469-0836 or 456-1372



**How to use GATS:**

1. Pick your destination
2. Call 469-0836 or 456-1372
3. Provide information to driver
4. Schedule the trip with the driver
5. Driver will pick you up at the scheduled time.
6. Driver will drop you off at your destination

*In accordance with the provisions of the Americans with Disabilities Act and the Civil Rights Act of 1964, Golden Age Transportation Service does not discriminate on the basis of disability, race, color, national origin, or gender. For more information about these statutes, or to file a complaint, contact Golden Age Transportation Service's designated Disability Rights and Title VI Coordinator, Bent County Courthouse, Las Animas, CO, phone 456-2223..*

Golden Age Transportation Service

Bent County  
Bus Service for Everyone!

Call Us For A Ride  
469-0836 or 456-1372

**GENERAL INFORMATION:**

GATS operates one 12-passenger bus and has an electric lift to accommodate two wheelchair riders. The service is available to all residents of Bent County. Rides are available on a demand-response basis. If possible, all ride reservations should be made 24 hours in advance of need, however, same day requests will be considered on a space available basis. Special group services can be arranged (Call 456-1372)

**Trip purposes:**

- Grocery shopping
- Recreational
- Medical Appointments
- Employment
- Meal sites
- Shopping

*Golden Age  
Transportation  
Service*

**THE IMPORTANCE OF MOBILITY**

Golden Age Transportation Service (GATS) offers transportation services for work, play, shopping, medical appointments, and social activities within Bent County

**TO HELP US SERVE YOU BETTER:**

- Please call 469-0836 first.
- Be ready for your ride early.
- No alcohol allowed on van.
- No smoking allowed on van.
- Use seat belts for your own safety.
- Please ask driver if you have any question.

**WE ARE HERE TO HELP YOU!**

The Arkansas Valley Community Center

## Wheels For Independence Program



The Arkansas Valley Community Center is proud to offer the

### Wheels for Independence Program.

This program assists individuals in Otero County who are needing transportation to appointments, shopping, and other destinations. For a small donation of .50 Cents for trips in Rocky Ford, \$1.00 for a one way trip out of town, and \$2.00 for a round trip a well trained, skilled bus driver will take you where you need to go.

The bus is wheelchair accessible with proper equipment for your safety.

For any questions, comments, and suggestions please contact:  
Cindy Kovalcik at 384-8741 ext 126

**ABOUT THE WHEELS FOR INDEPENDENCE PROGRAM**



**The Bus Schedule:**

Monday through Thursday beginning in Fowler

7:00 a.m.—5:00 p.m.

Friday beginning in Rocky Ford

8:00 a.m.—5:00 p.m.

**Transportation Stops Include:**

- Doctor's Appointments/Hospital
- Library
- Shopping
- Courthouse
- Local Senior Centers
- Pharmacies
- Recreation
- Other destinations as needed

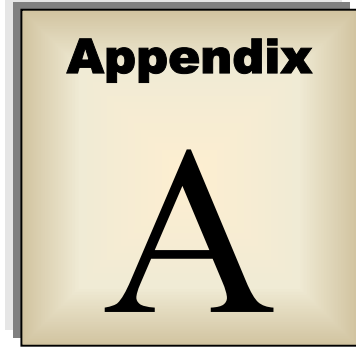
**Cities Include:**

- Rocky Ford
- La Junta
- Fowler
- Swink



To schedule a ride call:  
**Sage Nutritional Services**  
**719-254-7547**

A complaint procedure is available.  
Please ask your bus driver for information.



# Mailing List

*The following is the mailing list utilized for notification of each of the SECED workshops in the development of the Southeast TPR 2030 Regional Transportation Plan. The mailing list utilized for the development of the 2020 Transportation Plan, as provided by the CDOT, Division of Transportation Development, was utilized as a initial list. As interested parties requested to be added to the list, the list was update and utilized for any future notifications or mailings as related to the development of the 2030 Regional Transportation Plan.*

## Mailing List

| FIRST NAME | LAST NAME  | COMPANY                         | STREET              | CITY        | ZIP   | COUNTY |
|------------|------------|---------------------------------|---------------------|-------------|-------|--------|
|            |            | Baca Weekly                     | P.O. Box 1          | Springfield | 81073 | Baca   |
|            |            | Plainsman-Herald                | P.O. Box 158        | Springfield | 81073 | Baca   |
| Ms. Karla  | Alfrey     | Springfield Chamber of Commerce | PO Box 12           | Springfield | 81073 | Baca   |
| Mr. Ray    | Bishop     | Division of Veterans Affairs    | P. O. Box 291       | Springfield | 81073 | Baca   |
| Mr. Melvin | Brisendine | Springfield Municipal Airport   | P.O. Box 4          | Springfield | 81073 | Baca   |
| Ms. Carol  | Brown      | Town of Springfield, Clerk      | 748 Main, Box 4     | Springfield | 81073 | Baca   |
| Ms. Lois   | Campbell   | Town of Two Buttes, Clerk       | Box 10              | Two Buttes  | 81084 | Baca   |
| Ms. Dana   | Christie   | Baca County Seniors Van         | 741 Main Street     | Springfield | 81073 | Baca   |
| Ms. Buelah | Collins    | Baca County Library             | 733 Main St         | Springfield | 81073 | Baca   |
| Mr. Troy   | Crane      | Baca County Commissioner        | 741 Main Street     | Springfield | 81073 | Baca   |
| Ms. Ralene | Davis      | Town of Campo, Clerk            | 413 Oak St. Box 116 | Campo       | 81029 | Baca   |

## **Southeast TPR 2030 Transportation Plan Mailing List (cont.)**

| FIRST NAME  | LAST NAME  | COMPANY                           | STREET                           | CITY            | ZIP   | COUNTY |
|-------------|------------|-----------------------------------|----------------------------------|-----------------|-------|--------|
| Mr. Doug    | Davis      | Town of Pritchett,<br>Mayor       | Box 173                          | Pritchett       | 81064 | Baca   |
| Ms. Pamela  | Dodge      | Town of Vilas, Clerk              | Box 637                          | Vilas           | 81087 | Baca   |
| Ms. Sheila  | Emick      | Baca County, Clerk                | 741 Main Street                  | Springfield     | 81073 | Baca   |
| Mr. Ronald  | Endersby   | Town of Vilas, Mayor              | Box 637                          | Vilas           | 81087 | Baca   |
| Ms. Barbara | Hume       | Springfield High School           | PO Box 177                       | Springfield     | 81073 | Baca   |
| Mr. Raymond | Miller     | Baca County<br>Commissioner       | 741 Main Street                  | Springfield     | 81073 | Baca   |
| Ms. Valerie | Millican   | Baca County Senior<br>Van         | 741 Main Street                  | Springfield     | 81073 | Baca   |
| Mr. Marlin  | Newman     | Town of Campo, Mayor              | 413 Oak St. Box 116              | Campo           | 81029 | Baca   |
| Ms. Tammy   | Newman     | Town of Campo                     | 413 Oak St. Box 116              | Campo           | 81029 | Baca   |
| Ms. Reva    | Phillips   | Town of Pritchett, Clerk          | Box 173                          | Pritchett       | 81064 | Baca   |
| Mr. Rod     | Steinmetz  | Town of Two Buttes,<br>Mayor      | Box 10                           | Two Buttes      | 81084 | Baca   |
| Mr. Jay     | Suhler     | Town of Springfield,<br>Mayor     | 748 Main, Box 4                  | Springfield     | 81073 | Baca   |
| Ms. Eudora  | West       | Baca Co. Econ. Devel.<br>Comm.    | 439 Pine                         | Springfield     | 81073 | Baca   |
| Mr. Bill    | Wright     | Baca County<br>Commissioner       | 741 Main Street                  | Springfield     | 81073 | Baca   |
|             |            | Baca County,<br>Planning Director | 741 Main Street                  | Springfield     | 81073 | Baca   |
| Mr. Larry   | Forgey     | Town of Walsh, Mayor              | 401 N. Colorado St.<br>Box 296   | Walsh           | 81090 | Back   |
| Ms. Nancy   | Ricker     | Town of Walsh, Clerk              | 401 N. Colorado St.<br>Box 296   | Walsh           | 81090 | Back   |
| Ms. Virley  | Burkhalter | Interested Citizen                | P.O. Box 350                     | Las Animas      | 81054 | Bent   |
| Donna       | Burns      | Las Animas/Bent<br>County Library | 306 Fifth St                     | Las Animas      | 81054 | Bent   |
| Mr. Jim     | Coffield   | Bent County<br>Commissioner       | 725 Carson, Box 350              | Las Animas      | 81054 | Bent   |
| Mr. William | Howland    | City of Las Animas,<br>Mayor      | 532 Carson Ave.<br>Box 468       | P.O. Las Animas | 81054 | Bent   |
| Ms. Janice  | Keenan     | Las Animas/Bent<br>County Chamber | 332 Ambassador<br>Thompson Blvd. | Las Animas      | 81054 | Bent   |

## Southeast TPR 2030 Transportation Plan Mailing List (cont.)

| FIRST NAME    | LAST NAME  | COMPANY                               | STREET                  | CITY            | ZIP   | COUNTY  |
|---------------|------------|---------------------------------------|-------------------------|-----------------|-------|---------|
| Mr.           | Lutz       | Division of Veterans Affairs          | P. O. Box 350           | Las Animas      | 81054 | Bent    |
| Mr. Bill      | Marlman    | Las Animas City & Co. Airport         | PO Box 469              | Las Animas      | 81054 | Bent    |
| Ms. Patti     | Nickell    | Bent County, Clerk                    | Box 350                 | Las Animas      | 81201 | Bent    |
| Mr. Gary      | Pritchard  | Bent Golden Age Transportation        | P. O. Box 350           | Las Animas      | 81054 | Bent    |
| Ms. Andrea    | Rich       | Bent County Democrat                  | P.O. Box 467            | Las Animas      | 81054 | Bent    |
| Mr. Lawrence  | Sena       | Bent County Commissioner              | 725 Carson, Box 350     | Las Animas      | 81054 | Bent    |
| Ms. Charmaine | Tripp      | City of Las Animas, Clerk             | 532 Carson Ave. Box 468 | P.O. Las Animas | 81054 | Bent    |
| Mr. Frank     | Wallace    | Bent County Commissioner              | 725 Carson, Box 350     | Las Animas      | 81054 | Bent    |
|               |            | Bent County, Planning Director        | Box 350                 | Las Animas      | 81201 | Bent    |
|               |            | City of Las Animas, Planning Director | 532 Carson Ave. Box 468 | P.O. Las Animas | 81054 | Bent    |
| Mr. T E       | Allumbaugh | Crowley County Commissioner           | 110 E. 6th. St.         | Ordway          | 81063 | Crowley |
| Ms. Cheryl    | Anselmo    | Town of Olney Springs, Clerk          | Box 156                 | Olney Springs   | 81062 | Crowley |
| Ms. Norene    | Aydelotte  | Town of Crowley, Mayor                | Box 36                  | Crowley         | 81033 | Crowley |
| Mr. J R       | Baker      | Town of Olney Springs, Mayor          | Box 156                 | Olney Springs   | 81062 | Crowley |
| Ms. Betty     | Bruch      | Crowley County Chamber of Commerce    | 301 Main St.            | Ordway          | 81063 | Crowley |
| Ms. Betty     | Bruch      | Town of Ordway, Planning Commission   | 315 Main                | Ordway          | 81063 | Crowley |
| Ms. Kathy     | Cunningham | Town of Sugar City, Clerk             | Box 60                  | Sugar City      | 81076 | Crowley |
| Mr. Dwight    | Gardner    | Crowley County Commissioner           | 110 E. 6th. St.         | Ordway          | 81063 | Crowley |
| Mr. Matthew   | Heimerich  | Crowley County Commissioner           | 110 E. 6th. St.         | Ordway          | 81063 | Crowley |
| Mr. Joe M.    | Kinard     | Division of Veterans Affairs          | County Courthouse       | Ordway          | 81063 | Crowley |

## Southeast TPR 2030 Transportation Plan Mailing List (cont.)

| FIRST NAME | LAST NAME | COMPANY                              | STREET                      | CITY             | ZIP   | COUNTY  |
|------------|-----------|--------------------------------------|-----------------------------|------------------|-------|---------|
| Ms. Pam    | Larson    | Town of Ordway,<br>Mayor             | 315 Main                    | Ordway           | 81063 | Crowley |
| Ms. Lucile | Nichols   | Crowley County, Clerk                | 6th & Main                  | Ordway           | 81063 | Crowley |
| Mr. Frank  | Ritter    | Town of Sugar City,<br>Mayor         | Box 60                      | Sugar City       | 81076 | Crowley |
| Ms. Sally  | Tapia     | Ordway Public Library                | 105 E 4th St                | Ordway           | 81063 | Crowley |
| Ms. Darla  | Wyeno     | Town of Crowley, Clerk               | Box 36                      | Crowley          | 81625 | Crowley |
|            |           | Crowley County,<br>Planning Director | 6th & Main                  | Ordway           | 81063 | Crowley |
| Mr. Luke   | Bond      | Town of Kiowa, Mayor                 | 228 Comanche St.<br>Box 237 | Kiowa            | 80117 | Kiowa   |
| Mr. Van    | Brown     | Eads Airport                         | City Hall-Box 8             | Eads             | 81036 | Kiowa   |
| Mr. Rodney | Brown     | Kiowa County<br>Commissioner         | 1305 Goff St., Box 100      | Eads             | 81036 | Kiowa   |
|            |           | County Clerk                         | Box 37                      | Eads             | 81036 | Kiowa   |
| Ms. Teresa | DuVall    | Town of Kiowa, Clerk                 | 228 Comanche St.<br>Box 237 | Kiowa            | 80117 | Kiowa   |
| Mr. Dutch  | Eikenberg | Kiowa County<br>Commissioner         | 1305 Goff St., Box 100      | Eads             | 81036 | Kiowa   |
| Ms. Wilma  | Eitel     | Town of Sheridan<br>Lake, Clerk      | Box 1286                    | Sheridan<br>Lake | 81071 | Kiowa   |
| Mr. Vern   | Harris    | Kiowa County<br>Commissioner         | 1305 Goff St., Box 100      | Eads             | 81036 | Kiowa   |
| Ms. Sharon | Johnson   | Kiowa County Public<br>Library       | 1305 Goff St,<br>Box 757.   | PO Eads          | 81036 | Kiowa   |
| Ms. Karen  | Krueger   | Kiowa County Transit<br>Service      | P. O. Box 100               | Eads             | 81036 | Kiowa   |
| Mr. Larry  | Michael   | Town of Eads, Mayor                  | 110 W. 13th St., Box 8      | Eads             | 81036 | Kiowa   |
| Ms. Sharon | Pearson   | Town of Haswell, Clerk               | Box 164                     | Haswell          | 81045 | Kiowa   |
| Ms. Dawna  | Peck      | Town of Eads, Clerk                  | 110 W. 13th St., Box 8      | Eads             | 81036 | Kiowa   |
| Ms. Sara   | Peil      | Town of Haswell,<br>Mayor            | Box 164                     | Haswell          | 81045 | Kiowa   |
| Ms. Leslie | Rittgerts | Division of Veterans<br>Affairs      | 401 County Road 10          | Eads             | 81036 | Kiowa   |
| Ms. Kathy  | Ward      | Eads Chamber of<br>Commerce          | PO Box 163                  | Eads             | 81036 | Kiowa   |

