



Southeast

Transportation Planning Region

2035 Regional Transportation Plan

January 2008



2035 Regional Transportation Plan

January 2008

**Southeast Regional Planning Commission
Colorado Department of Transportation**

**URS Corporation
9960 Federal Drive
Colorado Springs, CO 80921**

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<http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp>

- Appendix A Public Involvement**
- Invitations/Notifications
 - Regional Transportation Forum Notes
- Appendix B Environmental**
- Species of Concern
 - List of Resource Plans (web links)
 - Environmental Forum Map
 - Statewide Mitigation Strategies
- Appendix C Draft Human Services Transportation Coordination Plan**

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URS Project Number 21711630

EXECUTIVE SUMMARY

The 2035 Southeast Regional Transportation Plan is the result of a comprehensive process to examine priorities established in the previous 2030 Plan and then to validate or modify those priorities as appropriate. To do so, planners solicited public input through a succession of activities and met regularly with the regional planning commission to develop this update.

The Southeast Transportation Planning Region (TPR) is composed of Kiowa, Crowley, Otero, Bent, Prowers and Baca counties including the cities of Lamar, La Junta, Eads, and Springfield. In 2008, it will be home to approximately 53,039 people. The area is largely agricultural and has experienced slower population and economic growth than some other parts of the state. As a result of the agricultural influence, much of the region relies on truck and rail transportation to move goods to market. The presence of several significant truck corridors, including US 50 and US 287, also means that a lot of through truck traffic crosses the region. These highways also provide critical links to regional services and employment along the Front Range.

Major components of the process included:

- **Key Issues and Emerging Trends** – Through the Regional Transportation Forum and other input opportunities, planners identified what evolving socioeconomic and transportation factors affect transportation decision-making.
- **Vision Plan** – includes a set of visions, goals, and strategies for each corridor, including the costs to make the desired improvements.
- **Constrained Plan** – identifies available funding and matches resources with high priorities for the entire planning period from 2008 – 2035.
- **Midterm Implementation Strategies** – selects strategies that require attention during the first 10 years of the planning period.

Key Issues and Emerging Trends

The planning process identified a series of key issues and emerging trends that influenced the direction of the plan. These were the basis of discussion at public meetings and for the regional planning commission. While there are many details, the primary issues for the region can be summarized as follows:

- **System Quality is the primary need throughout the region** - including road surface maintenance and safety improvements at spot locations
- **Transportation support for economic development** - including truck and rail freight transportation, is critical to this area's economic stability
- **Truck-related improvements** - particularly on the US 287 Ports to Plains Corridor, are vital to the region, the state and the national economy

Vision Plan

The Regional Planning Commission (RPC) examined all the available background data, matched unmet needs with the Regional Vision, Values and Goals, and developed a vision for each corridor that is consistent with the needs and desires of the residents.

The plan addresses these and other needs through the Vision Plan, summarized below. All dollar amounts in this plan are expressed in 2008 dollars.

Table ES-1 2035 Vision Plan Summary

Vision Plan Costs	
Highway Corridors	\$3.112 B
Transit	\$0.031 B
Aviation	\$0.109 B
Total	\$3.252 B

Constrained Plan

The TPR will be allocated about \$68.4 million in available funds for the period 2008-2035. Since the TPR's vision plan for the region identifies needs which significantly exceed the level of available funding, the Regional Planning Commission reviewed options and priorities for funding, assigning program amounts for each corridor and mode as summarized in the table below.

Table ES-2 2035 Constrained Plan Summary

Corridor	2035 Constrained Plan Summary	
	Description	(\$000)
US 287	Colorado-Oklahoma State Line to Kiowa-Cheyenne Co. Line	\$5,689
US 50	I-25 in Pueblo to Colorado/Kansas State line	\$9,481
SH 96	Pueblo-Crowley County line to Colorado-Kansas State line	\$3,792
Community Based Transit	Region wide	\$25,184
Aviation	Airport improvements	\$24,250
	Total	\$68,396

Midterm Implementation Strategy Corridors

The identification of Midterm Implementation Strategy Corridors directs currently available funds toward a set of improvements determined to be most critical. The TPR selected three corridors for priority implementation, including a set of key strategies from the respective corridor visions. These strategies should be the focus of transportation investments over the midterm or the next ten years. The following strategies offer the most benefit in moving people, goods and services throughout the region and should form the basis for project selection and programming.

Table ES-3 Midterm Implementation Strategy Corridors

Corridor	Major Issues	Selected Strategies
US 287 – State Line to Kiowa/Cheyenne County Line	Ports to Plains Corridor - interstate/international truck route Economic support	Concrete paving; shoulders Implement recommendations from the Environmental Assessment for the Lamar Reliever Route Add ITS traveler information systems
US 50 - I-25 in Pueblo to Colorado/Kansas State Line	Mobility Economic connection to employment & services	Implement recommendations from on-going Phased Environmental Assessment, including major and minor widening at critical locations and major intersections
SH 96 – Pueblo/Crowley County Line to State Line	Farm to market connectivity Safety	Maintaining adequate roads surfaces Safety improvements at spot locations Geometric improvements

SOUTHEAST TRANSPORTATION PLANNING REGION

Introduction

This plan contains an analysis of the transportation, socioeconomic, and environmental systems of the Southeast Transportation Planning Region (TPR). This data helps form the technical background for long range transportation system improvements. The 2035 Plan is an update to the 2030 Plan completed in 2004. The update is intended to respond to key trends and emerging issues, as well as the evolving financial picture. As an update, many of the previous plan's key components and priorities remain in place.

The Regional Planning Commission

The Southeast Regional Planning Commission (RPC) has been established by memorandum of agreement to include a representative from each county and each incorporated municipality within the TPR. The RPC has the responsibility to carry out the regional planning process and adopt the plan. Table 1 lists the Southeast Regional Planning Commission.

Table 1: Southeast Regional Planning Commission

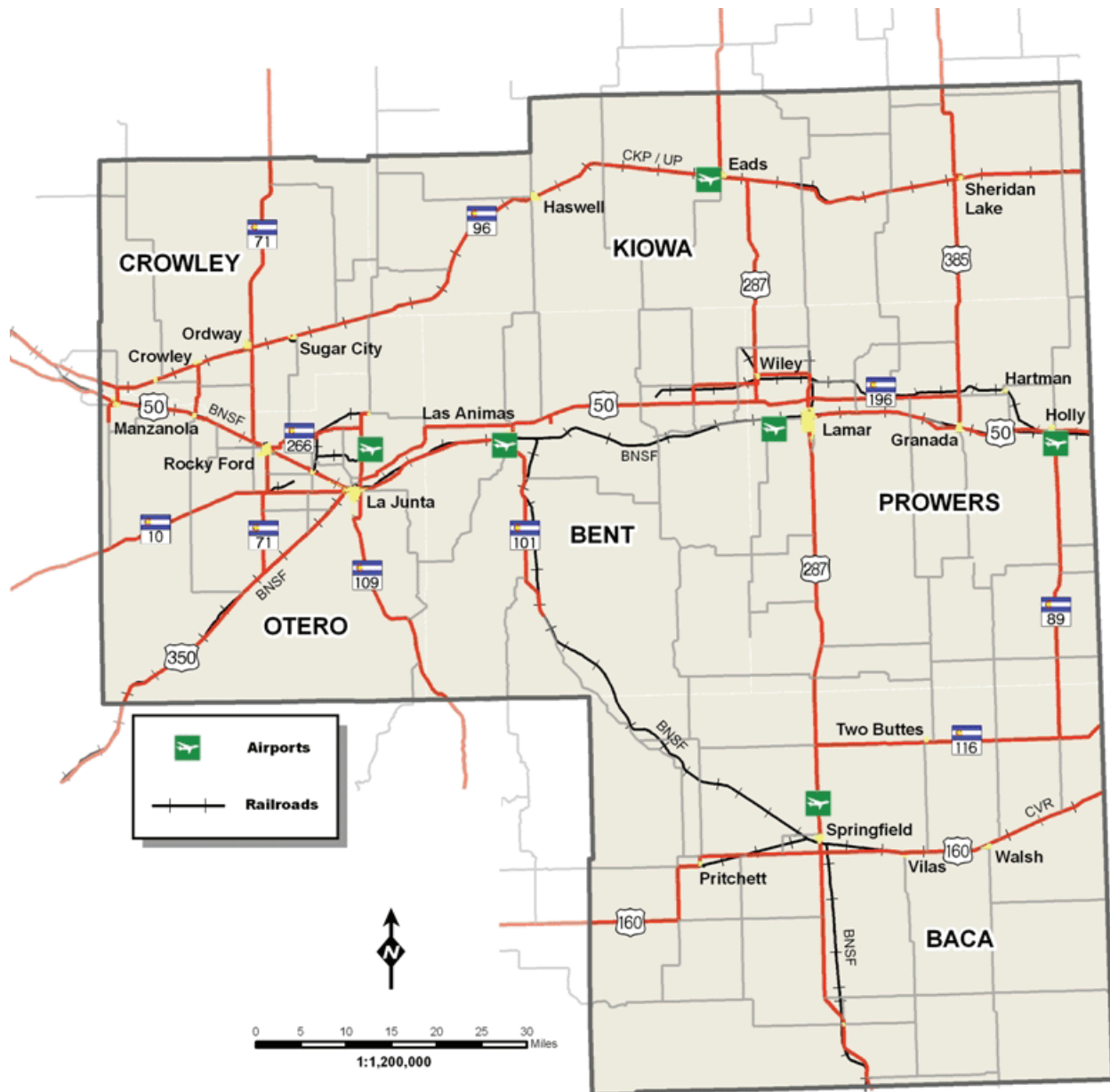
Member Name	Title	Organization
Troy Crane	Commissioner	Baca County
Tom Wallace	Commissioner	Bent County
T.E. Allumbaugh	Commissioner	Crowley County
Rodney Brown	Commissioner	Kiowa County
Kevin Carney	Commissioner	Otero County
Gene Millbrand	Commissioner	Prowers County
Ray Johnson	Mayor	Campo
Larry Michael	Mayor	Eads
Ray "Bushy" Wards	Mayor	Fowler
Glenda Tyree	Mayor	Granada
Albert Crum	Mayor	Holly
Donald Rizzuto	Mayor	La Junta
Nelva Heath	Mayor	Lamar
Lawrence Sena	Mayor	Las Animas
Shirley Adams	Mayor	Manzanola
Deborah DeVore	Mayor	Olney Springs
Randall Haynes	Mayor	Ordway
Randy Hamilton	Mayor	Rocky Ford
Jerome Weber	Mayor	Sheridan Lake
Jay Suhler	Mayor	Springfield
Ronnie Covell	Mayor	Sugar City
Steven Cordova	Mayor	Swink
Dan Tate (non-official)	Executive Director	SECED

Project Area

Map 1 shows the Southeast TPR planning area. It includes Baca, Bent, Crowley, Kiowa, Otero, and Prowers counties as well as the larger cities of La Junta, Las Animas, and Lamar. US 50 and US 287 serve as major interregional corridors for the region.