## Southeast TPR 2030 Transportation Plan Mailing List (cont.)

| FIRST NAME  | LAST NAME     | COMPANY                                  | STREET                          | CITY          | ZIP   | COUNTY |
|-------------|---------------|--|---------------------------------|---------------|-------|--------|
| Mr. Jerome  | Weber         | Town of Sheridan Lake, Mayor             | Box 1286                        | Sheridan Lake | 81071 | Kiowa  |
|             |               | City of Sheridan Lake, Planning Director | Box 1286                        | Sheridan Lake | 81071 | Kiowa  |
|             |               | Kiowa County, Planning Director          | Box 37                          | Eads          | 81036 | Kiowa  |
|             |               | Arkansas Valley Journal                  | P.O. Box 500                    | La Junta      | 81050 | Otero  |
| Mr. John    | Andrews       | PTI Communications                       | PO Box 482                      | La Junta      | 81050 | Otero  |
| Mr. Scottie | Aschermann    | Rocky Ford Chamber of Commerce           | 105 North Main Street           | Rocky Ford    | 81067 | Otero  |
| Mr. Elmer   | Bauman        | Town of Manzanola, Mayor                 | 103 E. Third St. Box 187        | Manzanola     | 81058 | Otero  |
| Mr. Robert  | Bauserman     | Otero County Commissioner                | 13 W. 3rd. St., PO Box 511      | La Junta      | 81050 | Otero  |
| Mr. Carl    | Bierman       | UTU Local 204                            | P.O. Box 11                     | Manzanola     | 81056 | Otero  |
| Mr. Mike    | Cannon        | Town of Swink, Mayor                     | 301 Columbia, Box 267           | Swink         | 81077 | Otero  |
| Ms. Terry   | Clodfelter    | Town of Swink, Clerk                     | 301 Columbia, Box 267           | Swink         | 81077 | Otero  |
| Ms. Debora  | Cosper        | Woodruff Memorial Library                | 522 Colorado Avenue, PO Box 479 | La Junta      | 81050 | Otero  |
| Mr. Doyle   | Davidson      | National Highway 50 Federation           | 21 Circle Drive                 | La Junta      | 81050 | Otero  |
| Ms. Cherie  | Evans         | Division of Veterans Affairs             | P. O. Box 511                   | La Junta      | 81050 | Otero  |
| Mr. Jake    | Friedenberger | La Junta Municipal Airport               | 30267 First Avenue              | La Junta      | 81050 | Otero  |
| Ms. Cheryl  | Gasmick       | Town of Rocky Ford, Clerk                | 203 South Main                  | Rocky Ford    | 81069 | Otero  |
| Mr. Bob     | Gerler        | Otero County Commission                  | 13 W. 3rd. St., PO Box 511      | La Junta      | 81050 | Otero  |
| Ms. Lynn    | Graves        | Golden Age Transportation Services       | Otero County Counthouse         | La Junta      | 81050 | Otero  |
| Mr. Don     | Hill          | Bent's Old Fort                          | 35710 Hwy 194 E                 | La Junta      | 81050 | Otero  |
| Mr. Daniel  | Hyatt         | Town of Rocky Ford, Planning Director    | 203 South Main                  | Rocky Ford    | 81069 | Otero  |
| Mr. Bill    | Jackson       | Arkansas Valley Community Ctr. Bd.       | P.O. Box 1130                   | La Junta      | 81050 | Otero  |
| Mr. Bill    | Jackson       | Interested Citizen                       | Box 489                         | La Junta      | 81050 | Otero  |



## Southeast TPR 2030 Transportation Plan Mailing List (cont.)

| FIRST NAME  | LAST NAME | COMPANY                                  | STREET                        | CITY       | ZIP   | COUNTY |
|-------------|-----------|--|-------------------------------|------------|-------|--------|
| Mr. Kevin   | Karney    | Otero County<br>Commissioner             | 13 W. 3rd. St.,<br>PO Box 511 | La Junta   | 81050 | Otero  |
| Mr. Rick    | Klein     | La Junta Municipal<br>Airport            | P.O. Box 489                  | La Junta   | 81050 | Otero  |
| Mr. Harold  | Klein     | Otero County<br>Commissioner             | 13 W. 3rd. St.,<br>PO Box 511 | La Junta   | 81050 | Otero  |
| Ms. Cindy   | Kovalcik  | Arkansas Valley<br>Community Center      | 1500 San Juan Street          | LaJunta    | 81050 | Otero  |
| Mr. Dale K. | Lohrey    | City of LaJunta Parks<br>and Recreation  | 601 Colorado Ave.,<br>Box 489 | La Junta   | 81050 | Otero  |
| Ms. Rae Ann | Lynn      | Town of Cheraw, Clerk                    | Box 16                        | Cheraw     | 81030 | Otero  |
| Ms. Dawn    | Marsh     | City of La Junta                         | 601 Colorado Ave.,<br>Box 489 | La Junta   | 81050 | Otero  |
| Mr. Doug    | Moss      | Town of Fowler, Clerk                    | 200 Main, P.O. Box 207        | Fowler     | 81039 | Otero  |
| Mr. Curtis  | Peacock   | City of La Junta,<br>Planning Commission | 601 Colorado Ave.,<br>Box 489 | La Junta   | 81050 | Otero  |
|             |           | Otero County, Planning<br>Director       | 13 W. 3rd. St.,<br>PO Box 511 | La Junta   | 81050 | Otero  |
| Mr. Jeffery | Pollucci  | La Junta Chamber of<br>Commerce          | 110 Santa Fe Avenue           | La Junta   | 81050 | Otero  |
| Mr. Ron     | Rein      | Town of Fowler,<br>Transportation Dir.   | 200 Main, P.O. Box 207        | Fowler     | 81039 | Otero  |
| Ms. Andrea  | Rich      | Interested Citizen                       | 422 Colorado Avenue           | La Junta   | 81050 | Otero  |
| Mr. Donald  | Rizzuto   | City of La Junta, Mayor                  | 601 Colorado Ave.,<br>Box 489 | La Junta   | 81050 | Otero  |
| Ms. Janice  | Schooley  | City of La Junta, Clerk                  | 601 Colorado Ave.,<br>Box 489 | La Junta   | 81050 | Otero  |
| Ms. Sharon  | Sisroy    | Otero County, Clerk                      | 13 W. 3rd. St.,<br>PO Box 511 | La Junta   | 81050 | Otero  |
| Mr. Jarold  | Sitton    | Town of Rocky Ford,<br>Mayor             | 203 South Main                | Rocky Ford | 81069 | Otero  |
| Ms. Eileen  | Staach    | Town of Fowler, Mayor                    | 200 Main, P.O. Box 207        | Fowler     | 81039 | Otero  |
| Mr. Brad    | Swartz    | City of LaJunta Parks<br>and Recreation  | 601 Colorado Ave.,<br>Box 489 | La Junta   | 81050 | Otero  |
| Ms. Beverly | Vance     | Lower Arkansas Valley<br>AAA             | P. O. Box 494                 | LaJunta    | 81050 | Otero  |
| Mr. C O     | Watters   | Town of Cheraw,<br>Mayor                 | Box 16                        | Cheraw     | 81030 | Otero  |

## Southeast TPR 2030 Transportation Plan Mailing List (cont.)

| FIRST NAME   | LAST NAME    | COMPANY                                 | STREET                          | CITY      | ZIP   | COUNTY          |
|--------------|--------------|---|---------------------------------|-----------|-------|-----------------|
| Ms. Wanda    | Werdel       | Town of Manzanola,<br>Clerk             | 103 E. Third St. Box 187        | Manzanola | 81058 | Otero           |
| Mr. Jack J.  | Woods        | Fowler Chamber of<br>Commerce           | 214 Main Street                 | Fowler    | 81309 | Otero           |
| Pat          | Hines        | Fowler Senior Center<br>Van             | 208 Sixth Street                | Fowler    | 81039 | Otero<br>County |
|              |              | SE Area Transit<br>Services             | PO Box 328                      | Lamar     | 81052 | Prowers         |
| Mr. Allen    | Anderson     | City of Lamar,<br>Planning Commission   | 102 East Parmenter              | Lamar     | 81052 | Prowers         |
| Ms. Jan      | Anderson     | SE Colo Enterprise<br>Development, Inc. | 112 West Elm St.<br>PO Box 1600 | Lamar     | 81052 | Prowers         |
| Mr. Robert   | Appel        | Southeast RC & D                        | 3505 S Main Street              | Lamar     | 81052 | Prowers         |
| Mr. Wayne    | Baan Hoffman | Lamar Municipal<br>Airport              |                                 | Lamar     | 81052 | Prowers         |
| Ms. Suzanne  | Becquet      | Interested Citizen                      | P.O. Box 1222                   | Lamar     | 81052 | Prowers         |
| Ms. Marian   | Blake        | Town of Wiley, Clerk                    | 304 Main St. Box 519            | Wiley     | 81092 | Prowers         |
| Mr. Gene     | Cruikshank   | City of Lamar, Mayor                    | 102 E. Parmenter                | Lamar     | 81052 | Prowers         |
| Ms. Judy     | Douglass     | Lamar Chamber of<br>Commerce            | 109 A East Beech                | Lamar     | 81052 | Prowers         |
| Ms. Jan      | Goedart      | Region 6 SE CO<br>Enterprise Dev., Inc  | 112 W. Elm St., Box 1600        | Lamar     | 81052 | Prowers         |
| Mr. George   | Gotto III    | Town of Wiley, Mayor                    | 304 Main St. Box 519            | Wiley     | 81092 | Prowers         |
| Mr. Ronald   | Grasmick     | Town of Granada,<br>Mayor               | 103 S. Main, Box 258            | Granada   | 81041 | Prowers         |
| Mr. John     | Hopper       | Town of Granada,<br>Planning Commission | 103 S. Main, Box 258            | Granada   | 81041 | Prowers         |
| Ms. Maribeth | Kemp         | City of Lamar, Clerk                    | 102 East Parmenter              | Lamar     | 81052 | Prowers         |
| Mr. John     | Martin       | SE Developmental<br>Services            | P. O. Box 328                   | Lamar     | 81052 | Prowers         |
| Mr. Leroy    | Mauch        | Prowers County<br>Commissioner          | 301 S. Main St., Suite 210      | Lamar     | 81052 | Prowers         |
| Ms. Dorothy  | McCaslin     | Prowers County, Clerk                   | 301 S. Main St., Suite 210      | Lamar     | 81052 | Prowers         |
| Mr. Grant    | McCormick    | Holly Airport                           | P.O. Box 458                    | Holly     | 81047 | Prowers         |
| Mr. George   | McLachlan    | Interested Citizen                      | 1 Paseo Place                   | Lamar     | 81052 | Prowers         |
| Mr. Dan      | Minor        | Lamar Small Bus.<br>Devel. Ctr.         | 2401 S Main                     | Lamar     | 81052 | Prowers         |
| Susas        | Ooton        | Lamar Public Library                    | 104 E Parmenter                 | Lamar     | 81052 | Prowers         |

## Southeast TPR 2030 Transportation Plan Mailing List (cont.)

| FIRST NAME    | LAST NAME   | COMPANY                                     | STREET                            | CITY    | ZIP   | COUNTY    |
|---------------|-------------|---|-----------------------------------|---------|-------|-----------|
| Mr. Donald    | Orosco      | Town of Holly, Clerk                        | Box 458                           | Holly   | 81047 | Prowers   |
| Mr. Dale K.   | Simmons     | Town of Hartman,<br>Mayor                   | Box 97                            | Hartman | 81043 | Prowers   |
| Mr. John      | Stulp       | Prowers County<br>Commissioner              | 301 S. Main St., Suite 210        | Lamar   | 81052 | Prowers   |
| Ms. Bill      | Thraokil    | Lamar Municipal<br>Airport                  | 102 West Parmenter                | Lamar   | 81052 | Prowers   |
| Ms. DeAnne    | Tyner       | Prowers Area Transit                        | 407 E. Olive Street               | Lamar   | 81052 | Prowers   |
| Ms. Shannon   | Venturi     | Town of Granada,<br>Clerk                   | 103 S. Main, Box 258              | Granada | 81041 | Prowers   |
| Mr. Richard   | Widener Sr. | Prowers County<br>Commissioner              | 301 S. Main St., Suite 210        | Lamar   | 81052 | Prowers   |
| Ms. Linda     | Wilger      | Town of Hartman,<br>Clerk                   | Box 97                            | Hartman | 81043 | Prowers   |
| Mr. David     | Willhite    | Town of Holly, Mayor                        | Box 458                           | Holly   | 81047 | Prowers   |
| Ms. Marsha    | Willhite    | Town of Holly,<br>Planning Director         | Box 458                           | Holly   | 81047 | Prowers   |
|               |             | Prowers County,<br>Planning Director        | 301 S. Main St., Suite 210        | Lamar   | 81052 | Prowers   |
| Ms. Jeanne    | Erickson    | Colorado Association<br>of Transit Agencies | 225 East 16th Ave.                | Denver  | 80203 | Statewide |
| Mr. Andy      | Garton      | Colorado Dept. of<br>Transportation         | 902 Erie Avenue                   | Pueblo  | 81001 | Statewide |
| Mr. Robert    | Lohne       | Colorado Department<br>of Transportation    | 5200 Front Range<br>Parkway       | Watkins | 80137 | Statewide |
| Mr. Lee       | Merkel      | Colorado Dept. of<br>Local Affairs          | 132 West "B" Street, Suite<br>260 | Pueblo  | 81003 | Statewide |
| Mr. George H. | Tempel      | Colorado<br>Transportation<br>Commission    | 101 Main St.<br>PO Box 246        | Wiley   | 81092 | Statewide |
| Mr. Robert    | Torres      | Colorado Dept. of<br>Transportation         | 902 Erie Avenue                   | Pueblo  | 81001 | Statewide |
| S. Elena      | Wilken      | CASTA                                       | 225 E. 16th Ave., Suite<br>475    | Denver  | 80203 | Statewide |
| Ms. Elena     | Nunez       | Environment Colorado                        | 1530 Blake Street, Suite<br>220   | Denver  | 80202 | Statewide |

# Appendix B – Corridor Geometrics

Southeast Transportation Planning Region  
2030 Long Range Transportation Plan

| Corridor Segments and Links | Beginning Point            | Ending Point                      | Segment Length | Beginning Milepost | Ending Milepost | Primary Investment Category | Secondary Investment Category | Average Link AADT | % Trucks | # of Lanes | Adequate Shoulders (> 4 ft.) |
|-----------------------------|----------------------------|-----------------------------------|----------------|--------------------|-----------------|-----------------------------|-------------------------------|-------------------|----------|------------|------------------------------|
| <b>CO 10</b>                | <b>I-25 in Walsenburg</b>  | <b>US 50 in La Junta</b>          | <b>72.0</b>    | <b>0.000</b>       | <b>71.968</b>   | <b>Quality</b>              | <b>Safety</b>                 |                   |          |            |                              |
| <b>CO10-1</b>               | Pueblo-Otero County Line   | Jct. US 50                        | 28.0           | 44.000             | 71.968          | Quality                     | Safety                        | 843               | 14%      | 2          | No                           |
|                             | <b>Sub-Corridor</b>        | <b>CO 10 Total</b>                | <b>28.0</b>    |                    |                 | <b>Quality</b>              | <b>Safety</b>                 |                   |          |            | <b>No</b>                    |
| <b>US 50</b>                | <b>I-25 in Pueblo</b>      | <b>Colorado / Kansas State Li</b> | <b>151.5</b>   | <b>316.001</b>     | <b>467.583</b>  | <b>Mobility</b>             | <b>Quality</b>                |                   |          |            |                              |
| <b>US 50-1</b>              | Pueblo-Otero County Line   | West La Junta City Limit          | 27.9           | 349.000            | 377.000         | Mobility                    | Quality/Safety                | 6,248             | 11%      | 4/2        | Yes                          |
| <b>US 50-2</b>              | West La Junta City Limit   | East La Junta City Limit          | 3.8            | 377.000            | 380.795         | Mobility                    | Quality                       | 19,750            | 8%       | 4          | No                           |
| <b>US 50-3</b>              | East La Junta City Limit   | West Lamar City Limit             | 53.7           | 380.795            | 434.443         | Mobility                    | Quality/Safety                | 4,940             | 15%      | 2          | Yes                          |
| <b>US 50-4</b>              | West Lamar City Limit      | East Lamar City Limit             | 2.2            | 434.443            | 436.710         | Mobility                    | Quality/Safety                | 8,180             | 13%      | 4          | No                           |
| <b>US 50-5</b>              | East Lamar City Limit      | Colorado - Kansas State Line      | 30.8           | 436.710            | 467.583         | Mobility                    | Quality                       | 3,299             | 20%      | 2          | Yes                          |
|                             | <b>Sub-Corridor</b>        | <b>US 50 Total</b>                | <b>118.4</b>   |                    |                 |                             |                               |                   |          |            | <b>Yes</b>                   |
| <b>CO 71</b>                | <b>US 350 in Otero Co.</b> | <b>I-70 in Limon</b>              | <b>98.7</b>    | <b>0.000</b>       | <b>100.999</b>  | <b>Quality</b>              | <b>Safety</b>                 |                   |          |            |                              |
| <b>CO 71-1</b>              | Jct. US 350                | Jct. CO 10                        | 9.4            | 0.000              | 10.000          | Safety                      | Quality                       | 196               | 15%      | 2          | No                           |
| <b>CO 71-2</b>              | Jct. CO 10                 | Jct. US 50                        | 4.9            | 10.000             | 16.537          | Quality/Safety              | N/A                           | 1,945             | 6%       | 2          | No                           |
| <b>CO 71-3</b>              | Jct. US 50                 | Jct. CO 96                        | 10.2           | 16.537             | 26.829          | Quality                     | Safety                        | 2,149             | 11%      | 2          | Yes                          |
| <b>CO 71-4</b>              | Jct. CO 96                 | Crowley - Lincoln County Line     | 22.2           | 26.829             | 49.000          | Quality                     | N/A                           | 1,822             | 15%      | 2          | No                           |
|                             | <b>Sub-Corridor</b>        | <b>US 71 Total</b>                | <b>46.7</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |
| <b>CO 89</b>                | <b>CO 116 in Baca Co.</b>  | <b>US 50 in Prowers Co.</b>       | <b>34.4</b>    | <b>0.000</b>       | <b>34.340</b>   | <b>Safety</b>               | <b>Quality</b>                |                   |          |            |                              |
| <b>CO 89-1</b>              | Jct. CO 116                | Jct. US 50                        | 34.4           | 0.000              | 34.340          | Safety                      | Quality                       | 598               | 20%      | 2          | No                           |
|                             | <b>Sub-Corridor</b>        | <b>CO 89 Total</b>                | <b>34.4</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |
| <b>CO 96</b>                | <b>I-25 in Pueblo</b>      | <b>Colorado-Kansas County L</b>   | <b>134.8</b>   | <b>69.480</b>      | <b>207.454</b>  | <b>Safety</b>               | <b>Quality</b>                |                   |          |            |                              |
| <b>CO 96-1</b>              | Pueblo-Crowley County Line | Jct. CO 71                        | 18.4           | 88.000             | 107.000         | Quality                     | Safety                        | 1,898             | 8%       | 2          | No                           |
| <b>CO 96-2</b>              | Jct. CO 71                 | Jct. US 287                       | 59.5           | 107.000            | 169.073         | Quality/Safety              | N/A                           | 606               | 28%      | 2          | No                           |
| <b>CO 96-3</b>              | Jct. US 287                | Jct. CO 385                       | 25.0           | 169.073            | 193.969         | Quality/Safety              | N/A                           | 1,020             | 37%      | 2          | No                           |
| <b>CO 96-4</b>              | Jct. CO 385                | Colorado-Kansas County Line       | 13.4           | 193.969            | 207.454         | Safety                      | Quality                       | 753               | 38%      | 2          | No                           |
|                             | <b>Sub-Corridor</b>        | <b>CO 96 Total</b>                | <b>116.3</b>   |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |
| <b>CO 100</b>               | <b>US 160 in Baca Co.</b>  | <b>Vilas in Baca Co.</b>          | <b>0.4</b>     | <b>0.000</b>       | <b>0.419</b>    | <b>Quality/Safety</b>       | <b>N/A</b>                    |                   |          |            |                              |
| <b>CO 100-1</b>             | Jct. US 160                | Jct. Main St. in Vilas            | 0.4            | 0.000              | 0.419           | Quality/Safety              | N/A                           | 505               | 11%      | 2          | Yes                          |
|                             | <b>Sub-Corridor</b>        | <b>CO 100 Total</b>               | <b>0.4</b>     |                    |                 |                             |                               |                   |          |            | <b>Yes</b>                   |
| <b>CO 101</b>               | <b>US 50 in Las Animas</b> | <b>Toonerville in Bent Co.</b>    |                |                    |                 | <b>Safety</b>               | <b>Quality</b>                |                   |          |            |                              |
| <b>CO 101-1</b>             | Jct. US 50                 | Jct. Bent Co. Road K in Toonervil | 21.3           | 0.000              | 21.413          | Safetu                      | Quality                       | 956               | 16%      | 2          | No                           |
|                             | Toonerville                | Pritchett                         | 31.0           | N/A                | N/A             |                             |                               | N/A               | N/A      | 2          | No                           |
|                             | <b>Sub-Corridor</b>        | <b>CO 101 Total</b>               | <b>21.3</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |

# Appendix B – Corridor Geometrics

Southeast Transportation Planning Region  
2030 Long Range Transportation Plan

| Corridor Segments and Links | Beginning Point                 | Ending Point                     | Segment Length | Beginning Milepost | Ending Milepost | Primary Investment Category | Secondary Investment Category | Average Link AADT | % Trucks | # of Lanes | Adequate Shoulders (> 4 ft.) |
|-----------------------------|---------------------------------|----------------------------------|----------------|--------------------|-----------------|-----------------------------|-------------------------------|-------------------|----------|------------|------------------------------|
| <b>CO 109</b>               | <b>US 160 in Las Animas Co.</b> | <b>3rd St. in Cheraw</b>         | <b>65.2</b>    | <b>0.000</b>       | <b>65.768</b>   | <b>Quality</b>              | <b>Safety</b>                 |                   |          |            |                              |
| CO 109-1                    | Bent-Las Animas County Line     | Jct. US 50                       | 28.3           | 28.000             | 56.869          | Quality                     | Safety                        | 3,027             | 11%      | 2          | No                           |
| CO 109-2                    | Jct. US 50                      | Jct. 3rd St. in Cheraw           | 9.2            | 56.869             | 65.768          | Quality/Safety              | N/A                           | 3,048             | 7%       | 2          | No                           |
|                             | <b>Sub-Corridor</b>             | <b>CO 109 Total</b>              | <b>37.5</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |
| <b>CO 116</b>               | <b>US 287 in Baca Co.</b>       | <b>Colorado-Kansas State Lin</b> | <b>32.3</b>    | <b>0.000</b>       | <b>28.000</b>   | <b>Safety</b>               | <b>Quality</b>                |                   |          |            |                              |
| CO 116-1                    | Jct. US 287                     | Jct. CO 89                       | 28.0           | 0.000              | 28.000          | Safety                      | Quality                       | 234               | 27%      | 2          | No                           |
| CO 116-2                    | Jct. CO 89                      | Colorado-Kansas State Line       | 4.3            | 28.000             | 32.322          | Quality/Safety              | N/A                           | 111               | 45%      | 2          | No                           |
|                             | <b>Sub-Corridor</b>             | <b>CO 116 Total</b>              | <b>32.3</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |
| <b>US 160</b>               | <b>US 160 in Trinidad</b>       | <b>Colorado-Kansas State Lin</b> | <b>119.9</b>   | <b>344.612</b>     | <b>464.687</b>  | <b>Quality</b>              | <b>Safety</b>                 |                   |          |            |                              |
| US 160-1                    | Baca-Las Animas County Line     | Jct. US 287                      | 32.9           | 431.691            | 464.687         | Safety                      | Quality/Safety                | 658               | 25%      | 2          | No                           |
| US 160-2                    | Jct. US 287                     | Colorado-Kansas State Line       | 32.4           | 464.687            | 496.999         | Quality                     | N/A                           | 727               | 12%      | 2          | No                           |
|                             | <b>Sub-Corridor</b>             | <b>CO 160 Total</b>              | <b>65.3</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |
| <b>CO 167</b>               | <b>Otero Co. Rd JJ</b>          | <b>CO 96 in Crowley Co.</b>      | <b>4.9</b>     | <b>0.000</b>       | <b>4.860</b>    | <b>Safety</b>               | <b>Quality</b>                |                   |          |            |                              |
| CO 167-1                    | Jct. CO 96                      | Jct. US 50                       | 1.8            | 0.000              | 1.742           | Safety                      | Quality                       | 1,021             | 7%       | 2          | No                           |
| CO 167-2                    | Jct. US 50                      | Jct. Otero Co. Road JJ           | 3.1            | 1.742              | 4.860           | Quality/Safety              | N/A                           | 575               | 8%       | 2          | No                           |
|                             | <b>Sub-Corridor</b>             | <b>CO 167 Total</b>              | <b>4.9</b>     |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |
| <b>CO 183</b>               | <b>US 50 in Bent Co.</b>        | <b>Bent Co. Road HH</b>          | <b>1.0</b>     | <b>0.000</b>       | <b>1.000</b>    | <b>Quality/Safety</b>       | <b>N/A</b>                    |                   |          |            |                              |
| CO 183-1                    | Jct. US 50                      | Jct. Bent Co. Road HH            | 1.0            | 0.000              | 1.000           | Quality/Safety              | N/A                           | 707               | 6%       | 2          | No                           |
|                             | <b>Sub-Corridor</b>             | <b>CO 183 Total</b>              | <b>1.0</b>     |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |
| <b>CO 194</b>               | <b>CO 109 in Otero Co.</b>      | <b>US 50 in Bent Co.</b>         | <b>19.8</b>    | <b>0.000</b>       | <b>19.997</b>   | <b>Quality/Safety</b>       | <b>N/A</b>                    |                   |          |            |                              |
| CO 194-1                    | Jct. CO 109                     | Jct. US 50                       | 19.8           | 0.000              | 19.997          | Quality/Safety              | N/A                           | 1,084             | 11%      | 2          | No                           |
|                             | <b>Sub-Corridor</b>             | <b>CO 194 Total</b>              | <b>19.8</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |
| <b>CO 196</b>               | <b>US 50 in Bent Co.</b>        | <b>US 385 in Prowers Co.</b>     | <b>35.7</b>    | <b>0.000</b>       | <b>35.637</b>   | <b>Safety</b>               | <b>Quality</b>                |                   |          |            |                              |
| CO 196-1                    | Jct. US 50                      | Jct. US 287                      | 9.0            | 0.000              | 9.000           | Safety                      | Quality                       | 748               | 10%      | 2          | No                           |
| CO 196-2                    | Jct. US 287                     | Jct. Prowers Co. Road S          | 9.9            | 9.000              | 19.000          | Quality/Safety              | N/A                           | 1,619             | 10%      | 2          | No                           |
| CO 196-3                    | Jct. Prowers Co. Road S         | Jct. US 385                      | 16.7           | 19.000             | 35.637          | Safety                      | Quality                       | 651               | 14%      | 2          | No                           |
|                             | <b>Sub-Corridor</b>             | <b>CO 196 Total</b>              | <b>35.7</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |
| <b>CO 202</b>               | <b>US 50 in Otero Co.</b>       | <b>Otero Co. Road 16</b>         | <b>3.2</b>     | <b>0.000</b>       | <b>2.999</b>    | <b>Quality</b>              | <b>Safety</b>                 |                   |          |            |                              |
| CO 202-1                    | Jct. US 50                      | Jct. Otero Co. Road 16           | 3.2            | 0.000              | 2.999           | Quality                     | Safety                        | 1,104             | 10%      | 2          | No                           |
|                             | <b>Sub-Corridor</b>             | <b>CO 202 Total</b>              | <b>3.2</b>     |                    |                 |                             |                               |                   |          |            | <b>No</b>                    |