Map 1: Project Area

Source: CDOT 2005 Dataset



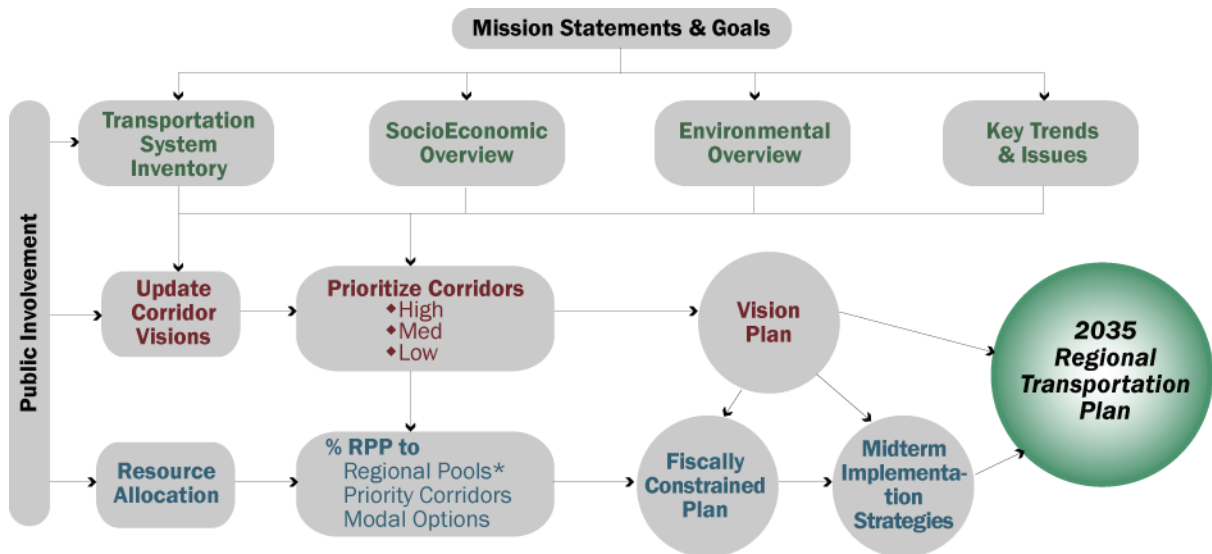
The Planning Process

Long range transportation planning is a critical element in the transportation development process. This is the first step in integrating citizen goals into a comprehensive plan, protecting and enhancing community values, and gaining access to available or potential funding. The plan is based on a number of steps, all designed as a thoughtful and efficient method to relate the wishes of the citizens to effective transportation programs and projects, within a realistic financial picture.

Figure 1 provides a diagram depicting the planning process that has been followed in developing the Southeast 2035 RTP. The planning process began with a review of the mission statement and goals as established in the 2030 RTP. Representatives of the communities in the region and the general public were asked to help identify recent trends in the region that affect the transportation system and the long range needs of the region. Overviews of the existing transportation system, socioeconomics, the environment, and projected growth in the region were completed based on information provided in the CDOT planning dataset.

The inventory and initial public input were used to update the corridor visions which were established in the 2030 RTP. Each of the 20 multimodal corridors in the TPR has a vision, goals, and specific strategies to achieve the vision and goals. Since this is corridor-based plan, the corridors have been divided into high, medium, and low priority. The corridor visions and the prioritized corridors comprise the vision plan for the region. A fiscally constrained plan was then developed by assigning the estimated available funding to the corridors and to the improvement pools. Lastly, a midterm implementation strategy was developed to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next ten years, given the limited funds and increasing costs.

Figure 1: Planning Process



* as appropriate

PUBLIC INVOLVEMENT

The public involvement process for the 2035 plan update was geared to gather information on emerging issues that have risen since the completion of the 2030 plan and that might influence a reprioritization of goals. Two major opportunities for this input were held early in the process. The Pre-Forum Meeting was held to provide an opportunity for the regional planning commission, other community leaders, transportation professionals and the public to discuss the state of transportation in the region and identify key problems and issues that should be addressed in the plan. The second event, the Regional Transportation Forum, was then held to discuss those issues in more detail and begin providing input on how the transportation problems could be best addressed. Finally, a public meeting is scheduled for Fall 2007 to present this draft plan and receive comment.

Pre-Forum Meeting

The Pre-Forum Meeting was held in Lamar on June 28, 2006. The following issues were brought to the attention of the RPC. Issues are arranged by corridor or topical category.

US 287

- Residents are anxious to complete the concrete resurfacing and shoulder widening. Several projects are currently underway, with others programmed in the future.
- There is an observed increase in truck traffic on US 287, assuming that truckers are taking advantage of the Ports to Plains route from Texas to Denver and I-80.
- US 287 Reliever Route – Lamar, Environmental Assessment is nearly complete (due Jan '07). Important project to provide better connectivity for truckers by bypassing surface streets. Construction funds have not been identified for the project.
- New assisted living facility (in Eads) south side of US 287 - would like a crosswalk and/or flashing light (caution light for trucks).

US 50

- A Tiered EIS has nearly been completed for US 50, including 136 miles of corridor preservation. A detailed EA will be completed for individual projects as construction funding becomes available.
- Residents would like additional passing lanes on US 50 between Lamar and Fowler; the double yellow line between La Junta and Las Animas makes passing especially difficult.

SH 96

- An increase of truck traffic on SH 96 has been noted, with truckers attempting to avoid traffic on US 50.
- SH 96 is a designated transcontinental bike route and needs wider shoulders to provide safe zone for bicyclists.

Rail

- Railroad crossing maintenance issues on US 287 in Campo, although a recent project provided some improvements.

Transit

- Local government transit match - Transit match is difficult in the area. While ridership is up, revenue is down.

General

- Additional roadway construction is more desirable than minor improvements like guardrail installation.

Regional Transportation Forum

The Regional Transportation Forum was held in Lamar on September 12, 2006 to provide a significant point of public input to the 2035 plan update. It was attended by 16 people. The primary purpose of the meeting was to review the 2030 priorities; discuss emerging regional issues and trends; determine the audience's preferences regarding future priorities and issues; and discuss funding issues, needs, and solutions. The forum lasted approximately three hours. The meeting featured a presentation about the planning process in general; the need for the update; background on the 2030 Plan; costs of transportation and general funding expectations. An innovative audience polling technique was used to electronically solicit preferences and opinions. In addition, an interactive exercise allowed meeting participants to "spend" a set allocation of funds on their preferences. Topics for discussion included:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resources Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

The primary issues discussed at the meeting are briefly summarized below. A complete summary report is provided in Appendix A.

Primary Issues

- US 287 – needs to be completed – couple of segments not improved – concrete with 10 ft shoulders.
- Truck traffic in Lamar is destroying downtown and stops businesses from relocating there; the bypass is needed ASAP.
- Most everyone agreed that the US 287 improvements were welcomed, but also agreed that the Lamar bypass is critical for the community.

- US 50 – needs to be four-lanes for economic development potential– a tiered EIS which is establishing conceptual alignments and design is currently underway and will determine priority segments for implementation.
- Strong opposition to the expansion of the training site; local community and activist opposition is organizing and growing.

Prioritization Meeting

The Prioritization Meeting was held in Lamar on March 28, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre-Form Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 mentioned above to update priorities and identify additional projects. The Corridor Visions and 2035 Vision Plan, as amended, appear later in this document.

Draft Plan Review

The Draft 2035 Plan was released in July 2007, incorporating as appropriate all input from the public and decisions by the RPC. After a period of review, the draft plan was presented at a public meeting in Lamar on December 4, 2007. The meeting was held jointly with CDOT to enable review of the draft Statewide Plan at that time. This approach was useful so that attendees could see the regional plan in context with other regions and the state as a whole. Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC in January 2008. Major issues discussed at the meeting included:

Transit

- The consultant clarified that funding identified in the plan for transit services is primarily from Federal Grants channeled through CDOT (primarily FTA 5310/5311 programs), local fares, and local government contributions.

US 287 / Lamar Bypass

- CDOT will continue to complete upgrades to US 287 as funding allows; a new project will begin next year.
- The Environmental Assessment for the Lamar Bypass is complete. Funds for final design have been identified; however, construction funds are not available at this time.
- Concern that if truck volumes continue to grow at the rate that they have been, the construction that is complete for the Super 2 on US 287 will not be adequate to for future volumes.

Colorado Rail Relocation Study

- The TPR agreed to add text to the SH 71 corridor vision supporting the potential relocation of freight rail from the existing Front Range Corridor to the east, potentially along SH 71.

Funding

- A lot of interest was expressed in the outcome of the Governor's Blue Ribbon Transportation Panel that will recommend options for funding increases. Support was expressed for additional funding as long as any new funds follow the existing planning process recommendations. It is critical to recognize the need to balance spending in rural and urban areas. While urban areas may have more traffic, goods that supply urban areas travel using the highway system.. Concern was expressed that as the relative population center of Colorado concentrates along the Front Range that rural and sparsely populated areas will not have adequate road systems.

REGIONAL VISION, GOALS & STRATEGIES

Background

Completion of this task provided the opportunity for the TPR to identify issues that will help in the development of regional vision, goals, and strategies. The Vision provides the basis to compare projects for consistency with the final adopted 2035 plan.

Goal development, and achievement of the goals, are seen as an on-going processes of regional improvement. The regional vision, goals, and strategies from the previous 2030 plan, completed in 2004, were reviewed as a starting point for this task. The previous goals were found to be generally consistent with the current needs of the region.

Each plan item was compared to the TPR's vision, goals, and strategies for consistency. This ensured that final planning components support the originally conceived ideas of how best to support the regional quality of life.

CDOT's guidance in developing this portion of the plan requests that the TPR begin with the Department's Mission as a foundation:

The mission of the Colorado Department of Transportation is to provide the best multimodal transportation system for Colorado that most effectively moves people, goods, and information.

CDOT also offers the following vision as part of its guidance:

To create an integrated transportation system that focuses on moving people and goods, develops linkages among transportation choices, and provides modal choices to enhance the quality of life and environment of the citizens of Colorado.

Upon review of the 2030 Plan by RPC members, the previous visions, goals and strategies were found to be consistent with the current needs of the region; therefore, they were not changed and were incorporated into the 2035 plan.

2035 Vision for Transportation

The transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the environmental conditions that make this a great place to live, work and visit. The transportation system supports economic development by providing mobility for people and goods as well as multimodal access to services. The 2035 regional transportation plan envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the Southeast Transportation Planning Region.

2035 Goals and Strategies

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 multimodal 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.

ACCOMPLISHMENTS

Several major projects have been completed or are underway in the Southeast TPR since 2004. CDOT Region 2 continues to invest all available transportation dollars in improvements that make a difference. Two major corridors have seen extensive work and will continue to be improved over time as funding allows.