# Appendix B – Corridor Geometrics

| Corridor Segments and Links | Beginning Point                   | Ending Point                 | Segment Length | Beginning Milepost | Ending Milepost | Primary Investment Category | Secondary Investment Category | Average Link AADT | % Trucks | # of Lanes | Adequate Shoulders (> 4 ft.)                    |
|-----------------------------|-----------------------------------|------------------------------|----------------|--------------------|-----------------|-----------------------------|-------------------------------|-------------------|----------|------------|---|
| <b>CO 207</b>               | <b>US 50 in Crowley Co.</b>       | <b>Co 96 in Crowley Co.</b>  | <b>5.9</b>     | <b>0.000</b>       | <b>5.935</b>    | <b>Quality</b>              | <b>Safety</b>                 |                   |          |            |   |
| CO 207-1                    | Jct. US 50                        | Jct. CO 96                   | 5.9            | 0.000              | 5.935           | Quality                     | Safety                        | 967               | 12%      | 2          | No  |
|                             | <b>Sub-Corridor</b>               | <b>CO 207 Total</b>          | <b>5.9</b>     |                    |                 |                             |                               |                   |          |            | <b>No</b>                                       |
| <b>CO 266</b>               | <b>US 50 in Rocky Ford</b>        | <b>CO 109 in Crowley Co.</b> | <b>11.4</b>    | <b>0.000</b>       | <b>11.516</b>   | <b>Safety</b>               | <b>Quality</b>                |                   |          |            |   |
| CO 266-1                    | Jct. US 50                        | Jct. CO 109                  | 11.4           | 0.000              | 11.516          | Safety                      | Quality                       | 901               | 5%       | 2          | No  |
|                             | <b>Sub-Corridor</b>               | <b>CO 266 Total</b>          | <b>11.4</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                                       |
| <b>US 287</b>               | <b>Colorado-Oklahoma State Li</b> | <b>I-70 in Limon</b>         | <b>125.6</b>   | <b>0.000</b>       | <b>132.999</b>  | <b>Quality</b>              | <b>Safety</b>                 |                   |          |            |   |
| US 287-1                    | Colorado-Oklahoma State Line      | Jct. US 160                  | 28.9           | 0.000              | 28.914          | Quality                     | Safety                        | 2,161             | 54%      | 2          | Yes   |
| US 287-2                    | Jct. US 160                       | Jct. CO 116                  | 12.1           | 28.914             | 41.000          | Quality                     | Quality                       | 4,530             | 38%      | 2          | Yes   |
| US 287-3                    | Jct. CO 116                       | South-Lamar City Limits      | 35.4           | 41.000             | 76.470          | Quality                     | Quality                       | 4,908             | 41%      | 2          | No  |
| US 287-4                    | South-Lamar City Limits           | Jct. US 50                   | 1.8            | 76.470             | 86.000          | Quality                     | Safety                        | 12,330            | 14%      | 4          | No  |
| US 287-5                    | Jct. US 50                        | Jct. CO 96                   | 24.7           | 86.000             | 113.444         | Quality                     | Quality                       | 2,931             | 51%      | 2          | Yes   |
| US 287-6                    | Jct. CO 96                        | Kiowa-Cheyenne Co. Line      | 12.3           | 113.444            | 122.925         | Quality                     | Quality                       | 2,780             | 45%      | 2          | Yes   |
|                             | <b>Sub-Corridor</b>               | <b>US 287 Total</b>          | <b>115.3</b>   |                    |                 |                             |                               |                   |          |            | <b>No</b>                                       |
| <b>US 350</b>               | <b>I-25 in Trinidad</b>           | <b>US 50 in La Junta</b>     | <b>72.8</b>    | <b>0.000</b>       | <b>72.999</b>   | <b>Quality</b>              | <b>Safety</b>                 |                   |          |            |   |
| US 350-1                    | Otero-Las Animas Co. Line         | Jct. US 50                   | 34.8           | 38.000             | 72.999          | Quality                     | Safety                        | 1,123             | 15%      | 2          | No  |
|                             | <b>Sub-Corridor</b>               | <b>US 350 Total</b>          | <b>34.8</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                                       |
| <b>US 385</b>               | <b>US 50 in Granada</b>           | <b>I-70 Burlington</b>       | <b>92.5</b>    | <b>95.055</b>      | <b>188.939</b>  | <b>Safety</b>               | <b>Quality</b>                |                   |          |            |   |
| US 385-1                    | Jct. US 50                        | Jct. CO 96                   | 27.8           | 95.055             | 122.879         | Safety                      | Quality                       | 1,322             | 23%      | 2          | No  |
| US 385-2                    | Jct. CO 96                        | Kiowa-Cheyenne Co. Line      | 11.9           | 122.879            | 135.553         | Safety                      | Quality                       | 663               | 39%      | 2          | No  |
|                             | <b>Sub-Corridor</b>               | <b>US 385 Total</b>          | <b>39.7</b>    |                    |                 |                             |                               |                   |          |            | <b>No</b>                                       |
| <b>Total</b>                |                                   |                              | <b>772.4</b>   |                    |                 |                             |                               |                   |          |            |   |
|                             |                                   |                              |                |                    |                 |                             |                               |                   |          |            | (Does not include 31 miles of CO 101 Extension) |

# Appendix C – System Quality (data as of Feb. 2004)

Southeast Transportation Planning Region  
2030 Long Range Transportation Plan

| Corridor Segments and Links |                                 |                                     | FY 2002 System Quality         |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
|-----------------------------|---------------------------------|-------------------------------------|--------------------------------|------------------------------|----------------------------|-----------------|------|---------------|---------------------------|---------------------------|---------------------------|---------------------------|-------------|------------------------|----------|
|                             |                                 |                                     | No. of Miles in Poor Condition | % of Miles in Poor Condition | Corridor Surface Condition | Weighted Factor | Rank | Total Bridges | Bridges in Good Condition | Bridges in Fair Condition | Bridges in Poor Condition | Weighted Bridge Condition | Bridge Rank | Weighted Combined Rank | Quartile |
| <b>CO 10</b>                | <b>I-25 in Walsenburg</b>       | <b>US 50 in La Junta</b>            |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO10-1                      | Pueblo-Otero County Line        | Jct. US 50                          | 16.9                           | 60.3%                        | P                          | 2,529           | 18   | 6             | 5                         | 1                         | 0                         | 10                        | 25          | 20                     | 3        |
|                             | <b>Sub-Corridor</b>             | <b>CO 10 Total</b>                  | <b>16.9</b>                    | <b>60.3%</b>                 | <b>P</b>                   |                 |      |               |                           |                           |                           |                           |             |                        |          |
| <b>US 50</b>                | <b>I-25 in Pueblo</b>           | <b>Colorado / Kansas State Line</b> |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| US 50-1                     | Pueblo-Otero County Line        | West La Junta City Limit            | 14.9                           | 53.5%                        | P                          | 18,744          | 39   | 20            | 13                        | 6                         | 1                         | 53                        | 39          | 39                     | 1        |
| US 50-2                     | West La Junta City Limit        | East La Junta City Limit            | 0.0                            | 0.0%                         | G                          | 19,750          | 40   | 2             | 2                         | 0                         | 0                         | 2                         | 9           | 32                     | 1        |
| US 50-3                     | East La Junta City Limit        | West Lamar City Limit               | 7.1                            | 13.2%                        | G                          | 4,940           | 31   | 31            | 14                        | 17                        | 0                         | 99                        | 42          | 34                     | 1        |
| US 50-4                     | West Lamar City Limit           | East Lamar City Limit               | 0.5                            | 23.5%                        | P                          | 24,540          | 41   | 1             | 0                         | 1                         | 0                         | 5                         | 16          | 35                     | 1        |
| US 50-5                     | East Lamar City Limit           | Colorado - Kansas State Line        | 14.5                           | 47.2%                        | P                          | 9,897           | 37   | 14            | 8                         | 5                         | 1                         | 43                        | 38          | 37                     | 1        |
|                             | <b>Sub-Corridor</b>             | <b>US 50 Total</b>                  | <b>37.1</b>                    | <b>31.3%</b>                 | <b>P</b>                   |                 |      |               |                           |                           |                           |                           |             |                        |          |
| <b>CO 71</b>                | <b>US 350 in Otero Co.</b>      | <b>I-70 in Limon</b>                |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 71-1                     | Jct. US 350                     | Jct. CO 10                          | 5.4                            | 57.5%                        | P                          | 588             | 2    | 3             | 3                         | 0                         | 0                         | 3                         | 12          | 5                      | 4        |
| CO 71-2                     | Jct. CO 10                      | Jct. US 50                          | 4.5                            | 92.2%                        | P                          | 5,835           | 33   | 5             | 5                         | 0                         | 0                         | 5                         | 16          | 29                     | 2        |
| CO 71-3                     | Jct. US 50                      | Jct. CO 96                          | 0.0                            | 0.0%                         | F                          | 4,298           | 28   | 6             | 3                         | 3                         | 0                         | 18                        | 33          | 29                     | 2        |
| CO 71-4                     | Jct. CO 96                      | Crowley - Lincoln County Line       | 0.0                            | 0.0%                         | F                          | 3,644           | 26   | 4             | 3                         | 1                         | 0                         | 8                         | 23          | 25                     | 2        |
|                             | <b>Sub-Corridor</b>             | <b>US 71 Total</b>                  | <b>9.9</b>                     | <b>21.2%</b>                 | <b>G / F</b>               |                 |      |               |                           |                           |                           |                           |             |                        |          |
| <b>CO 89</b>                | <b>CO 116 in Baca Co.</b>       | <b>US 50 in Prowers Co.</b>         |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 89-1                     | Jct. CO 116                     | Jct. US 50                          | 10.4                           | 30.1%                        | P                          | 1,794           | 12   | 5             | 4                         | 1                         | 0                         | 9                         | 24          | 15                     | 3        |
|                             | <b>Sub-Corridor</b>             | <b>CO 89 Total</b>                  | <b>10.4</b>                    | <b>30.1%</b>                 | <b>P</b>                   |                 |      |               |                           |                           |                           |                           |             |                        |          |
| <b>CO 96</b>                | <b>I-25 in Pueblo</b>           | <b>Colorado-Kansas County Line</b>  |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 96-1                     | Pueblo-Crowley County Line      | Jct. CO 71                          | 0.0                            | 0.0%                         | F                          | 3,796           | 27   | 2             | 1                         | 1                         | 0                         | 6                         | 22          | 26                     | 2        |
| CO 96-2                     | Jct. CO 71                      | Jct. US 287                         | 0.0                            | 0.0%                         | F                          | 1,212           | 8    | 13            | 6                         | 4                         | 3                         | 56                        | 40          | 16                     | 3        |
| CO 96-3                     | Jct. US 287                     | Jct. CO 385                         | 0.0                            | 0.0%                         | G                          | 1,020           | 7    | 3             | 3                         | 0                         | 0                         | 3                         | 12          | 8                      | 4        |
| CO 96-4                     | Jct. CO 385                     | Colorado-Kansas County Line         | 0.0                            | 0.0%                         | G                          | 753             | 6    | 0             | 0                         | 0                         | 0                         | 0                         | 1           | 5                      | 4        |
|                             | <b>Sub-Corridor</b>             | <b>CO 96 Total</b>                  | <b>0.0</b>                     | <b>0.0%</b>                  | <b>G / F</b>               |                 |      |               |                           |                           |                           |                           |             |                        |          |
| <b>CO 100</b>               | <b>US 160 in Baca Co.</b>       | <b>Vilas in Baca Co.</b>            |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 100-1                    | Jct. US 160                     | Jct. Main St. in Vilas              | 0.4                            | 100.0%                       | P                          | 1,515           | 10   | 0             | 0                         | 0                         | 0                         | 0                         | 1           | 8                      | 4        |
|                             | <b>Sub-Corridor</b>             | <b>CO 100 Total</b>                 | <b>0.4</b>                     | <b>100.0%</b>                | <b>P</b>                   |                 |      |               |                           |                           |                           |                           |             |                        |          |
| <b>CO 101</b>               | <b>US 50 in Las Animas</b>      | <b>Toonerville in Bent Co.</b>      |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 101-1                    | Jct. US 50                      | Jct. Bent Co. Road K in Toonerville | 21.3                           | 100.0%                       | P                          | 2,868           | 21   | 8             | 1                         | 6                         | 1                         | 41                        | 37          | 25                     | 2        |
|                             | Toonerville                     | Pritchett                           |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
|                             | <b>Sub-Corridor</b>             | <b>CO 101 Total</b>                 | <b>21.3</b>                    | <b>100.0%</b>                | <b>P</b>                   |                 |      |               |                           |                           |                           |                           |             |                        |          |
| <b>CO 109</b>               | <b>US 160 in Las Animas Co.</b> | <b>3rd St. in Cheraw</b>            |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 109-1                    | Bent-Las Animas County Line     | Jct. US 50                          | 3.0                            | 10.6%                        | F                          | 6,054           | 34   | 6             | 4                         | 2                         | 0                         | 14                        | 30          | 33                     | 1        |
| CO 109-2                    | Jct. US 50                      | Jct. 3rd St. in Cheraw              | 0.0                            | 0.0%                         | F                          | 6,096           | 35   | 2             | 0                         | 2                         | 0                         | 10                        | 25          | 33                     | 1        |
|                             | <b>Sub-Corridor</b>             | <b>CO 109 Total</b>                 | <b>3.0</b>                     | <b>8.0%</b>                  | <b>G / F</b>               |                 |      |               |                           |                           |                           |                           |             |                        |          |

# Appendix C – System Quality (data as of Feb. 2004)

Southeast Transportation Planning Region  
2030 Long Range Transportation Plan

| Corridor Segments and Links |                             |                            | FY 2002 System Quality         |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
|-----------------------------|-----------------------------|----------------------------|--------------------------------|------------------------------|----------------------------|-----------------|------|---------------|---------------------------|---------------------------|---------------------------|---------------------------|-------------|------------------------|----------|
|                             |                             |                            | No. of Miles in Poor Condition | % of Miles in Poor Condition | Corridor Surface Condition | Weighted Factor | Rank | Total Bridges | Bridges in Good Condition | Bridges in Fair Condition | Bridges in Poor Condition | Weighted Bridge Condition | Bridge Rank | Weighted Combined Rank | Quartile |
| Beginning Point             | Ending Point                |                            |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 116                      | US 287 in Baca Co.          | Colorado-Kansas State Line |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 116-1                    | Jct. US 287                 | Jct. CO 89                 | 28.0                           | 100.0%                       | P                          | 702             | 5    | 3             | 1                         | 2                         | 0                         | 11                        | 27          | 11                     | 4        |
| CO 116-2                    | Jct. CO 89                  | Colorado-Kansas State Line | 4.3                            | 100.0%                       | P                          | 333             | 1    | 1             | 1                         | 0                         | 0                         | 1                         | 6           | 2                      | 4        |
|                             | Sub-Corridor                | CO 116 Total               | 32.3                           | 100.0%                       | P                          |                 |      |               |                           |                           |                           |                           |             |                        |          |
| US 160                      | US 160 in Trinidad          | Colorado-Kansas State Line |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| US 160-1                    | Baca-Las Animas County Line | Jct. US 287                | 7.0                            | 21.2%                        | G                          | 658             | 3    | 9             | 4                         | 4                         | 1                         | 34                        | 35          | 11                     | 4        |
| US 160-2                    | Jct. US 287                 | Colorado-Kansas State Line | 0.0                            | 0.0%                         | F                          | 1,454           | 9    | 3             | 3                         | 0                         | 0                         | 3                         | 12          | 10                     | 4        |
|                             | Sub-Corridor                | CO 160 Total               | 7.0                            | 10.7%                        | G / F                      |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 167                      | Otero Co. Rd JJ             | CO 96 in Crowley Co.       |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 167-1                    | Jct. CO 96                  | Jct. US 50                 | 1.8                            | 100.0%                       | P                          | 3,063           | 23   | 1             | 0                         | 1                         | 0                         | 5                         | 16          | 21                     | 3        |
| CO 167-2                    | Jct. US 50                  | Jct. Otero Co. Road JJ     | 3.1                            | 100.0%                       | P                          | 1,725           | 11   | 0             | 0                         | 0                         | 0                         | 0                         | 1           | 9                      | 4        |
|                             | Sub-Corridor                | CO 167 Total               | 4.9                            | 100.0%                       | P                          |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 183                      | US 50 in Bent Co.           | Bent Co. Road HH           |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 183-1                    | Jct. US 50                  | Jct. Bent Co. Road HH      | 1.0                            | 100.0%                       | P                          | 2,121           | 14   | 0             | 0                         | 0                         | 0                         | 0                         | 1           | 11                     | 4        |
|                             | Sub-Corridor                | CO 183 Total               | 1.0                            | 100.0%                       | P                          |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 194                      | CO 109 in Otero Co.         | US 50 in Bent Co.          |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 194-1                    | Jct. CO 109                 | Jct. US 50                 | 4.9                            | 24.9%                        | F                          | 2,168           | 16   | 3             | 1                         | 2                         | 0                         | 11                        | 27          | 19                     | 3        |
|                             | Sub-Corridor                | CO 194 Total               | 4.9                            | 24.9%                        | G / F                      |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 196                      | US 50 in Bent Co.           | US 385 in Prowers Co.      |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 196-1                    | Jct. US 50                  | Jct. US 287                | 9.0                            | 100.0%                       | P                          | 2,244           | 17   | 0             | 0                         | 0                         | 0                         | 0                         | 1           | 13                     | 4        |
| CO 196-2                    | Jct. US 287                 | Jct. Prowers Co. Road S    | 6.0                            | 60.2%                        | P                          | 4,857           | 30   | 3             | 1                         | 2                         | 0                         | 11                        | 27          | 29                     | 2        |
| CO 196-3                    | Jct. Prowers Co. Road S     | Jct. US 385                | 11.8                           | 70.3%                        | P                          | 1,953           | 13   | 1             | 0                         | 1                         | 0                         | 5                         | 16          | 14                     |          |
|                             | Sub-Corridor                | CO 196 Total               | 26.7                           | 75.0%                        | P                          |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 202                      | US 50 in Otero Co.          | Otero Co. Road 16          |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 202-1                    | Jct. US 50                  | Jct. Otero Co. Road 16     | 3.2                            | 100.0%                       | P                          | 3,312           | 24   | 2             | 2                         | 0                         | 0                         | 2                         | 9           | 20                     | 3        |
|                             | Sub-Corridor                | CO 202 Total               | 3.2                            | 100.0%                       | P                          |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 207                      | US 50 in Crowley Co.        | Co 96 in Crowley Co.       |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |
| CO 207-1                    | Jct. US 50                  | Jct. CO 96                 | 5.9                            | 100.0%                       | P                          | 2,901           | 22   | 3             | 3                         | 0                         | 0                         | 3                         | 12          | 20                     | 3        |
|                             | Sub-Corridor                | CO 207 Total               | 5.9                            | 100.0%                       | P                          |                 |      |               |                           |                           |                           |                           |             |                        |          |



# Appendix C – System Quality (data as of Feb. 2004)

| Corridor Segments and Links                             |                              |                         | FY 2002 System Quality         |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |  |  |
|---|------------------------------|-------------------------|--------------------------------|------------------------------|----------------------------|-----------------|------|---------------|---------------------------|---------------------------|---------------------------|---------------------------|-------------|------------------------|----------|--|--|
|   |                              |                         | No. of Miles in Poor Condition | % of Miles in Poor Condition | Corridor Surface Condition | Weighted Factor | Rank | Total Bridges | Bridges in Good Condition | Bridges in Fair Condition | Bridges in Poor Condition | Weighted Bridge Condition | Bridge Rank | Weighted Combined Rank | Quartile |  |  |
| <b>CO 266 US 50 in Rocky Ford CO 109 in Crowley Co.</b> |                              |                         |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |  |  |
| CO 266-1  | Jct. US 50                   | Jct. CO 109             | 11.4                           | 100.0%                       | P                          | 2,703           | 20   | 6             | 4                         | 2                         | 0                         | 14                        | 30          | 23                     | 3        |  |  |
|   | <b>Sub-Corridor</b>          | <b>CO 266 Total</b>     | <b>11.4</b>                    | <b>100.0%</b>                | <b>P</b>                   |                 |      |               |                           |                           |                           |                           |             |                        |          |  |  |
| <b>US 287 Colorado-Oklahoma State Lb I-70 in Limon</b>  |                              |                         |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |  |  |
| US 287-1  | Colorado-Oklahoma State Line | Jct. US 160             | 4.9                            | 17.0%                        | G                          | 2,161           | 15   | 5             | 5                         | 0                         | 0                         | 5                         | 16          | 15                     | 3        |  |  |
| US 287-2  | Jct. US 160                  | Jct. CO 116             | 0.1                            | 0.5%                         | G                          | 4,530           | 29   | 6             | 2                         | 4                         | 0                         | 22                        | 34          | 30                     | 2        |  |  |
| US 287-3  | Jct. CO 116                  | South-Lamar City Limits | 20.4                           | 57.6%                        | P                          | 14,724          | 38   | 7             | 5                         | 2                         | 0                         | 15                        | 32          | 37                     | 1        |  |  |
| US 287-4  | South-Lamar City Limits      | Jct. US 50              | 1.8                            | 100.0%                       | P                          | 36,990          | 42   | 2             | 2                         | 0                         | 0                         | 2                         | 9           | 34                     | 1        |  |  |
| US 287-5  | Jct. US 50                   | Jct. CO 96              | 9.0                            | 36.4%                        | P                          | 8,793           | 36   | 5             | 5                         | 0                         | 0                         | 5                         | 16          | 31                     | 1        |  |  |
| US 287-6  | Jct. CO 96                   | Kiowa-Cheyenne Co. Line | 0.0                            | 0.0%                         | F                          | 5,560           | 32   | 1             | 1                         | 0                         | 0                         | 1                         | 6           | 26                     | 2        |  |  |
|   | <b>Sub-Corridor</b>          | <b>US 287 Total</b>     | <b>36.2</b>                    | <b>31.4%</b>                 | <b>P</b>                   |                 |      |               |                           |                           |                           |                           |             |                        |          |  |  |
| <b>US 350 I-25 in Trinidad US 50 in La Junta</b>        |                              |                         |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |  |  |
| US 350-1  | Otero-Las Animas Co. Line    | Jct. US 50              | 30.8                           | 88.5%                        | P                          | 3,369           | 25   | 18            | 6                         | 12                        | 0                         | 66                        | 41          | 29                     | 2        |  |  |
|   | <b>Sub-Corridor</b>          | <b>US 350 Total</b>     | <b>30.8</b>                    | <b>88.5%</b>                 | <b>P</b>                   |                 |      |               |                           |                           |                           |                           |             |                        |          |  |  |
| <b>US 385 US 50 in Granada I-70 Burlington</b>          |                              |                         |                                |                              |                            |                 |      |               |                           |                           |                           |                           |             |                        |          |  |  |
| US 385-1  | Jct. US 50                   | Jct. CO 96              | 5.0                            | 18.0%                        | F                          | 2,644           | 19   | 6             | 1                         | 3                         | 2                         | 36                        | 36          | 23                     | 2        |  |  |
| US 385-2  | Jct. CO 96                   | Kiowa-Cheyenne Co. Line | 0.0                            | 0.0%                         | G                          | 663             | 4    | 1             | 1                         | 0                         | 0                         | 1                         | 6           | 5                      | 4        |  |  |
|   | <b>Sub-Corridor</b>          | <b>US 385 Total</b>     | <b>5.0</b>                     | <b>12.6%</b>                 | <b>G / F</b>               |                 |      |               |                           |                           |                           |                           |             |                        |          |  |  |
| <b>Total</b>  |                              |                         | <b>268.4</b>                   | <b>34.7%</b>                 |                            |                 |      | <b>217</b>    | <b>123.0</b>              | <b>85.0</b>               | <b>9.0</b>                |                           |             |                        |          |  |  |
|   |                              |                         |                                |                              |                            |                 |      |               | <b>56.7%</b>              | <b>39.2%</b>              | <b>4.1%</b>               |                           |             |                        |          |  |  |

# Appendix D – Safety (data as of Feb. 2004)

Southeast Transportation Planning Region  
2030 Long Range Transportation Plan

|                                   |                             |                                     | Safety   |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
|-----------------------------------|-----------------------------|-------------------------------------|----------|--------------------|-------------------|--------|------------|-------|----------------|----------------|----------------|------------------------|------------------|-----------------------|---------------|-----------------------|-----------------------------|----------|
| Corridor<br>Segments and<br>Links | Beginning Point             | Ending Point                        | P.D.O.'s | Injuries           | Injured           | Fatals | Fatalities | Total | P.D.O.<br>Rate | P.D.O.<br>Rank | Injury<br>Rate | Injury<br>Rate<br>Rank | Fatality<br>Rate | Fatal<br>Rate<br>Rank | Total<br>Rate | Total<br>Rate<br>Rank | Weighted<br>Overall<br>Rank | Quartile |
|                                   |                             |                                     | CO 10    | I-25 in Walsenburg | US 50 in La Junta |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO10-1                            | Pueblo-Otero County Line    | Jct. US 50                          | 8        | 6                  | 8                 | 0      | 0          | 14    | 1.26           | 33             | 0.95           | 35                     | 0.00             | 1                     | 2.21          | 35                    | 220                         | 2        |
|                                   | Sub-Corridor                | CO 10 Total                         |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| US 50                             | I-25 in Pueblo              | Colorado / Kansas State Line        |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| US 50-1                           | Pueblo-Otero County Line    | West La Junta City Limit            | 58       | 33                 | 46                | 1      | 1          | 92    | 0.89           | 26             | 0.50           | 27                     | 1.53             | 38                    | 1.41          | 28                    | 617                         | 1        |
| US 50-2                           | West La Junta City Limit    | East La Junta City Limit            | 17       | 8                  | 13                | 0      | 0          | 25    | 1.05           | 31             | 0.50           | 27                     | 0.00             | 1                     | 1.10          | 24                    | 178                         | 2        |
| US 50-3                           | East La Junta City Limit    | West Lamar City Limit               | 47       | 15                 | 23                | 1      | 1          | 63    | 0.62           | 18             | 0.20           | 17                     | 1.32             | 37                    | 0.83          | 15                    | 547                         | 1        |
| US 50-4                           | West Lamar City Limit       | East Lamar City Limit               | 31       | 10                 | 11                | 0      | 0          | 41    | 5.33           | 41             | 1.72           | 40                     | 0.00             | 1                     | 7.04          | 41                    | 253                         | 1        |
| US 50-5                           | East Lamar City Limit       | Colorado - Kansas State Line        | 33       | 7                  | 10                | 0      | 0          | 40    | 0.97           | 29             | 0.20           | 17                     | 0.00             | 1                     | 1.17          | 25                    | 126                         | 3        |
|                                   | Sub-Corridor                | US 50 Total                         |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 71                             | US 350 in Otero Co.         | I-70 in Limon                       |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 71-1                           | Jct. US 350                 | Jct. CO 10                          | 1        | 1                  | 1                 | 0      | 0          | 2     | 1.83           | 38             | 1.83           | 41                     | 0.00             | 1                     | 3.67          | 39                    | 255                         | 1        |
| CO 71-2                           | Jct. CO 10                  | Jct. US 50                          | 3        | 2                  | 9                 | 0      | 0          | 5     | 1.75           | 37             | 1.16           | 37                     | 0.00             | 1                     | 2.91          | 36                    | 234                         | 2        |
| CO 71-3                           | Jct. US 50                  | Jct. CO 96                          | 7        | 2                  | 5                 | 0      | 0          | 9     | 0.94           | 28             | 0.27           | 19                     | 0.00             | 1                     | 1.20          | 26                    | 135                         | 3        |
| CO 71-4                           | Jct. CO 96                  | Crowley - Lincoln County Line       | 5        | 0                  | 0                 | 0      | 0          | 5     | 0.86           | 23             | 0.00           | 1                      | 0.00             | 1                     | 0.00          | 1                     | 40                          | 4        |
|                                   | Sub-Corridor                | US 71 Total                         |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 89                             | CO 116 in Baca Co.          | US 50 in Prowers Co.                |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 89-1                           | Jct. CO 116                 | Jct. US 50                          | 2        | 2                  | 2                 | 0      | 0          | 4     | 0.54           | 14             | 0.54           | 32                     | 0.00             | 1                     | 1.09          | 23                    | 186                         | 2        |
|                                   | Sub-Corridor                | CO 89 Total                         |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 96                             | I-25 in Pueblo              | Colorado-Kansas County Line         |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 96-1                           | Pueblo-Crowley County Line  | Jct. CO 71                          | 10       | 5                  | 6                 | 0      | 0          | 15    | 0.85           | 22             | 0.42           | 23                     | 0.00             | 1                     | 1.27          | 27                    | 149                         | 3        |
| CO 96-2                           | Jct. CO 71                  | Jct. US 287                         | 11       | 7                  | 10                | 0      | 0          | 18    | 0.66           | 20             | 0.42           | 23                     | 0.00             | 1                     | 1.08          | 22                    | 147                         | 3        |
| CO 96-3                           | Jct. US 287                 | Jct. CO 385                         | 5        | 0                  | 0                 | 0      | 0          | 5     | 0.87           | 25             | 0.00           | 1                      | 0.00             | 1                     | 0.87          | 17                    | 42                          | 4        |
| CO 96-4                           | Jct. CO 385                 | Colorado-Kansas County Line         | 0        | 1                  | 2                 | 0      | 0          | 1     | 0.00           | 1              | 0.38           | 21                     | 0.00             | 1                     | 0.38          | 10                    | 118                         | 3        |
|                                   | Sub-Corridor                | CO 96 Total                         |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 100                            | US 160 in Baca Co.          | Vilas in Baca Co.                   |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 100-1                          | Jct. US 160                 | Jct. Main St. in Vilas              | 0        | 0                  | 0                 | 0      | 0          | 0     | 0.00           | 1              | 0.00           | 1                      | 0.00             | 1                     | 0.00          | 1                     | 18                          | 4        |
|                                   | Sub-Corridor                | CO 100 Total                        |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 101                            | US 50 in Las Animas         | Toonerville in Bent Co.             |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 101-1                          | Jct. US 50                  | Jct. Bent Co. Road K in Toonerville | 7        | 3                  | 5                 | 0      | 0          | 10    | 3.97           | 40             | 1.70           | 39                     | 0.00             | 1                     | 5.66          | 40                    | 247                         | 1        |
|                                   | Toonerville                 | Pritchett                           |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
|                                   | Sub-Corridor                | CO 101 Total                        |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 109                            | US 160 in Las Animas Co.    | 3rd St. in Cheraw                   |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 109-1                          | Bent-Las Animas County Line | Jct. US 50                          | 6        | 3                  | 3                 | 0      | 0          | 9     | 1.38           | 34             | 0.69           | 34                     | 0.00             | 1                     | 2.06          | 33                    | 216                         | 2        |
| CO 109-2                          | Jct. US 50                  | Jct. 3rd St. in Cheraw              | 1        | 0                  | 0                 | 1      | 1          | 2     | 0.16           | 9              | 0.00           | 1                      | 16.17            | 41                    | 0.32          | 8                     | 506                         | 1        |
|                                   | Sub-Corridor                | CO 109 Total                        |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 116                            | US 287 in Baca Co.          | Colorado-Kansas State Line          |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |
| CO 116-1                          | Jct. US 287                 | Jct. CO 89                          | 1        | 1                  | 1                 | 0      | 0          | 2     | 0.52           | 13             | 0.52           | 30                     | 0.00             | 1                     | 1.03          | 19                    | 175                         | 3        |
| CO 116-2                          | Jct. CO 89                  | Colorado-Kansas State Line          | 0        | 0                  | 0                 | 0      | 0          | 0     | 0.00           | 1              | 0.00           | 1                      | 0.00             | 1                     | 0.00          | 1                     | 18                          | 4        |
|                                   | Sub-Corridor                | CO 116 Total                        |          |                    |                   |        |            |       |                |                |                |                        |                  |                       |               |                       |                             |          |