1. US 50 Corridor from Kansas Stateline to Pueblo (Pueblo, Otero, Bent, and Prowers Counties)

- Tier 1 EIS study is underway to determine general corridor location and type of facility for this 150 mile corridor excluding the Lamar area which is included under the US 287 EA.
 - Alternative public meetings August 2007
 - Draft Environmental Impact Statement for public review summer 2008
 - Final Environmental Impact Statement for public review summer/fall 2009
 - Record of Decision late 2009
- Addition of 3 miles of passing lanes between Pueblo and Fowler are currently under design and scheduled to be under construction Summer 2008 estimated construction cost of \$7 Million.
- CDOT continues on maintenance of this facility and bridge replacements or maintenance where it is needed.
 - Hungerford Hollow bridge in Otero County was replaced in 2006 at a cost of \$1.3 Million
- Making safety improvements at the intersection of US 50 and SH 209 by adding turning lanes and acceleration lanes summer 2008.
- Identifying project between Las Animas and Lamar for passing lanes or other safety improvements.

2. SU 287 Corridor from Oklahoma Stateline to Cheyenne County line (Baca, Prowers, and Kiowa Counties)

- The “Big Vision”: International (Mexico to Canada) Freight corridor for moving goods and services. Certain segments of the corridor carry up to 65% truck traffic, while on 9-11% is the norm in this part of the state (and 15-18% is considered “high” within the Denver Metro area.).
- A Region 2 Strategic SB1 – 7th Pot Corridor
- Part of the Ports-to-Plains Corridor running from the border of Mexico all the way north through Texas, Oklahoma, and Colorado. It ties into the Heartland Expressway and the Theodore Roosevelt Expressway through Nebraska, South Dakota and North Dakota. It also is linked to the Camino Real Corridor into

Wyoming and Montana. The completed corridors run from the US/Mexico border to the US/Canada border.

- Region 2 has spent over \$150 million on the corridor since it became a strategic corridor in 1996, building just over 80% of the original scope, to date.
 - In 2007, the 14 mile segment from the Junction of SH 116 north was reconstructed at a cost of \$22.2 million to convert the highway to concrete pavement.
 - The next segment for reconstruction will be south of Lamar beginning at milepost 60 and extending northerly 13 miles. The project is anticipated to be completed in the summer of 2008 at an estimated cost of \$25 Million.
 - The Lamar Reliever Route is currently in the process of an Environmental Assessment, expected to finalized in late 2007.
3. Region 2 installed 4.2 miles of fiber optical cable in Lamar enabling local business to be more competitive.
 4. Region 2 installed a portion of 37, 275 feet of guardrail and 11,165 feet of median cable rail along US 50. The total cost of the project was approximately \$2.5 Million.

TRANSPORTATION SYSTEM INVENTORY

Introduction

This section provides a comprehensive overview of the existing transportation system including highway system, public transportation, bicycle, pedestrian, rail, and aviation systems. Each mode has been examined along with its infrastructure, level of service, capacity, operating, and safety characteristics to identify existing conditions. Not only will this “picture” of the existing systems broaden our knowledge of what types of transportation serve the TPR, it also provides the base of information necessary to determine future transportation investments by allowing for the identification of deficiencies within each system.

The approach to collecting data on the existing transportation system relied to a significant degree on the Transportation Planning Data Set as developed by CDOT. The Dataset contains complete information as collected by CDOT on the highway characteristics and traffic data as well as modal components of the state’s transportation system. Information from the Dataset has been mapped and displayed using the ArcView/GIS program where appropriate.

System Inventory

The following sections utilize the best, most current data available as provided by CDOT. Most highway information is for the year 2005, the most recent data available. However, URS consultants worked closely with CDOT staff to update the 2005 dataset to reflect the most current data. The following sections describe the region’s highway system with the following information:

- National Highway System
- Functional Classification and Mileage
- Scenic Byways
- Traffic Volumes
- Surface Condition
- Bridges
- Accident Locations
- Paved Highway Shoulders
- Commercial Truck Traffic
- Hazardous Materials Routes
- Airports
- Rail System
- Bicycle/Pedestrian Facilities
- Transit System

Highway and Local Road System

National Highway System

The National Highway System (NHS) was first proposed in Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. The NHS is a system of principal arterials that are considered significant components of a nationwide network linking major ports to commercial and industrial centers, connecting major metropolitan areas, providing access to major recreational areas, connecting major intermodal facilities, and designating a sub-component of strategic defense highways. The system contains all Interstate Highways plus other major highways and totals about 161,000 miles nationwide. Colorado has about 3,356 miles on the NHS with about 236 miles in the Southeast TPR on US 287 and US 50. See Map 2 for the NHS.

Functional Classification

The classification of the highway system, as defined by CDOT, is divided between rural and urban areas. The functional classification system is based on the grouping of streets and highways into classes, according to the character of the service they are intended to provide. The road classes are further divided into Arterials, Collectors and Local:

- Arterial - a major highway primarily for through traffic usually on a continuous route. The classification is divided into Interstate, Freeways and Expressways, Principal Arterials, and Minor Arterials.
- Collector - streets whose primary purpose is to serve the internal traffic movement within an area. The classification is divided into Major and Minor Collector (Rural), and Collector (Urban).
- Local - streets whose primary purpose is feeding higher order systems (Collector & Arterial), or providing direct access with little or no through traffic.

State Highways

Table 2 shows mileages and percent of total state highways for each functional classification within the TPR. Of the 778 miles, approximately 41% are Rural Minor Arterial, 29% Rural Principal Arterial, and 28% Rural Major Collector.

Table 2: State Highway Functional Classification

	Highway Classification	Percentage of Total	Miles
Rural	Interstate and Freeway	0.0%	0
	Other Principal Arterial	29.1%	226
	Minor Arterial	40.7%	316
	Major Collector	27.7%	215
	Minor Collector	0.5%	4
	Local	0.0%	0
Urban	Interstate and Freeway	0.0%	0
	Other Principal Arterial	1.6%	12
	Minor Arterial	0.4%	3
	Collector	0.0%	0
	Local	0.0%	0
Total		100.0%	776

Source: CDOT

Local Roads

Table 3 shows mileages and percent of total local roadways for each functional classification within the TPR. Local roadways are under the jurisdiction of a county or municipality. Of the 6,435 miles, approximately 78% are Rural Local and just over 20% are Rural Collectors.

Table 3: Local Road Functional Classification

	Highway Classification	Percentage of Total	Miles
Rural	Interstate and Freeway	0.0%	0
	Other Principal Arterial	0.0%	0
	Minor Arterial	0.0%	0
	Major Collector	5.7%	368
	Minor Collector	14.8%	954
	Local	77.5%	4,987
Urban	Interstate and Freeway	0.0%	0
	Other Principal Arterial	0.0%	0
	Minor Arterial	0.2%	15
	Collector	0.2%	16
	Local	1.5%	95
Total:		100.0%	6,435

Source: CDOT (2005)

Scenic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradoans and visitors. This system of outstanding touring routes in Colorado affords the traveler interpretation and identification of key points of interest and services while providing for the protection of significant resources.

Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features. (From the Official Site of Colorado's Scenic and Historic Byways – <http://www.coloradobyways.org/Main.cfm>)

The Santa Fe Trail runs east-west the length of the TPR on US 50 and drops south on US 350 in La Junta.

Map 4 shows the Scenic Byways in this region.