# Appendix D – Safety (data as of Feb. 2004)

Southeast Transportation Planning Region  
2030 Long Range Transportation Plan

| Corridor Segments and Links |  |                                   | Safety   |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
|-----------------------------|--|-----------------------------------|----------|----------|---------|--------|------------|-------|-------------|-------------|-------------|------------------|---------------|-----------------|------------|-----------------|-----------------------|----------|
|                             |  |                                   | P.D.O.'s | Injuries | Injured | Fatals | Fatalities | Total | P.D.O. Rate | P.D.O. Rank | Injury Rate | Injury Rate Rank | Fatality Rate | Fatal Rate Rank | Total Rate | Total Rate Rank | Weighted Overall Rank | Quartile |
| <b>US 160</b>               | <b>US 160 in Trinidad</b>                        | <b>Colorado-Kansas State Line</b> |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| US 160-1                    | Baca-Las Animas County Line                      | Jct. US 287                       | 5        | 4        | 5       | 2      | 2          | 11    | 0.80        | 21          | 0.64        | 33               | 32.02         | 42              | 1.76       | 32              | 690                   | 1        |
| US 160-2                    | Jct. US 287                                      | Colorado-Kansas State Line        | 3        | 1        | 1       | 0      | 0          | 4     | 0.42        | 10          | 0.14        | 14               | 0.00          | 1               | 0.55       | 13              | 92                    | 4        |
|                             | <b>Sub-Corridor</b>                              | <b>CO 160 Total</b>               |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| <b>CO 167</b>               | <b>Otero Co. Rd JJ</b>                           | <b>CO 96 in Crowley Co.</b>       |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| CO 167-1                    | Jct. CO 96                                       | Jct. US 50                        | 1        | 1        | 2       | 0      | 0          | 2     | 1.50        | 35          | 1.50        | 38               | 0.00          | 1               | 3.00       | 37              | 237                   | 2        |
| CO 167-2                    | Jct. US 50                                       | Jct. Otero Co. Road JJ            | 0        | 0        | 0       | 0      | 0          | 0     | 0.00        | 1           | 0.00        | 1                | 0.00          | 1               | 0.00       | 1               | 18                    | 4        |
|                             | <b>Sub-Corridor</b>                              | <b>CO 167 Total</b>               |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| <b>CO 183</b>               | <b>US 50 in Bent Co.</b>                         | <b>Bent Co. Road HH</b>           |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| CO 183-1                    | Jct. US 50                                       | Jct. Bent Co. Road HH             | 0        | 0        | 0       | 0      | 0          | 0     | 0.00        | 1           | 0.00        | 1                | 0.00          | 1               | 0.00       | 1               | 18                    | 4        |
|                             | <b>Sub-Corridor</b>                              | <b>CO 183 Total</b>               |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| <b>CO 194</b>               | <b>CO 109 in Otero Co.</b>                       | <b>US 50 in Bent Co.</b>          |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| CO 194-1                    | Jct. CO 109                                      | Jct. US 50                        | 8        | 3        | 4       | 0      | 0          | 11    | 1.08        | 32          | 0.41        | 22               | 0.00          | 1               | 1.49       | 29              | 154                   | 3        |
|                             | <b>Sub-Corridor</b>                              | <b>CO 194 Total</b>               |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| <b>CO 196</b>               | <b>US 50 in Bent Co.</b>                         | <b>US 385 in Prowers Co.</b>      |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| CO 196-1                    | Jct. US 50                                       | Jct. US 287                       | 2        | 1        | 4       | 0      | 0          | 3     | 1.01        | 30          | 0.50        | 27               | 0.00          | 1               | 1.51       | 30              | 177                   | 2        |
| CO 196-2                    | Jct. US 287                                      | Jct. Prowers Co. Road S           | 3        | 5        | 6       | 0      | 0          | 8     | 0.58        | 16          | 0.97        | 36               | 0.00          | 1               | 1.56       | 31              | 208                   | 2        |
| CO 196-3                    | Jct. Prowers Co. Road S                          | Jct. US 385                       | 14       | 2        | 2       | 0      | 0          | 16    | 3.01        | 39          | 0.43        | 25               | 0.00          | 1               | 3.45       | 38              | 176                   | 2        |
|                             | <b>Sub-Corridor</b>                              | <b>CO 196 Total</b>               |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| <b>CO 202</b>               | <b>US 50 in Otero Co.</b>                        | <b>Otero Co. Road 16</b>          |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| CO 202-1                    | Jct. US 50                                       | Jct. Otero Co. Road 16            | 0        | 0        | 0       | 0      | 0          | 0     | 0.00        | 1           | 0.00        | 1                | 0.00          | 1               | 0.00       | 1               | 18                    | 4        |
|                             | <b>Sub-Corridor</b>                              | <b>CO 202 Total</b>               |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| <b>CO 207</b>               | <b>US 50 in Crowley Co.</b>                      | <b>Co 96 in Crowley Co.</b>       |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| CO 207-1                    | Jct. US 50                                       | Jct. CO 96                        | 2        | 0        | 0       | 0      | 0          | 2     | 0.91        | 27          | 0.00        | 1                | 0.00          | 1               | 0.91       | 18              | 44                    | 4        |
|                             | <b>Sub-Corridor</b>                              | <b>CO 207 Total</b>               |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| <b>CO 266</b>               | <b>US 50 in Rocky Ford</b>                       | <b>CO 109 in Crowley Co.</b>      |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| CO 266-1                    | Jct. US 50                                       | Jct. CO 109                       | 3        | 1        | 3       | 0      | 0          | 4     | 1.60        | 36          | 0.53        | 31               | 0.00          | 1               | 2.13       | 34              | 203                   | 2        |
|                             | <b>Sub-Corridor</b>                              | <b>CO 266 Total</b>               |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| <b>US 287</b>               | <b>Colorado-Oklahoma State Lin I-70 in Limon</b> |                                   |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| US 287-1                    | Colorado-Oklahoma State Line                     | Jct. US 160                       | 15       | 2        | 3       | 1      | 1          | 18    | 0.64        | 19          | 0.09        | 13               | 4.28          | 39              | 0.77       | 14              | 552                   | 1        |
| US 287-2                    | Jct. US 160                                      | Jct. CO 116                       | 1        | 0        | 0       | 0      | 0          | 1     | 0.06        | 8           | 0.00        | 1                | 0.00          | 1               | 0.06       | 7               | 25                    | 4        |
| US 287-3                    | Jct. CO 116                                      | South-Lamar City Limits           | 25       | 5        | 0       | 0      | 8          | 30    | 0.86        | 23          | 0.17        | 16               | 0.00          | 1               | 1.03       | 19              | 115                   | 3        |
| US 287-4                    | South-Lamar City Limits                          | Jct. US 50                        | 20       | 7        | 9       | 0      | 0          | 27    | 5.68        | 42          | 1.96        | 42               | 0.00          | 1               | 7.64       | 42              | 264                   | 1        |
| US 287-5                    | Jct. US 50                                       | Jct. CO 96                        | 11       | 2        | 6       | 0      | 0          | 13    | 0.44        | 12          | 0.08        | 12               | 0.00          | 1               | 0.52       | 12              | 84                    | 4        |
| US 287-6                    | Jct. CO 96                                       | Kiowa-Cheyenne Co. Line           | 4        | 0        | 0       | 0      | 0          | 4     | 0.42        | 10          | 0.00        | 1                | 0.00          | 1               | 0.42       | 11              | 27                    | 4        |
|                             | <b>Sub-Corridor</b>                              | <b>US 287 Total</b>               |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |

# Appendix D – Safety (data as of Feb. 2004)

|                             |                           |                         | Safety   |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
|-----------------------------|---------------------------|-------------------------|----------|----------|---------|--------|------------|-------|-------------|-------------|-------------|------------------|---------------|-----------------|------------|-----------------|-----------------------|----------|
| Corridor Segments and Links | Beginning Point           | Ending Point            | P.D.O.'s | Injuries | Injured | Fatals | Fatalities | Total | P.D.O. Rate | P.D.O. Rank | Injury Rate | Injury Rate Rank | Fatality Rate | Fatal Rate Rank | Total Rate | Total Rate Rank | Weighted Overall Rank | Quartile |
| US 350                      | I-25 in Trinidad          | US 50 in La Junta       |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| US 350-1                    | Otero-Las Animas Co. Line | Jct. US 50              | 7        | 5        | 7       | 0      | 0          | 12    | 0.61        | 17          | 0.44        | 26               | 0.00          | 1               | 1.05       | 21              | 159                   | 3        |
|                             | Sub-Corridor              | US 350 Total            |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| US 385                      | US 50 in Granada          | I-70 Burlington         |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |
| US 385-1                    | Jct. US 50                | Jct. CO 96              | 4        | 1        | 2       | 1      | 1          | 6     | 0.56        | 15          | 0.14        | 14               | 13.97         | 40              | 0.84       | 16              | 565                   | 1        |
| US 385-2                    | Jct. CO 96                | Kiowa-Cheyenne Co. Line | 0        | 1        | 1       | 0      | 0          | 1     | 0.00        | 1           | 0.35        | 20               | 0.00          | 1               | 0.35       | 9               | 113                   | 3        |
|                             | Sub-Corridor              | US 385 Total            |          |          |         |        |            |       |             |             |             |                  |               |                 |            |                 |                       |          |