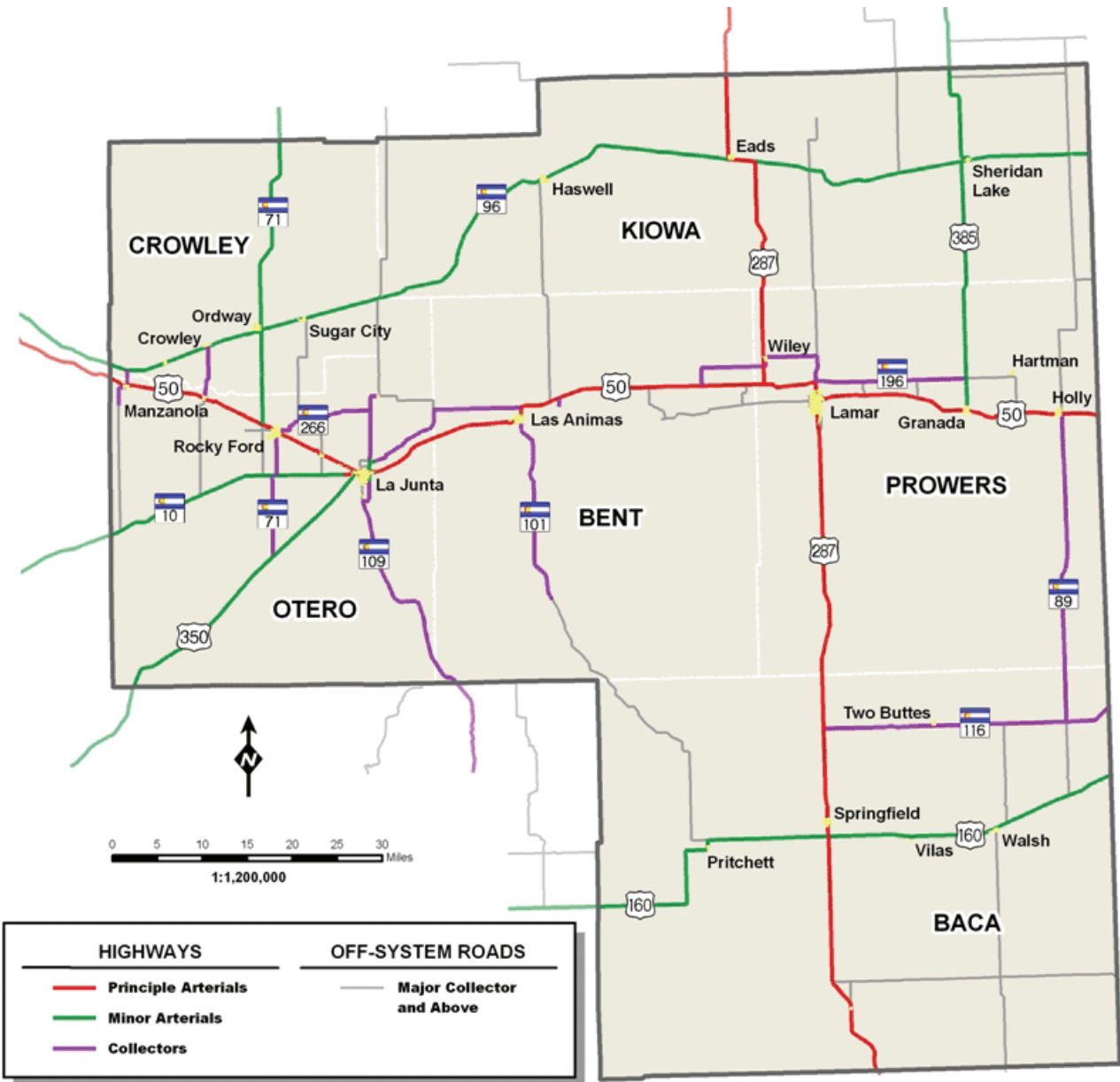
Map 2: National Highway System

Source: CDOT 2005 Dataset



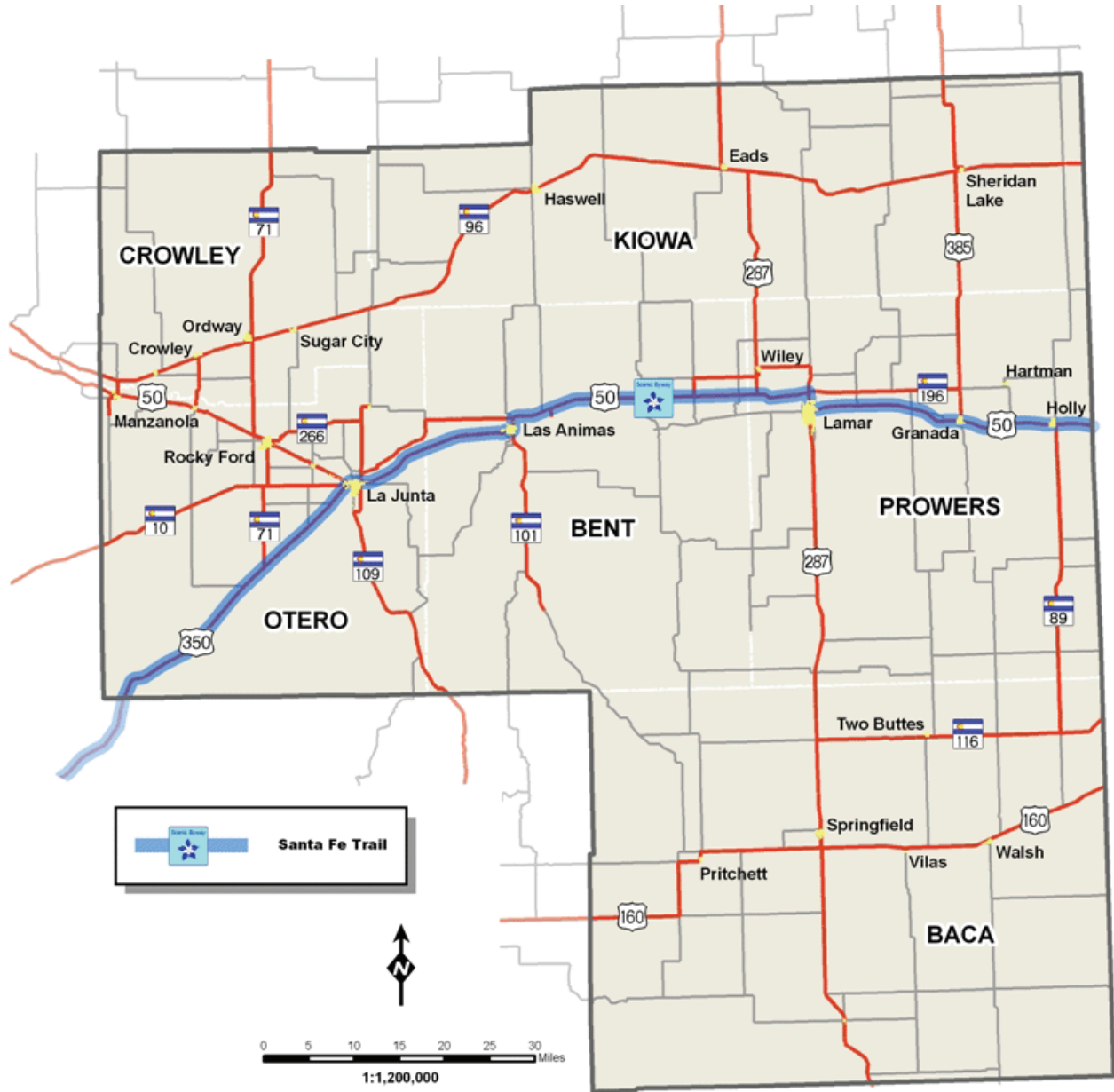
Map 3: Functional Classification

Source: CDOT 2005 Dataset



Map 4: Scenic Byways

Source: CDOT 2005 Dataset



Average Annual Daily Traffic (2005 & 2035)

Traffic volumes on state highways were generated using CDOT data for 2005, the most recent available. The data is based on a mix of permanent traffic counters, temporary (mobile) traffic counters, and a model comparing known values to similar roadways across the state. The Average Annual Daily Traffic (AADT) is a commonly used measure that provides the total number of vehicles on a highway throughout the year divided by 365. This method helps “smooth” peaks and valleys in the traffic profile that may be seasonal (recreation or agriculture) or special event triggered.

The 2035 AADT projections show increases in traffic especially in and around popular centers. Map 5 shows AADT for 2005 and Map 6 shows AADT for 2035. Table 4 shows the number of lane miles with 10,001+ AADT.

Table 4: Miles of Road with 10,001+ AADT

Year	Miles of Road with 10,001+ AADT
2005	6.4
2035	16.0

Source: CDOT

Volume to Capacity Ratio (2005 & 2035)

The Volume to Capacity Ratio, commonly referred to as V/C (V over C), is another commonly used measure of traffic congestion. It provides information about congestion on the facility, rather than the raw number of vehicles. For instance, 5,000 vehicles per day on a narrow, two-lane road with no shoulders are much more congested than 5,000 vehicles per day on a 4-lane interstate facility. In Maps 7 (2005 data) and 8 (2035 data), the Volume (AADT) is compared with the capacity of the facility to obtain a ratio between 0.0 (no congestion) and 100 (gridlock). CDOT’s congestion relief program makes some funds available for improvements on corridors that exceed the 0.85 threshold.

The 2035 V/C ratios show that not much congestion is expected to occur in the Southeast except for a short distance on SH 50 in La Junta.

The 2035 V/C ratio does not reflect potential capacity improvements on the corridor, but is based on current roadway capacity.

Table 5: Volume to Capacity Ratio (2005)

V/C Ratio 2005	Total Miles	Out of total Number of Miles	% of Total Mileage
0.00 - 0.59	776.0	776.0	100.0%
0.60 - 0.84	0	776.0	0.0%
> 0.85	0	776.0	0.0%

Source: CDOT

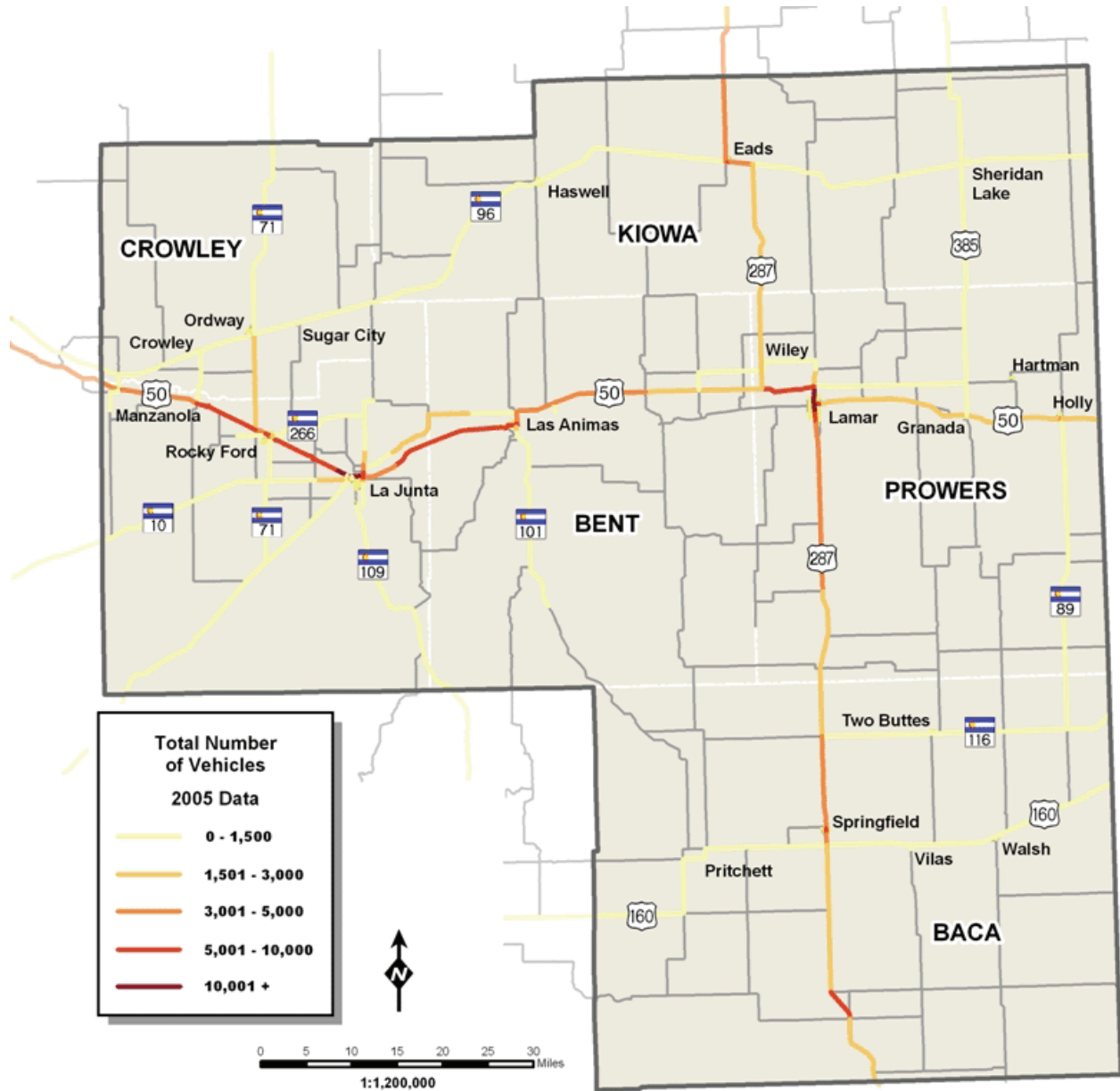
Table 6: Volume to Capacity Ratio (2035)

V/C Ratio 2035	Total Miles	Out of total Number of Miles	% of Total Mileage
0.00 - 0.59	774.1	776.0	99.8%
0.60 - 0.84	1.8	776.0	0.2%
> 0.85	0.05	776.0	0.006%