# Appendix E – Mobility (data as of Feb. 2004)

Southeast Transportation Planning Region  
2030 Long Range Transportation Plan

| Mobility                                      |                 |                         |                            |                            |      |                        |                               |                            |            |                 |            |
|---|-----------------|-------------------------|----------------------------|----------------------------|------|------------------------|-------------------------------|----------------------------|------------|-----------------|------------|
| Ending Point                                  | Major Mobility  | National Highway System | 2002 V/C (highest in Link) | 2030 V/C (highest in Link) | Rank | Designated Truck Route | Primary Transit or Rail Route | Adequate Shoulders (4 ft.) | Bikes      | 7th Pot Project | Hazmat     |
| <b>US 50 in La Junta</b>                      |                 |                         |                            |                            |      |                        |                               |                            |            |                 |            |
| Jct. US 50                                    | No              | No                      | 0.06                       | 0.14                       | 18   | Yes                    | No                            | No                         | No         | No              | Yes        |
| <b>CO 10 Total</b>                            | <b>No</b>       | <b>No</b>               |                            |                            |      | <b>Yes</b>             | <b>No</b>                     | <b>No</b>                  | <b>No</b>  | <b>No</b>       | <b>Yes</b> |
| <b>Colorado / Kansas State Line</b>           |                 |                         |                            |                            |      |                        |                               |                            |            |                 |            |
| West La Junta City Limit                      | Ports to Plains | Yes                     | 0.65                       | 0.91                       | 42   | Yes                    | Yes                           | Yes                        | Yes        | No              | Yes        |
| East La Junta City Limit                      | Ports to Plains | Yes                     | 0.52                       | 0.68                       | 38   | Yes                    | Yes                           | No                         | Yes        | No              | Yes        |
| West Lamar City Limit                         | Ports to Plains | Yes                     | 0.57                       | 0.75                       | 41   | Yes                    | Yes                           | Yes                        | Yes        | No              | Yes        |
| East Lamar City Limit                         | Ports to Plains | Yes                     | 0.52                       | 0.61                       | 37   | Yes                    | Yes                           | No                         | Yes        | No              | Yes        |
| Colorado - Kansas State Line                  | Ports to Plains | Yes                     | 0.36                       | 0.51                       | 36   | Yes                    | Yes                           | Yes                        | Yes        | No              | Yes        |
| <b>US 50 Total</b>                            |                 | <b>Yes</b>              |                            |                            |      | <b>Yes</b>             | <b>Yes</b>                    | <b>Yes</b>                 | <b>Yes</b> | <b>No</b>       | <b>Yes</b> |
| <b>I-70 in Limon</b>                          |                 |                         |                            |                            |      |                        |                               |                            |            |                 |            |
| Jct. CO 10                                    | No              | No                      | 0.01                       | 0.03                       | 2    | Yes                    | No                            | No                         | No         | No              | No         |
| Jct. US 50                                    | No              | No                      | 0.22                       | 0.32                       | 31   | Yes                    | No                            | No                         | No         | No              | No         |
| Jct. CO 96                                    | No              | No                      | 0.21                       | 0.27                       | 27   | Yes                    | No                            | Yes                        | No         | No              | No         |
| Crowley - Lincoln County Line                 | No              | No                      | 0.04                       | 0.08                       | 7    | Yes                    | No                            | No                         | No         | No              | Yes        |
| <b>US 71 Total</b>                            | <b>No</b>       | <b>No</b>               |                            |                            |      | <b>Yes</b>             | <b>No</b>                     | <b>No</b>                  | <b>No</b>  | <b>No</b>       | <b>Yes</b> |
| <b>US 50 in Prowers Co.</b>                   |                 |                         |                            |                            |      |                        |                               |                            |            |                 |            |
| Jct. US 50                                    | No              | No                      | 0.05                       | 0.1                        | 10   | No                     | No                            | No                         | No         | No              | No         |
| <b>CO 89 Total</b>                            | <b>No</b>       | <b>No</b>               |                            |                            |      | <b>No</b>              | <b>No</b>                     | <b>No</b>                  | <b>No</b>  | <b>No</b>       | <b>No</b>  |
| <b>Colorado-Kansas County Line</b>            |                 |                         |                            |                            |      |                        |                               |                            |            |                 |            |
| Jct. CO 71                                    | No              | No                      | 0.13                       | 0.25                       | 24   | No                     | Yes                           | No                         | Yes        | No              | No         |
| Jct. US 287                                   | No              | No                      | 0.13                       | 0.17                       | 19   | Yes                    | Yes                           | No                         | Yes        | No              | No         |
| Jct. CO 385                                   | No              | No                      | 0.05                       | 0.1                        | 10   | Yes                    | Yes                           | No                         | Yes        | No              | No         |
| Colorado-Kansas County Line                   | No              | No                      | 0.05                       | 0.05                       | 5    | Yes                    | Yes                           | No                         | Yes        | No              | No         |
| <b>CO 96 Total</b>                            | <b>No</b>       | <b>No</b>               |                            |                            |      | <b>Yes</b>             | <b>Yes</b>                    | <b>No</b>                  | <b>Yes</b> | <b>No</b>       | <b>No</b>  |
| <b>Vilas in Baca Co.</b>                      |                 |                         |                            |                            |      |                        |                               |                            |            |                 |            |
| Jct. Main St. in Vilas                        | No              | Yes                     | 0.02                       | 0.05                       | 5    | No                     | No                            | Yes                        | No         | No              | No         |
| <b>CO 100 Total</b>                           | <b>No</b>       | <b>Yes</b>              |                            |                            |      | <b>No</b>              | <b>No</b>                     | <b>Yes</b>                 | <b>No</b>  | <b>No</b>       | <b>No</b>  |
| <b>Toonerville in Bent Co.</b>                |                 |                         |                            |                            |      |                        |                               |                            |            |                 |            |
| Jct. Bent Co. Road K in Toonerville Pritchett | No              | No                      | 0.17                       | 0.24                       | 23   | No                     | Yes                           | No                         | No         | No              | No         |
| <b>CO 101 Total</b>                           | <b>No</b>       | <b>No</b>               |                            |                            |      | <b>No</b>              | <b>Yes</b>                    | <b>No</b>                  | <b>No</b>  | <b>No</b>       | <b>No</b>  |

# Appendix E – Mobility (data as of Feb. 2004)

| Corridor Segments and Links |                             |                            | Mobility       |                         |                              |                              |      |                        |                               |                              |       |                 |
|-----------------------------|-----------------------------|----------------------------|----------------|-------------------------|------------------------------|------------------------------|------|------------------------|-------------------------------|------------------------------|-------|-----------------|
|                             |                             |                            | Major Mobility | National Highway System | 2002 V / C (highest in Link) | 2030 V / C (highest in Link) | Rank | Designated Truck Route | Primary Transit or Rail Route | Adequate Shoulders (≥ 4 ft.) | Bikes | 7th Pot Project |
| Beginning Point             | Ending Point                |                            |                |                         |                              |                              |      |                        |                               |                              |       |                 |
| CO 109                      | US 160 in Las Animas Co.    | 3rd St. in Cheraw          |                |                         |                              |                              |      |                        |                               |                              |       |                 |
| CO 109.1                    | Bent-Las Animas County Line | Jct. US 50                 | No             | No                      | 0.02                         | 0.04                         | 4    | No                     | No                            | No                           | No    | No              |
| CO 109.2                    | Jct. US 50                  | Jct. 3rd St. in Cheraw     | No             | No                      | 0.74                         | 0.46                         | 34   | No                     | No                            | No                           | No    | No              |
|                             | Sub-Corridor                | CO 109 Total               | No             | No                      |                              |                              |      | No                     | No                            | No                           | No    | No              |
| CO 116                      | US 287 in Baca Co.          | Colorado-Kansas State Line |                |                         |                              |                              |      |                        |                               |                              |       |                 |
| CO 116.1                    | Jct. US 287                 | Jct. CO 89                 | No             | No                      | 0.01                         | 0.03                         | 2    | No                     | No                            | No                           | No    | No              |
| CO 116.2                    | Jct. CO 89                  | Colorado-Kansas State Line | No             | No                      | 0.02                         | 0.01                         | 1    | No                     | No                            | No                           | No    | No              |
|                             | Sub-Corridor                | CO 116 Total               | No             | No                      |                              |                              |      | No                     | No                            | No                           | No    | No              |
| US 160                      | US 160 in Trinidad          | Colorado-Kansas State Line |                |                         |                              |                              |      |                        |                               |                              |       |                 |
| US 160.1                    | Baca-Las Animas County Line | Jct. US 287                | No             | No                      | 0.04                         | 0.12                         | 13   | No                     | No                            | No                           | No    | No              |
| US 160.2                    | Jct. US 287                 | Colorado-Kansas State Line | No             | No                      | 0.05                         | 0.09                         | 8    | No                     | Yes                           | No                           | No    | No              |
|                             | Sub-Corridor                | CO 160 Total               | No             | No                      |                              |                              |      | No                     | Yes                           | No                           | No    | No              |
| CO 167                      | Otero Co. Rd JJ             | CO 96 in Crowley Co.       |                |                         |                              |                              |      |                        |                               |                              |       |                 |
| CO 167.1                    | Jct. CO 96                  | Jct. US 50                 | No             | No                      | 0.07                         | 0.12                         | 13   | No                     | No                            | No                           | No    | No              |
| CO 167.2                    | Jct. US 50                  | Jct. Otero Co. Road JJ     | No             | No                      | 0.05                         | 0.13                         | 16   | No                     | No                            | No                           | No    | No              |
|                             | Sub-Corridor                | CO 167 Total               | No             | No                      |                              |                              |      | No                     | No                            | No                           | No    | No              |
| CO 183                      | US 50 in Bent Co.           | Bent Co. Road HH           |                |                         |                              |                              |      |                        |                               |                              |       |                 |
| CO 183.1                    | Jct. US 50                  | Jct. Bent Co. Road HH      | No             | No                      | 0.04                         | 0.1                          | 10   | No                     | No                            | No                           | No    | No              |
|                             | Sub-Corridor                | CO 183 Total               | No             | No                      |                              |                              |      | No                     | No                            | No                           | No    | No              |
| CO 194                      | CO 109 in Otero Co.         | US 50 in Bent Co.          |                |                         |                              |                              |      |                        |                               |                              |       |                 |
| CO 194.1                    | Jct. CO 109                 | Jct. US 50                 | No             | No                      | 0.07                         | 0.12                         | 13   | No                     | No                            | No                           | No    | No              |
|                             | Sub-Corridor                | CO 194 Total               | No             | No                      |                              |                              |      | No                     | No                            | No                           | No    | No              |
| CO 196                      | US 50 in Bent Co.           | US 385 in Prowers Co.      |                |                         |                              |                              |      |                        |                               |                              |       |                 |
| CO 196.1                    | Jct. US 50                  | Jct. US 287                | No             | No                      | 0.06                         | 0.18                         | 22   | No                     | No                            | No                           | No    | No              |
| CO 196.2                    | Jct. US 287                 | Jct. Prowers Co. Road S    | No             | No                      | 0.14                         | 0.29                         | 30   | No                     | No                            | No                           | No    | No              |
| CO 196.3                    | Jct. Prowers Co. Road S     | Jct. US 385                | No             | No                      | 0.08                         | 0.17                         | 19   | No                     | No                            | No                           | No    | No              |
|                             | Sub-Corridor                | CO 196 Total               | No             | No                      |                              |                              |      | No                     | No                            | No                           | No    | No              |
| CO 202                      | US 50 in Otero Co.          | Otero Co. Road 16          |                |                         |                              |                              |      |                        |                               |                              |       |                 |
| CO 202.1                    | Jct. US 50                  | Jct Otero Co. Road 16      | No             | No                      | 0.13                         | 0.25                         | 24   | No                     | No                            | No                           | No    | No              |
|                             | Sub-Corridor                | CO 202 Total               | No             | No                      |                              |                              |      | No                     | No                            | No                           | No    | No              |

# Appendix E – Mobility (data as of Feb. 2004)

Southeast Transportation Planning Region  
2030 Long Range Transportation Plan

|                             |  |                              | Mobility        |                         |                            |                            |      |                        |                               |                              |            |                 |            |
|-----------------------------|--|------------------------------|-----------------|-------------------------|----------------------------|----------------------------|------|------------------------|-------------------------------|------------------------------|------------|-----------------|------------|
| Corridor Segments and Links | Beginning Point                                  | Ending Point                 | Major Mobility  | National Highway System | 2002 V/C (highest in Link) | 2030 V/C (highest in Link) | Rank | Designated Truck Route | Primary Transit or Rail Route | Adequate Shoulders (≥ 4 ft.) | Bikes      | 7th Pot Project | Hazmat     |
| <b>CO 207</b>               | <b>US 50 in Crowley Co.</b>                      | <b>Co 96 in Crowley Co.</b>  |                 |                         |                            |                            |      |                        |                               |                              |            |                 |            |
| CO 207-1                    | Jct. US 50                                       | Jct. CO 96                   | No              | No                      | 0.09                       | 0.17                       | 19   | No                     | No                            | No                           | No         | No              | No         |
|                             | <b>Sub-Corridor</b>                              | <b>CO 207 Total</b>          | <b>No</b>       | <b>No</b>               |                            |                            |      | <b>No</b>              | <b>No</b>                     | <b>No</b>                    | <b>No</b>  | <b>No</b>       | <b>No</b>  |
| <b>CO 266</b>               | <b>US 50 in Rocky Ford</b>                       | <b>CO 109 in Crowley Co.</b> |                 |                         |                            |                            |      |                        |                               |                              |            |                 |            |
| CO 266-1                    | Jct. US 50                                       | Jct. CO 109                  | No              | No                      | 0.08                       | 0.13                       | 16   | No                     | No                            | No                           | No         | No              | No         |
|                             | <b>Sub-Corridor</b>                              | <b>CO 266 Total</b>          | <b>No</b>       | <b>No</b>               |                            |                            |      | <b>No</b>              | <b>No</b>                     | <b>No</b>                    | <b>No</b>  | <b>No</b>       | <b>No</b>  |
| <b>US 287</b>               | <b>Colorado-Oklahoma State Lin I-70 in Limon</b> |                              |                 |                         |                            |                            |      |                        |                               |                              |            |                 |            |
| US 287-1                    | Colorado-Oklahoma State Line                     | Jct. US 160                  | Ports to Plains | Yes                     | 0.23                       | 0.27                       | 27   | Yes                    | Yes                           | Yes                          | Yes        | Yes             | Yes        |
| US 287-2                    | Jct. US 160                                      | Jct. CO 116                  | Ports to Plains | Yes                     | 0.28                       | 0.47                       | 35   | Yes                    | Yes                           | Yes                          | Yes        | Yes             | Yes        |
| US 287-3                    | Jct. CO 116                                      | South-Lamar City Limits      | Ports to Plains | Yes                     | 0.19                       | 0.28                       | 29   | Yes                    | Yes                           | No                           | Yes        | Yes             | Yes        |
| US 287-4                    | South-Lamar City Limits                          | Jct. US 50                   | Ports to Plains | Yes                     | 0.52                       | 0.74                       | 39   | Yes                    | Yes                           | No                           | Yes        | Yes             | Yes        |
| US 287-5                    | Jct. US 50                                       | Jct. CO 96                   | Ports to Plains | Yes                     | 0.33                       | 0.74                       | 39   | Yes                    | No                            | Yes                          | Yes        | Yes             | Yes        |
| US 287-6                    | Jct. CO 96                                       | Kiowa-Cheyenne Co. Line      | Ports to Plains | Yes                     | 0.28                       | 0.35                       | 33   | Yes                    | No                            | Yes                          | Yes        | Yes             | Yes        |
|                             | <b>Sub-Corridor</b>                              | <b>US 287 Total</b>          |                 | <b>Yes</b>              |                            |                            |      | <b>Yes</b>             | <b>Yes</b>                    | <b>No</b>                    | <b>Yes</b> | <b>Yes</b>      | <b>Yes</b> |
| <b>US 350</b>               | <b>I-25 in Trinidad</b>                          | <b>US 50 in La Junta</b>     |                 |                         |                            |                            |      |                        |                               |                              |            |                 |            |
| US 350-1                    | Otero-Las Animas Co. Line                        | Jct. US 50                   | No              | No                      | 0.11                       | 0.32                       | 31   | Yes                    | Yes                           | No                           | No         | No              | No         |
|                             | <b>Sub-Corridor</b>                              | <b>US 350 Total</b>          | <b>No</b>       | <b>No</b>               |                            |                            |      | <b>Yes</b>             | <b>Yes</b>                    | <b>No</b>                    | <b>No</b>  | <b>No</b>       | <b>No</b>  |
| <b>US 385</b>               | <b>US 50 in Granada</b>                          | <b>I-70 Burlington</b>       |                 |                         |                            |                            |      |                        |                               |                              |            |                 |            |
| US 385-1                    | Jct. US 50                                       | Jct. CO 96                   | No              | No                      | 0.16                       | 0.25                       | 24   | No                     | No                            | No                           | No         | No              | No         |
| US 385-2                    | Jct. CO 96                                       | Kiowa-Cheyenne Co. Line      | No              | No                      | 0.04                       | 0.09                       | 8    | No                     | No                            | No                           | No         | No              | No         |
|                             | <b>Sub-Corridor</b>                              | <b>US 385 Total</b>          | <b>No</b>       | <b>No</b>               |                            |                            |      | <b>No</b>              | <b>No</b>                     | <b>No</b>                    | <b>No</b>  | <b>No</b>       | <b>No</b>  |

## Section 1: Transit Agency Information

Organization: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Title/Department: \_\_\_\_\_

email Address: \_\_\_\_\_

Who is eligible for transportation service with your agency? (check all that apply)

- \_\_\_\_\_ Elderly (60+) Non-disabled
- \_\_\_\_\_ Elderly Disabled
- \_\_\_\_\_ Non-elderly Disabled (mental / physical)
- \_\_\_\_\_ Low Income
- \_\_\_\_\_ General Public
- \_\_\_\_\_ Other \_\_\_\_\_

What type of service does your agency provide?