Source: CDOT

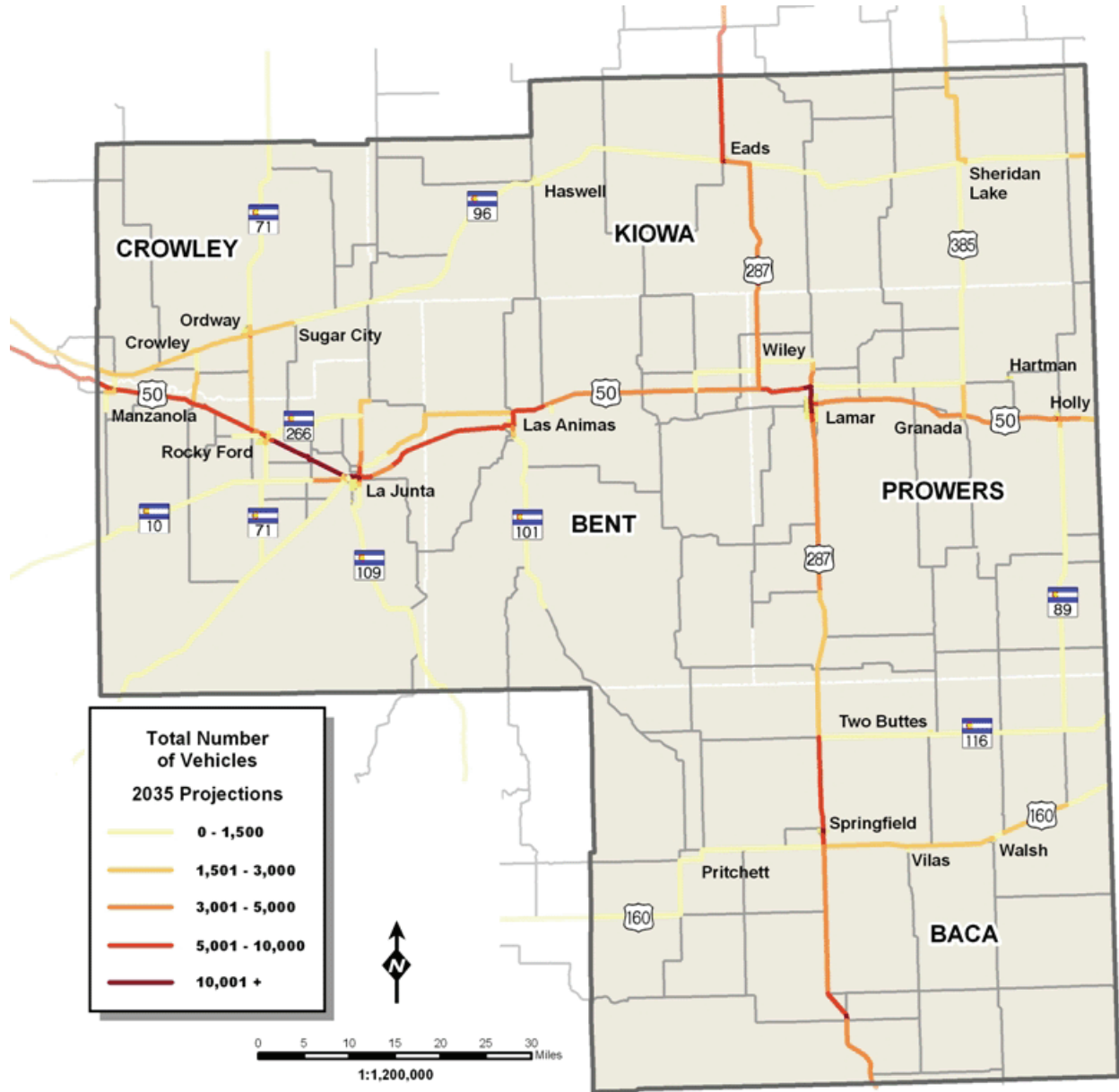
Map 5: Average Annual Daily Traffic (AADT) (2005)

Source: CDOT 2005 Dataset



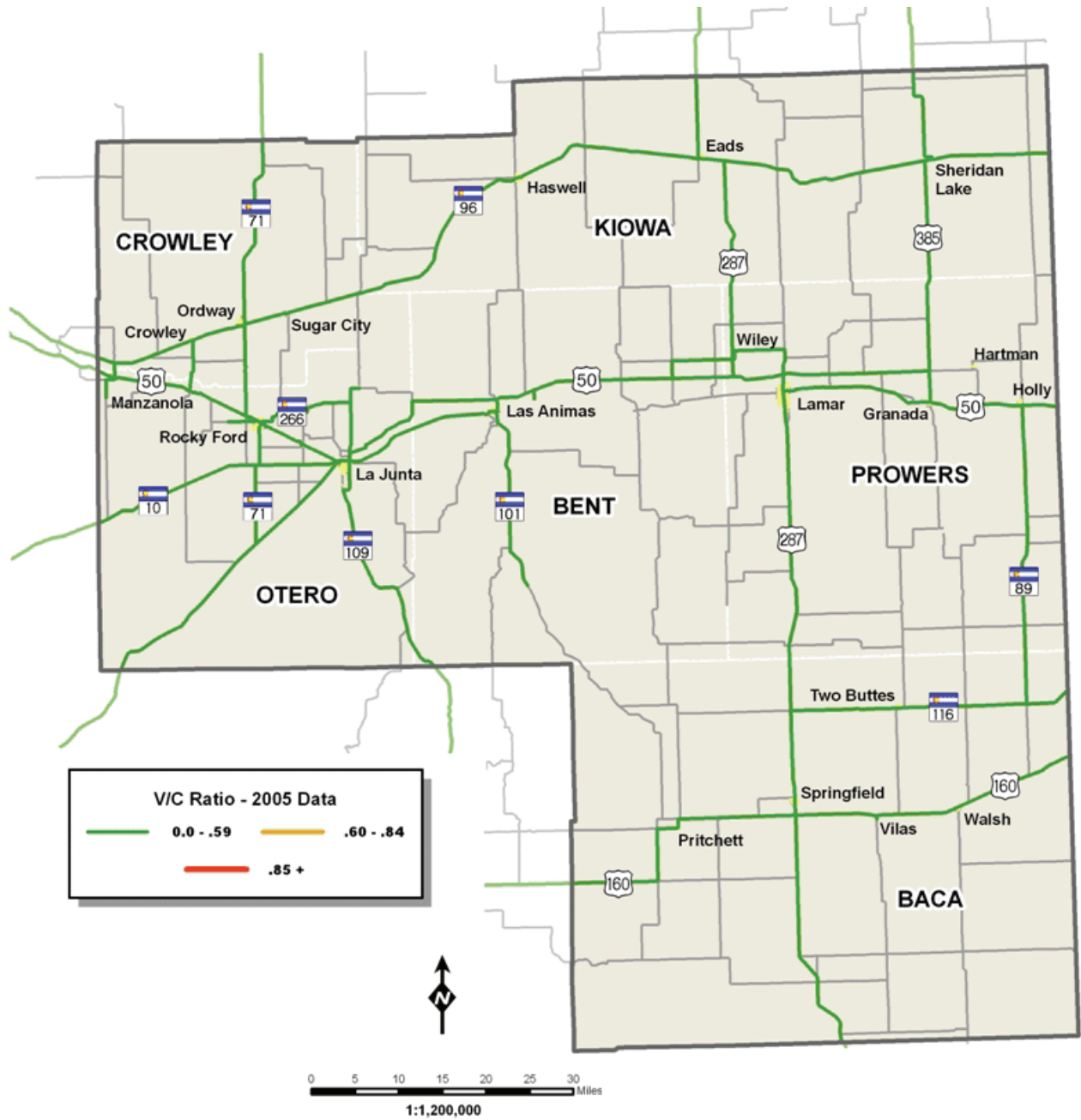
Map 6: Projected AADT (2035)

Source: CDOT 2005



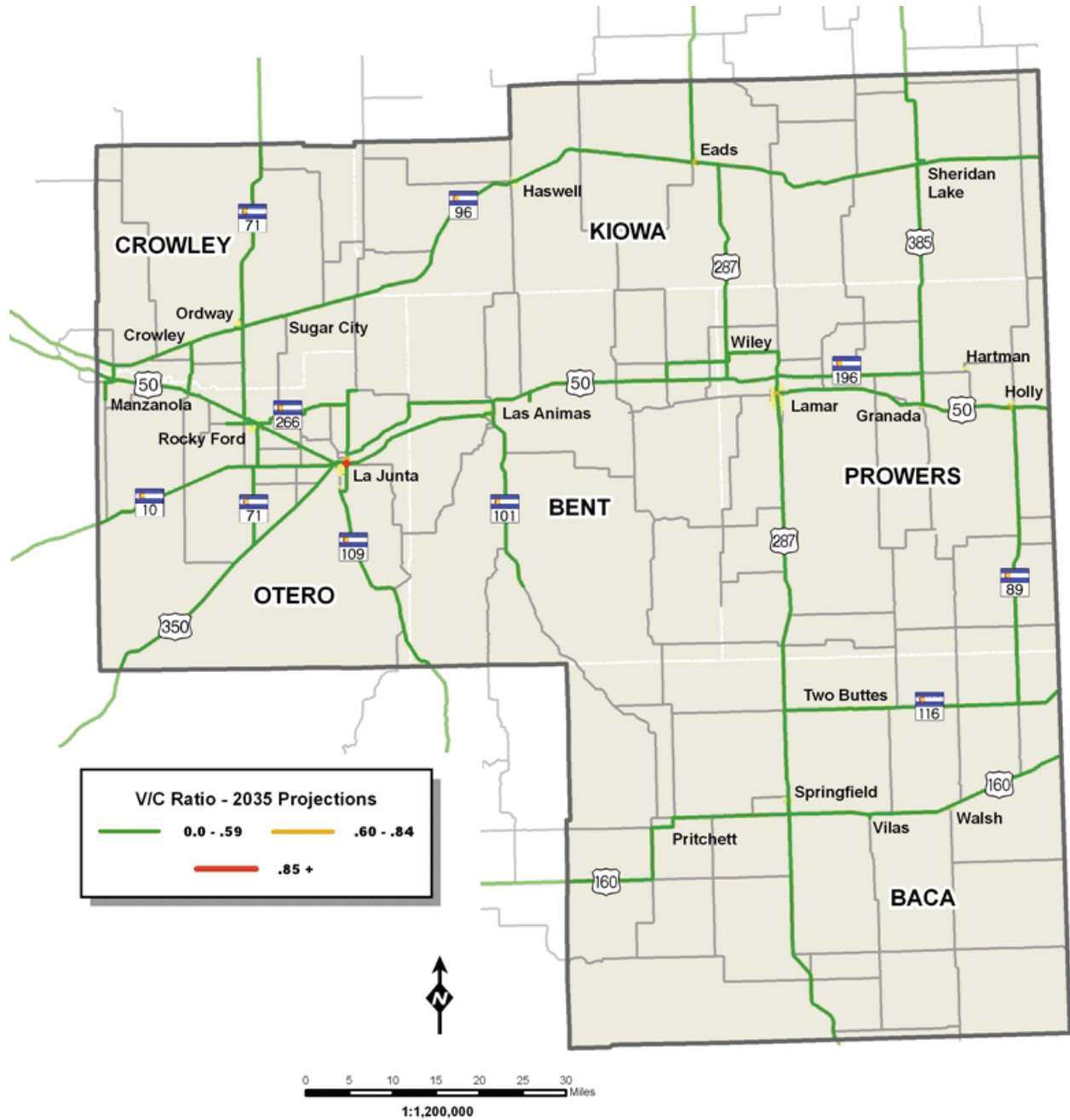
Map 7: Volume to Capacity Ratio (2005)