- \_\_\_\_\_ Fixed-Route (FR)
- \_\_\_\_\_ Demand-Response (DR)
- \_\_\_\_\_ Both FR and DR
- \_\_\_\_\_ Route Deviation
- \_\_\_\_\_ Other \_\_\_\_\_

Does your agency provide contract service?

- \_\_\_\_\_ Yes. If YES, FR \_\_\_\_\_ DR \_\_\_\_\_
- \_\_\_\_\_ No

How many days per week do you regularly provide transit service?

\_\_\_\_\_ Days



# Appendix F – Transit Survey

How many weeks per year do you regularly provide transit service?

\_\_\_\_\_ Weeks

How many people at your agency are involved in transit?

\_\_\_\_\_ # of Full-time employees

\_\_\_\_\_ # of Part-time employees

How many drivers do you employ?

| Type of Driver    | # Year-round | # Seasonal |
|-------------------|--------------|------------|
| Full-time Drivers | _____        | _____      |
| Part-time Drivers | _____        | _____      |
| Volunteer Drivers | _____        | _____      |

Are your drivers required to be CDL-certified?

\_\_\_\_\_ Yes

\_\_\_\_\_ No

How many vehicles do you have in service on an average day?

\_\_\_\_\_ # of Vehicles

What are your peak period hours?

|      |       |    |       |
|------|-------|----|-------|
| From | _____ | to | _____ |
| From | _____ | to | _____ |
| From | _____ | to | _____ |

## Section 2a: Transportation Cost Information

### FIXED-ROUTE SERVICE ONLY (Demand-response information go to Section 2b.)

Please provide your agency's annual passenger transportation costs for FIXED-ROUTE services. Use Calendar Year 2003 information. If the information for 2003 is not available, use your agency's most current Fiscal Year information, and identify the fiscal year.

| _____ Fiscal Year of Information                  |                   |
|---|-------------------|
| OPERATING COSTS - FIXED-ROUTE (variable / direct) | ANNUAL COST (\$)  |
| <b>Labor</b>                                      |                   |
| Driver(s) Salary                                  | \$ _____          |
| Other Salaries                                    | \$ _____          |
| Fringe Benefits                                   | \$ _____          |
| <b>Services</b>                                   |                   |
| Professional and technical services               | \$ _____          |
| Advertising fees                                  | \$ _____          |
| Temporary help                                    | \$ _____          |
| Vehicle Maintenance services (inc. parts)         | \$ _____          |
| Custodial services                                | \$ _____          |
| Other services                                    | \$ _____          |
| <b>Materials and Supplies</b>                     |                   |
| Fuel and lubricants                               | \$ _____          |
| Tires and tubes                                   | \$ _____          |
| <b>Utilities</b>                                  | \$ _____          |
| <b>Casualty and Liability Costs</b>               | \$ _____          |
| <b>Taxes</b>                                      |                   |
| Property tax                                      | \$ _____          |
| Vehicle licensing and registration fees           | \$ _____          |
| Other taxes                                       | \$ _____          |
| <b>Purchased Transportation Service</b>           | \$ _____          |
| <b>Leases and Rentals</b>                         |                   |
| Passenger shelters                                | \$ _____          |
| Vehicles  | \$ _____          |
| Facilities  | \$ _____          |
| <b>Miscellaneous Expense</b>                      |                   |
| Dues and subscriptions                            | \$ _____          |
| Travel and meetings                               | \$ _____          |
| Other miscellaneous expense                       | \$ _____          |
| <b>TOTAL OPERATING COSTS</b>                      | <b>\$ _____ 0</b> |

Because of the fluctuating nature of capital costs, please add the capital expenditures for the last 3

| CAPITAL COSTS - FIXED-ROUTE (3 year average) | ANNUAL COST (\$)  |
|--|-------------------|
| <b>Vehicles</b>                              | \$ _____          |
| <b>Facilities</b>                            | \$ _____          |
| <b>Equipment</b>                             | \$ _____          |
| <b>TOTAL CAPITAL COSTS</b>                   | <b>\$ _____ 0</b> |

## Section 2b: Transportation Cost Information

### DEMAND-RESPONSIVE SERVICE ONLY

Please provide your agency's annual passenger transportation costs for DEMAND-RESPONSE services. Use Calendar Year 2003 information. If the information for 2003 is not available, use your agency's most current Fiscal Year information, and identify the fiscal year.

\_\_\_\_\_ Fiscal Year of Information

#### OPERATING COSTS - FIXED-ROUTE (variable / direct)

#### ANNUAL COST (\$)

##### Labor

Driver(s) Salary

\$ \_\_\_\_\_

Other Salaries

\$ \_\_\_\_\_

Fringe Benefits

\$ \_\_\_\_\_

##### Services

Professional and technical services

\$ \_\_\_\_\_

Advertising fees

\$ \_\_\_\_\_

Temporary help

\$ \_\_\_\_\_

Vehicle Maintenance services (inc. parts)

\$ \_\_\_\_\_

Custodial services

\$ \_\_\_\_\_

Other services

\$ \_\_\_\_\_

##### Materials and Supplies

Fuel and lubricants

\$ \_\_\_\_\_

Tires and tubes

\$ \_\_\_\_\_

##### Utilities

\$ \_\_\_\_\_

##### Casualty and Liability Costs

\$ \_\_\_\_\_

##### Taxes

Property tax

\$ \_\_\_\_\_

Vehicle licensing and registration fees

\$ \_\_\_\_\_

Other taxes

\$ \_\_\_\_\_

##### Purchased Transportation Service

\$ \_\_\_\_\_

##### Leases and Rentals

Passenger shelters

\$ \_\_\_\_\_

Vehicles

\$ \_\_\_\_\_

Facilities

\$ \_\_\_\_\_

##### Miscellaneous Expense

Dues and subscriptions

\$ \_\_\_\_\_

Travel and meetings

\$ \_\_\_\_\_

Other miscellaneous expense

\$ \_\_\_\_\_

#### TOTAL OPERATING COSTS

\$ \_\_\_\_\_ 0

Because of the fluctuating nature of capital costs, please add the capital expenditures for the last 3

#### CAPITAL COSTS - FIXED-ROUTE (3 year average)

#### ANNUAL COST (\$)

Vehicles

\$ \_\_\_\_\_

Facilities

\$ \_\_\_\_\_

Equipment

\$ \_\_\_\_\_

#### TOTAL CAPITAL COSTS

\$ \_\_\_\_\_ 0

## Section 3: Revenue Information

Please provide your agencies annual passenger transportation revenues. Use Fiscal Year 2003. If the information for 2003 is not available, use your agency's most current Fiscal Year information, and identify the fiscal year.

\_\_\_\_\_ Fiscal Year of Information

| REVENUE SOURCE                          | ANNUAL COST (\$)  |
|---|-------------------|
| Fares / Donations                       | \$ _____          |
| Advertising                             | \$ _____          |
| Dedicated transit tax                   | \$ _____          |
| Grants                                  |                   |
| FTA 5307 (urbanized)                    | \$ _____          |
| FTA 5309 (Discretionary capital)        | \$ _____          |
| FTA 5310 (elderly & disabled)           | \$ _____          |
| FTA 5311 (rural)                        | \$ _____          |
| Other federal grants (CMAQ, FHWA, etc.) | \$ _____          |
| _____                                   | \$ _____          |
| _____                                   | \$ _____          |
| _____                                   | \$ _____          |
| Other miscellaneous grants              | \$ _____          |
| _____                                   | \$ _____          |
| _____                                   | \$ _____          |
| _____                                   | \$ _____          |
| <b>TOTAL OF ALL GRANTS</b>              | <b>\$ _____ 0</b> |
| Contracts                               |                   |
| Developmental Services                  | \$ _____          |
| Head Start                              | \$ _____          |
| Medicaid                                | \$ _____          |
| Older Americans                         | \$ _____          |
| Other: _____                            | \$ _____          |
| _____                                   | \$ _____          |
| _____                                   | \$ _____          |
| <b>TOTAL OF ALL CONTRACT REVENUE</b>    | <b>\$ _____ 0</b> |
| Other Revenue Sources                   | \$ _____          |
| <b>TOTAL REVENUES</b>                   | <b>\$ _____ 0</b> |

## Section 4: Transportation Conditions

The following questions will help measure existing conditions. The information is also needed to determine current deficiencies, future needs, and project costs for the planning horizon. Please be as specific as possible when answering the questions. Since the questions are more descriptive, you may fill in the answers on this sheet or supply us with the answers on sheets generated by your own agency.

### What are the major transportation needs of your agency in the short term (1 - 6 years)?

Please list specific projects. Some examples include the following: Replacement of 4 large buses at a cost of \$250,000 each; 2 minibuses at \$50,000 each; New service to the shopping mall with 30 minute headways at a cost of \$500,000 annually; 1-day per week demand-response service to the elderly apartments at a cost of \$20,000 annually; 4 new bus shelters at \$1,000 each; New schedules printed; estimated cost with labor and materials \$5,000; Hire 1 dispatcher at \$18,000 annually.

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### What are the major transportation needs of your agency in the long term (7 - 20 years)?

Please list specific projects, such as the above examples.

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## Section 5: Service Information

Please provide information about general public transit services that your organization provides. Annual trips should be recorded as on-way or unlinked trips.

### Service Performance

| Service Type    | Annual Veh. Miles | Annual Veh. Hours | Annual Pass. Trips |
|-----------------|-------------------|-------------------|--------------------|
| Fixed-Route     |                   |                   |                    |
| ADA Services    |                   |                   |                    |
| Demand-Response |                   |                   |                    |
| Other           |                   |                   |                    |

### Passenger Information

Please list the number of rides provided. Record each ride in one category only.

| Category           | Contracted | Non-contracted |
|--------------------|------------|----------------|
| Elderly (60 yrs +) |            |                |
| Under 60 yrs.      |            |                |
| Disabled           |            |                |
| <b>TOTAL RIDES</b> |            |                |

**We hope to obtain as much of this information as possible at the beninning of the study. Each agency plays a key role in transporation and we will make every attempt to include each entity. The items which we will need include:**

- \_\_\_\_\_ Any reports/brochure regarding transit services-copies of most recent TDPS.
- \_\_\_\_\_ Organization chart of each transportation provider.
- \_\_\_\_\_ Hours of operation for each transit provider.
- \_\_\_\_\_ Ridership for each transit provider; average daily and total for the past 3 years.
- \_\_\_\_\_ Variations in ridership by time of day, day of the wek, month of the year, and year-to-year, and if possible, broken down by type of passenger (general public, elderly, disabled, etc.). And or route.
- \_\_\_\_\_ Fares charged by each transit agency.
- \_\_\_\_\_ Total vehicle-miles and vehicle-hours of service for the most recent year.
- \_\_\_\_\_ List of intercity providers (Amtrak, Greyhound, etc.)

## Section 6: Vehicle Fleet Inventory

### Vehicle Inventory

Please include a vehicle inventory sheet. Information should include vehicle make, model, year, replacement year, seating capacity, wheelchair tiedowns, condition. Please provide this information on the form provided under the tab labeled "Vehicle Inventory" in this file.

## Section 7: Facility Inventory

Please include an inventory of the transit facilities which you own or use. Please provide this information on the form provided under the tab labeled "Facility Inventory" in this file.

## Section 8: Service Areas

The final section of the Survey includes service area information. Please provide a written description of your service area. Please specify the approximate boundaries of the service area and location of regular routes.

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***Thank You for Your Help!***

# Appendix F – Transit Survey

## 2030 Long Range Transportation Plan Public Transportation Vehicle Inventory

Provider: \_\_\_\_\_

|    | Make | Model | VIN #<br>(Last Four) | Model Year | Year Acquired | Price | Mileage | Condition | Seating Capacity | Standing Capacity | Wheelchair Capacity | Fuel | Remaining Useful Life | Retire | Replace | Replacement Cost |
|----|------|-------|----------------------|------------|---------------|-------|---------|-----------|------------------|-------------------|---------------------|------|-----------------------|--------|---------|------------------|
| 1  |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 2  |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 3  |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 4  |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 5  |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 6  |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 7  |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 8  |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 9  |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 10 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 11 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 12 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 13 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 14 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 15 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 16 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 17 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 18 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 19 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |
| 20 |      |       |                      |            |               |       |         |           |                  |                   |                     |      |                       |        |         |                  |



# Appendix F – Transit Survey

## 2030 Long Range Transportation Plan Public Transportation Facility Inventory

Provider: \_\_\_\_\_

|    | Facility Description | Age | Condition | Remaining Useful Life | Replacement Cost |
|----|----------------------|-----|-----------|-----------------------|------------------|
| 1  |                      |     |           |                       |                  |
| 2  |                      |     |           |                       |                  |
| 3  |                      |     |           |                       |                  |
| 4  |                      |     |           |                       |                  |
| 5  |                      |     |           |                       |                  |
| 6  |                      |     |           |                       |                  |
| 7  |                      |     |           |                       |                  |
| 8  |                      |     |           |                       |                  |
| 9  |                      |     |           |                       |                  |
| 10 |                      |     |           |                       |                  |
| 11 |                      |     |           |                       |                  |
| 12 |                      |     |           |                       |                  |
| 13 |                      |     |           |                       |                  |
| 14 |                      |     |           |                       |                  |
| 15 |                      |     |           |                       |                  |
| 16 |                      |     |           |                       |                  |
| 17 |                      |     |           |                       |                  |
| 18 |                      |     |           |                       |                  |
| 19 |                      |     |           |                       |                  |
| 20 |                      |     |           |                       |                  |