Source: CDOT 2005 Dataset



Map 8: Projected Volume to Capacity Ratio (2035)

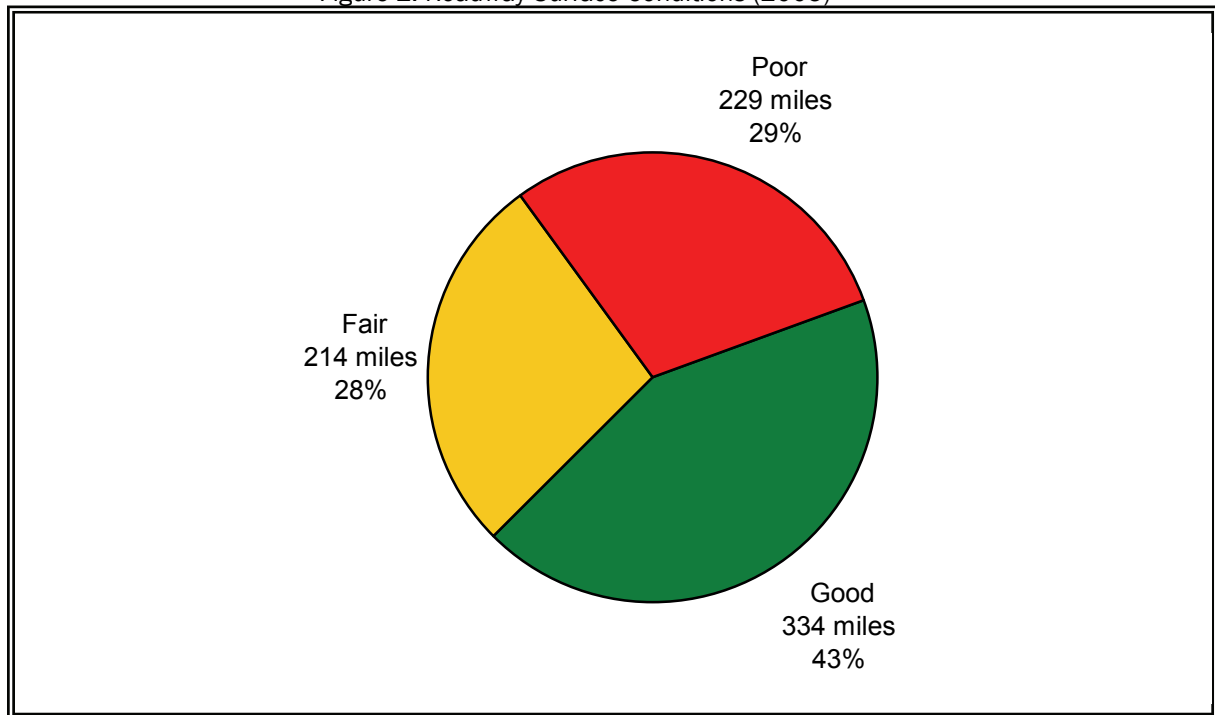
Source: CDOT 2005 Dataset



Highway Surface Condition (2005)

CDOT rates the condition of highway surfaces with its Pavement Management System, providing a range of years of Remaining Service Life (RSL) of the pavement for the highway segment. The RSL calculation is based on roughness, cracking, patching, rutting and other indicators of smoothness and structure. The Colorado Transportation Commission has set a goal of maintaining the state’s highway system, overall, with a minimum of 60% rated Good and Fair. Resurfacing projects are not normally chosen as part of the long-range plan, but are scheduled by CDOT according to the output of the Pavement Management System. Figure 2 reflects the miles and percentage of the system of state highways in the TPR that are in Good/Fair/Poor condition based on Remaining Service Life. A good surface condition corresponds to a remaining surface life of 11 years or more. A fair surface condition corresponds to a remaining surface life of 6 to 10 years, while a poor evaluation represents a remaining surface life of less than 6 years.

Figure 2: Roadway Surface Conditions (2005)

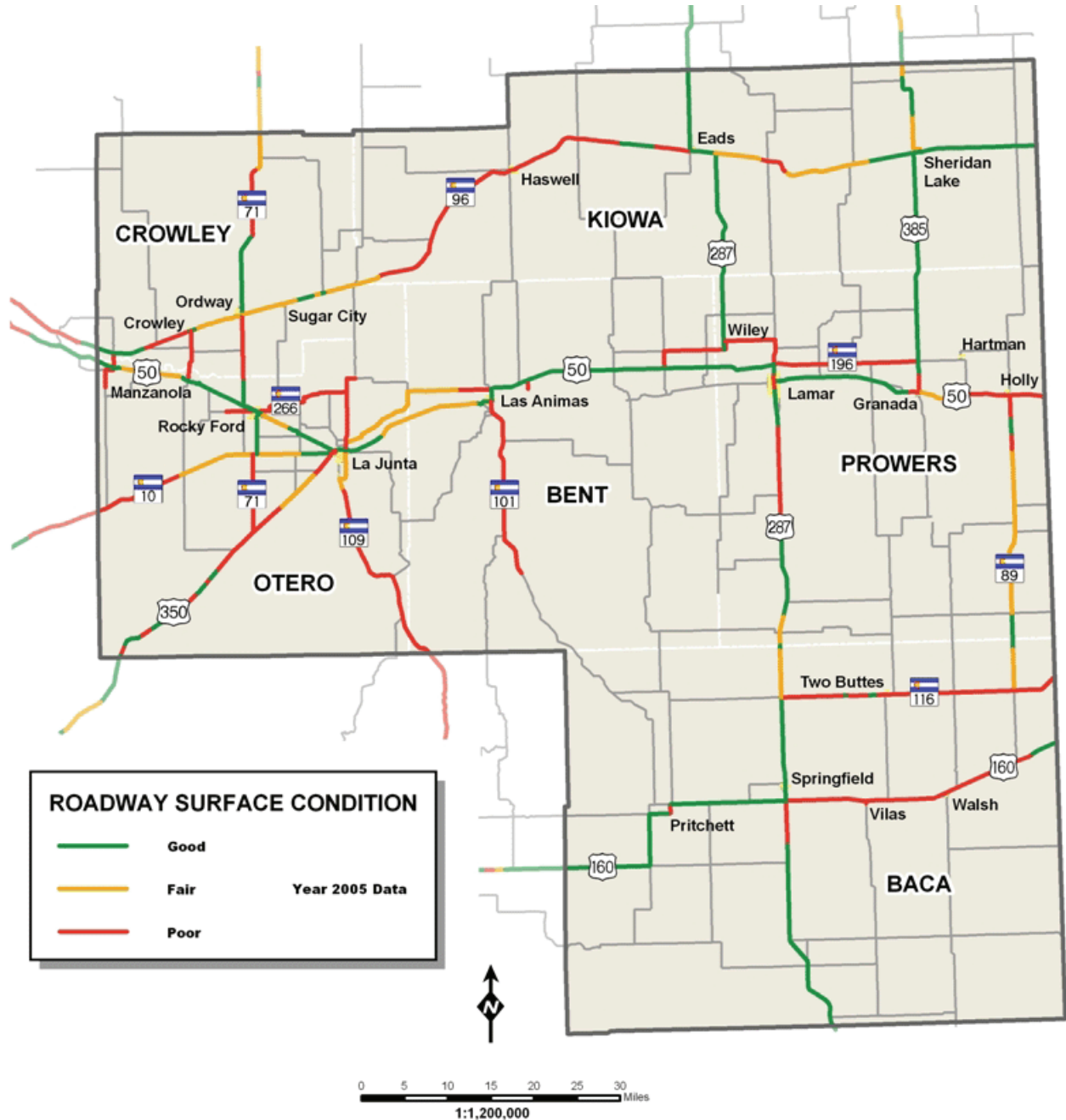


Source: CDOT 2005 Dataset

Overall, the number of Good and Fair roadway miles is 548 or 71%, over the minimum goal of 60%. Map 9 depicts the roadway surface conditions within the TPR.

Map 9: Roadway Surface Conditions

Source: CDOT 2005 Dataset



Bridge Condition

Each bridge on the state highway system is given a Bridge Sufficiency Rating (BSR) by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. The bridges are ranked from 0-100. Bridges with a sufficiency rating of less than 80 and are either Structurally Deficient (SD) or Functionally Obsolete (FO) are eligible for replacement funding. More specifically, bridges with ratings between 51 and 80 are eligible for rehabilitation and those rated below 50 are eligible for replacement. Bridge repair and replacement projects are not a normal part of the long range planning process, but are chosen by CDOT on the basis of sufficiency rating, funding availability, and proximity to other highway projects. When highways are upgraded or have other major work performed, CDOT also upgrades the associated bridges to current standards as a matter of policy.

Map 10 depicts the location of eligible bridges located within the TPR.

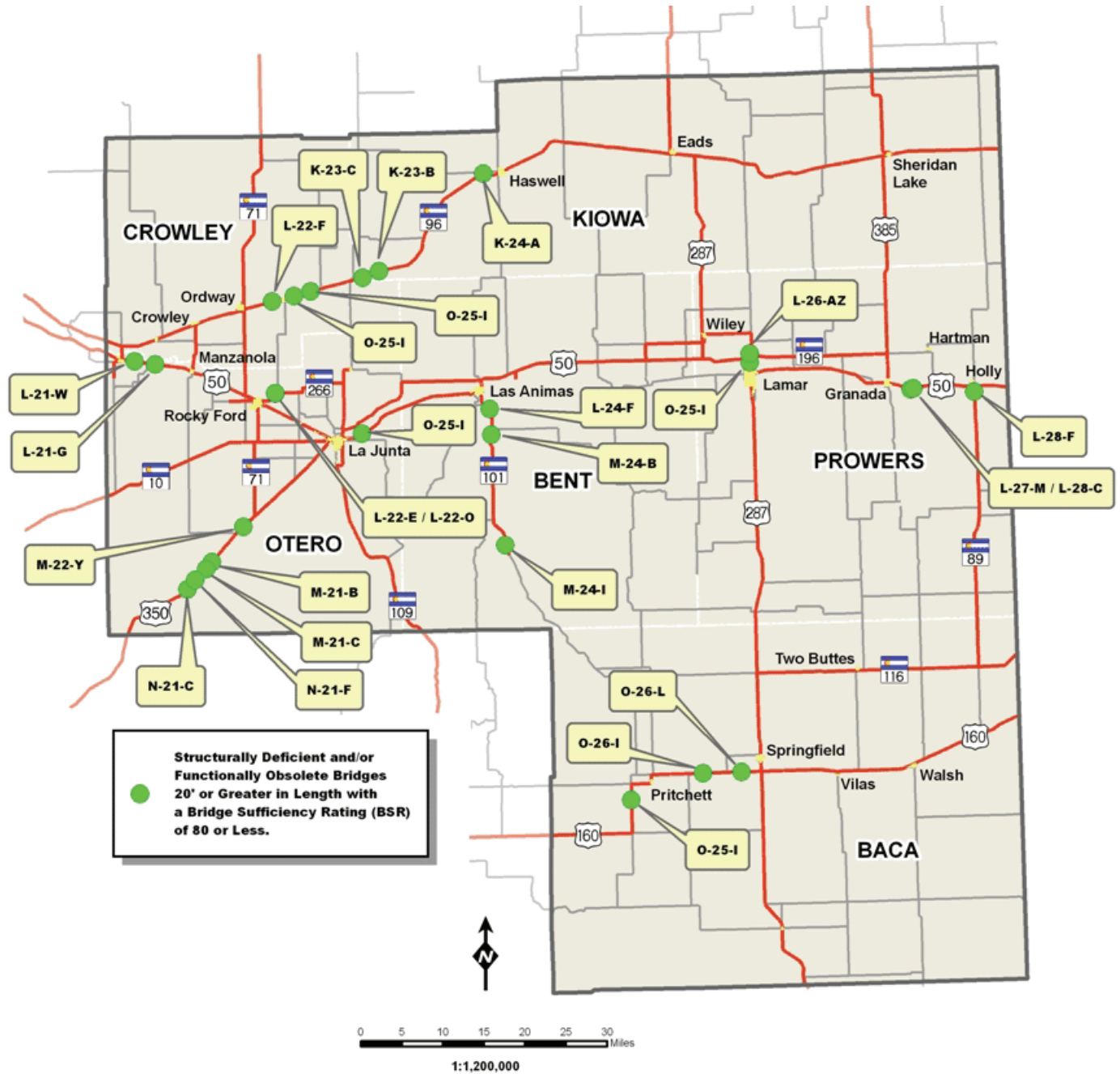
Table 7: Bridge Conditions

Bridge ID	Route	Intersecting Feature	Mile Post	Sufficiency Rating	Deficiency Type
L-21-G	50B	Apishapa River	355	51	SD
L-21-W	50B	Hungerford Hollow	352	47	SD
L-26-H	50B	Arkansas River	434	47	SD
L-27-M	50B	Granada Creek	456	59	SD
L-28-C	50B	BNSF RR	456	47	SD
M-23-A	50B	Thompson Arroyo	383	77	FO
L-28-F	89A	Arkansas River	34	32	SD
K-23-B	96C	Draw	123	48	SD
K-23-C	96C	Draw	121	47	SD
K-24-A	96C	Draw	142	49	SD
L-22-B	96C	Horse Creek	112	49	SD
L-22-C	96C	Meredith Canal	110	70	SD
L-22-F	96C	Black Draw	115	48	SD
L-24-F	101A	Purgatoire River	3	78	SD
M-24-B	101A	Draw	6	41	SD
M-24-I	101A	Draw	20	64	SD
O-25-I	350A	Draw	7	48	SD
O-26-I	160C	Draw	445	72	SD
O-26-L	160C	Cat Creek	460	55	SD
L-26-AZ	196A	Amity Canal	18	70	FO
L-22-E	266A	Ft Lyon Storage Canal	3	48	SD
L-22-O	266A	Holbrook Canal	3	49	SD
M-21-B	350A	Lone Tree Arroyo	52	62	SD
M-21-C	350A	Hoe Ranch Arroyo	51	57	SD
M-22-Y	350A	Draw	57	49	SD
N-21-C	350A	Draw	47	48	SD
N-21-F	350A	Sheep Canyon Arroyo	49	43	SD

Source: CDOT

Map 10: Bridge Conditions

Source: CDOT 2005 Dataset



Fatal Crash Rate by Corridor

Current funding levels used in the 2030 Plan resulted in an estimated performance level of an average fatal crash rate of 1.47 per 100 million vehicle-miles of travel (VMT). Comparing a corridor's rate against the average crash rate could be an indicator of the relative safety of the corridor and this measure compensates for high volume highways. Therefore – from a planning perspective – a relatively high crash rate will help identify areas that should be given further analysis. However, many factors play into actual decisions on where to make safety improvements, such as cost-benefit analysis, type of crash, and crashes caused by driver behavior, etc. Vehicle crashes may have any combination of three causes: driver error (i.e. driving too fast for conditions), vehicle failure (i.e. loss of brakes), or highway design (i.e. poor sight distance). With this in mind, not all crashes can be prevented by highway improvements. The following table shows the 2005 VMT data, the number of crashes in each corridor for the 1999-2003 time period, and the calculated five-year average fatal crash ratio for each corridor.

Table 8: Fatal Crash Rates by Corridor

Corridor Name	Beginning Mile Post	End Mile Post	Daily VMT (2005)	Total Fatal Crashes	Fatal Crash Rate (per 100 MMVMT)
SH 266	0.000	11.516	5,147	1	10.53
SH 101	0.000	21.413	6,451	1	8.33
US 160	431.691	496.999	40,912	6	8.05
SH 89	0.000	34.34	8,447	1	6.45
US 385	95.055	135.413	24,981	2	4.40
US 350	37.357	72.999	15,778	1	3.45
SH 96	87.888	207.454	80,344	5	3.41
SH 109	28.000	65.768	29,828	2	3.37
SH 71	0.000	48.65	38,089	2	2.88
SH 10	43.049	71.968	24,705	1	2.22
SH 287	0.000	122.775	352,494	11	1.71
US 50	348.843	467.583	541,311	15	1.52
SH 100	0.000	0.419	NA	0	0.00
SH 116	0.000	32.322	NA	0	0.00
SH 167	0.000	4.86	NA	0	0.00
SH 183	0.000	1.000	NA	0	0.00
SH 194	0.000	19.997	NA	0	0.00
SH 196	0.000	35.637	NA	0	0.00
SH 202	0.000	2.999	NA	0	0.00
SH 207	0.000	5.935	NA	0	0.00
US 50Z	0.000	2.603	NA	0	0.00

Source: CDOT

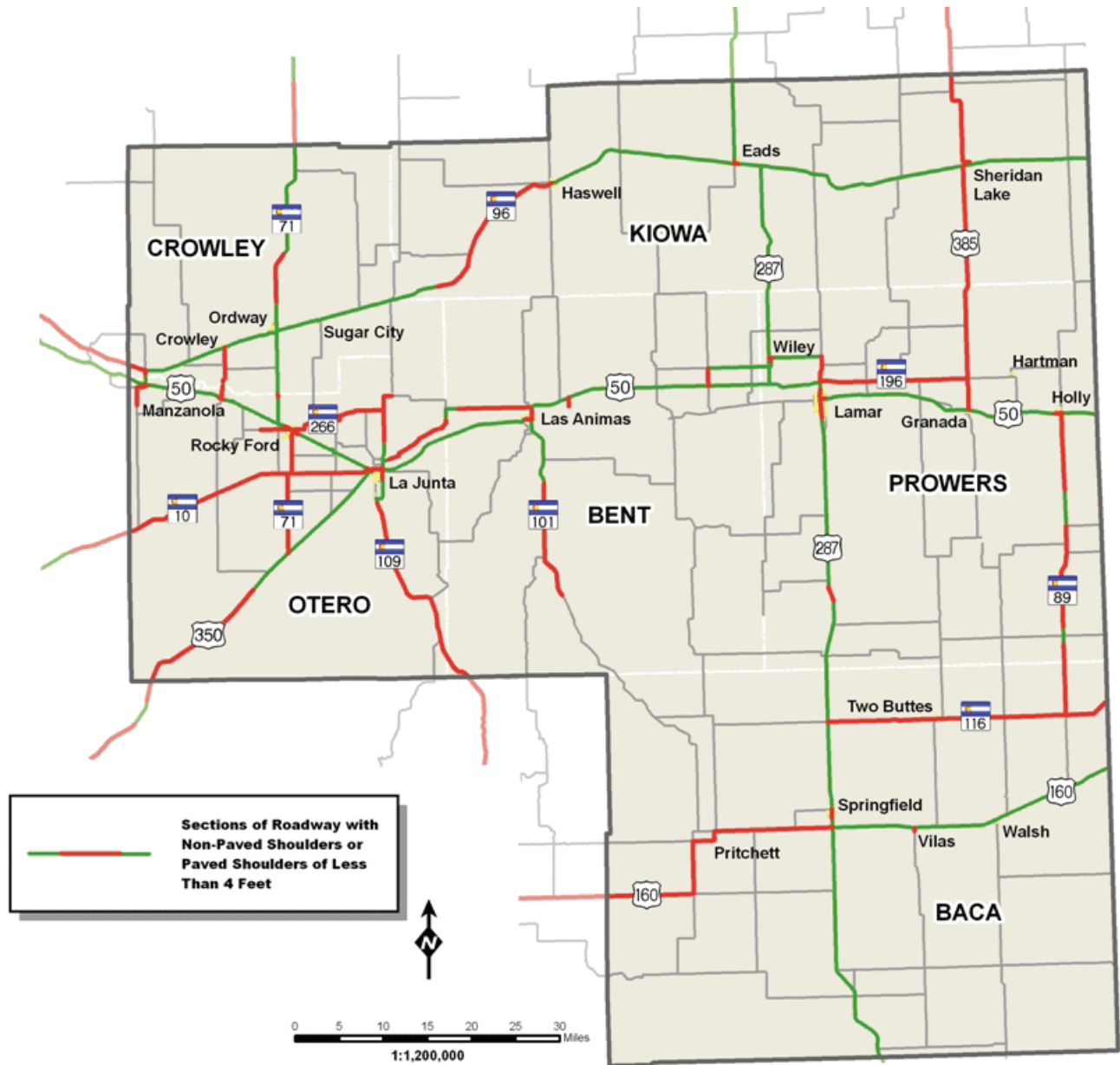
Paved Highway Shoulders

Paved shoulders play an important part in improving safety conditions. In addition, many cyclists enjoy riding on the region's highways and often utilize paved shoulders when they are present. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. Map 11 shows state highways that lack a minimum 4 ft. paved shoulder perceived to provide the minimum margin of safety.

It is the policy of CDOT to incorporate shoulder improvements to enhance safety for the motoring public and bicyclists along state highways whenever an upgrade of the roadways and structures is being implemented and is technically feasible and economically reasonable. See Map 11 for Highway Shoulders.

Map 11: Highway Shoulders

Source: CDOT 2005 Dataset



Commercial Truck AADT

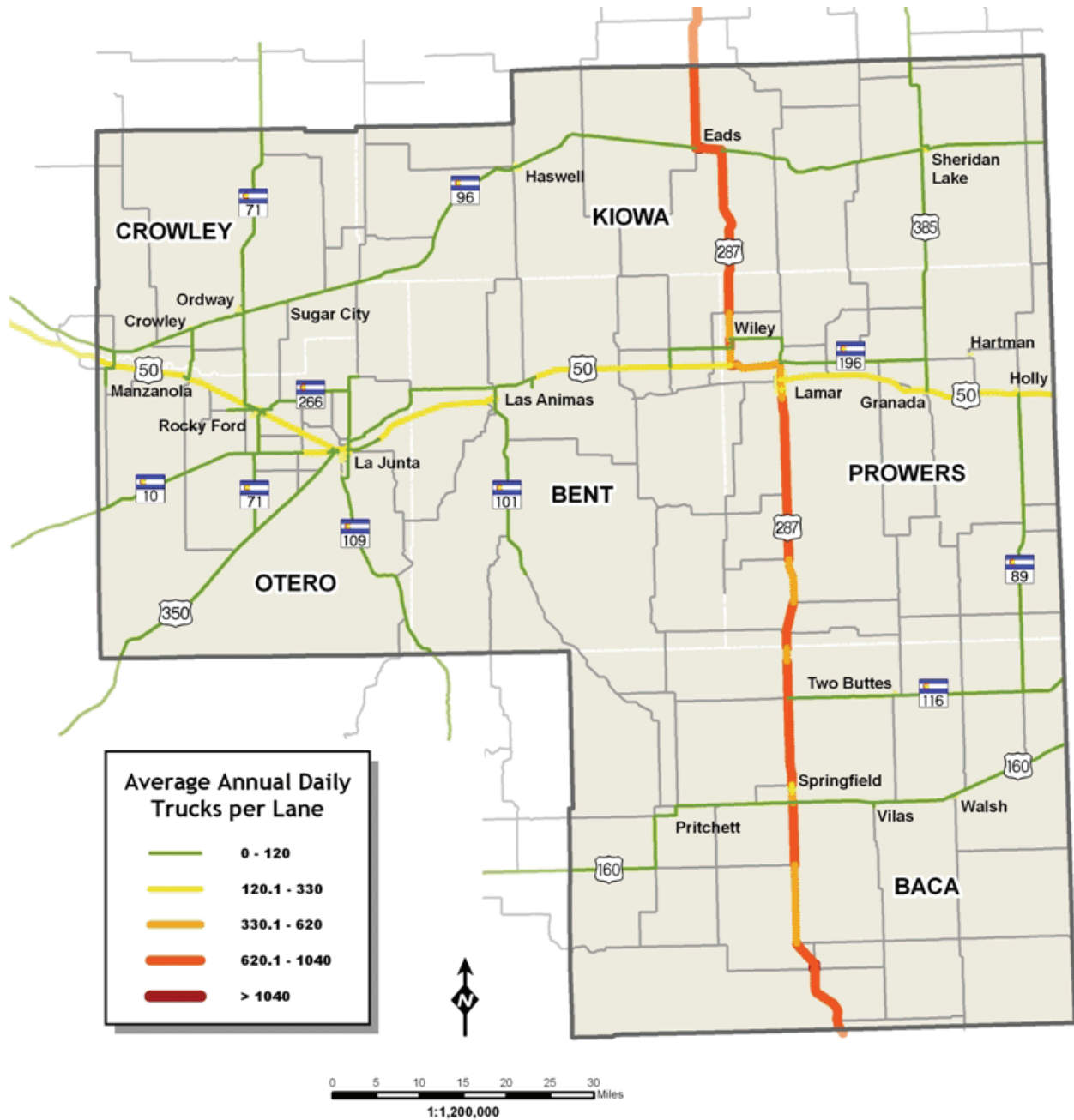
Maps 12 and 13 provide a comparison of growth in Commercial Truck Average Annual Daily Traffic (AADT) from 2005 to 2035. The truck volumes have been normalized by the number of lanes to compensate for greater capacity on four or six lane facilities. The map shows the number of trucks per lane per day.

Hazardous Material Routes

Four major routes in the region are designated as hazardous materials routes. They are SH 71, SH 10, US 50, and US 287. Transporters of all hazardous materials listed in Table 1 of the Colorado Code of Regulations (CCR), Part 172 and must adhere to these designated routes if the quantities being transported are over certain regulated amounts or in certain types of containers. Exceptions may be granted under some conditions. Information permits, and complete regulations are available for the Colorado State Patrol at <http://csp.state.co.us/HazMat.htm>. Map 14 depicts the designated hazardous material routes.

Map 12: 2005 Commercial Truck AADT

Source: CDOT 2005 Dataset



Map 13: 2035 Commercial Truck AADT

Source: CDOT 2005 Dataset



Map 14: Hazardous Material Routes

Source: CDOT 2005 Dataset



Airport Operations

There are six general aviation airports in the Southeast Region that are open to the public. They are located near the communities of Lamar, La Junta, Las Animas, Holly, Springfield and Eads.

The general aviation airports contribute to the region's mobility and access to services as well as help to support economic activity. Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flight, airport maintenance and administration, etc.

General aviation airports also accommodate many visitors to the region. Like commercial service visitors, those who arrive via private aircraft partake in various recreational and business activities. Table 9 describes the region's airport facilities and operations.

Airports

Map 15 shows the location of the six airports in the TPR at Lamar, La Junta, Las Animas, Holly, Springfield and Eads.

Table 9: Regional Airport Operations

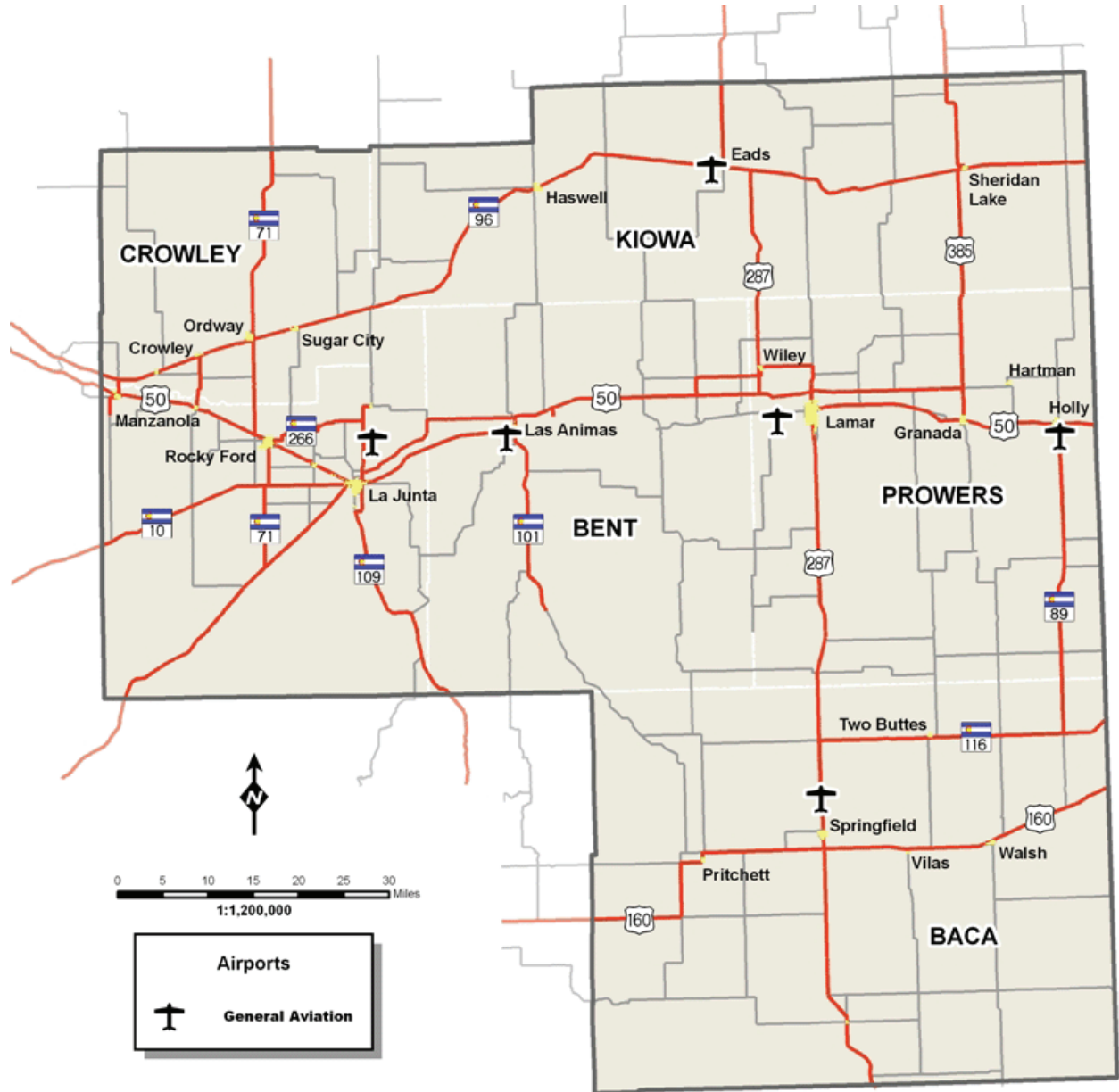
Airport	Springfield Municipal Airport	Holly Airport	Las Animas	Eads Airport	La Junta Municipal Airport	Lamar Municipal Airport
Airport Attribute	Springfield	Holly	Las Animas	Eads	La Junta	Lamar
FAA Classification	-	-	-	-	General Aviation	General Aviation
Functional Level	Intermediate	Minor	Minor	Intermediate	Intermediate	Major
Annual Enplanements	N/A	N/A	N/A	N/A	N/A	N/A
Based Aircraft	6	N/A	N/A	6	12	26
Annual Operations	2,560	N/A	N/A	2,520	6,900	16,160
# of Runways	1	1	1	1	3	2
Runway ID	17/35	17/35	8/26	17/35	12/30 8/26	18/36 8/26
Length in Feet	5,000	4,140	3,870	3,860	5,800 6,848	6,304 5,001
Width in Feet	60	40	40	60	60 75	100 60
Surface Type	Concrete	Gravel	Asphalt	Asphalt	Asphalt	Concrete
Lights	MIRL	LIRL	None	MIRL	MIRL	MIRL
Approach Lights	Yes	Yes	No	No	Yes	Yes

Lights: LIRL – Low Intensity Runway Lights, MIRL – Medium Intensity Runway Lights

Source: Colorado Aviation System Plan 2005

Map 15: Airports

Source: CDOT 2005 Dataset



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.

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 the Southeast Region in both directions with stops in Lamar and La Junta. Map 16 shows the rail locations.

Freight Rail Service

Victoria Southern Towner (VST) Rail, Union Pacific (UP) and Burlington Northern Santa Fe provide freight rail service in the Southeast TPR.

Rail Abandonments

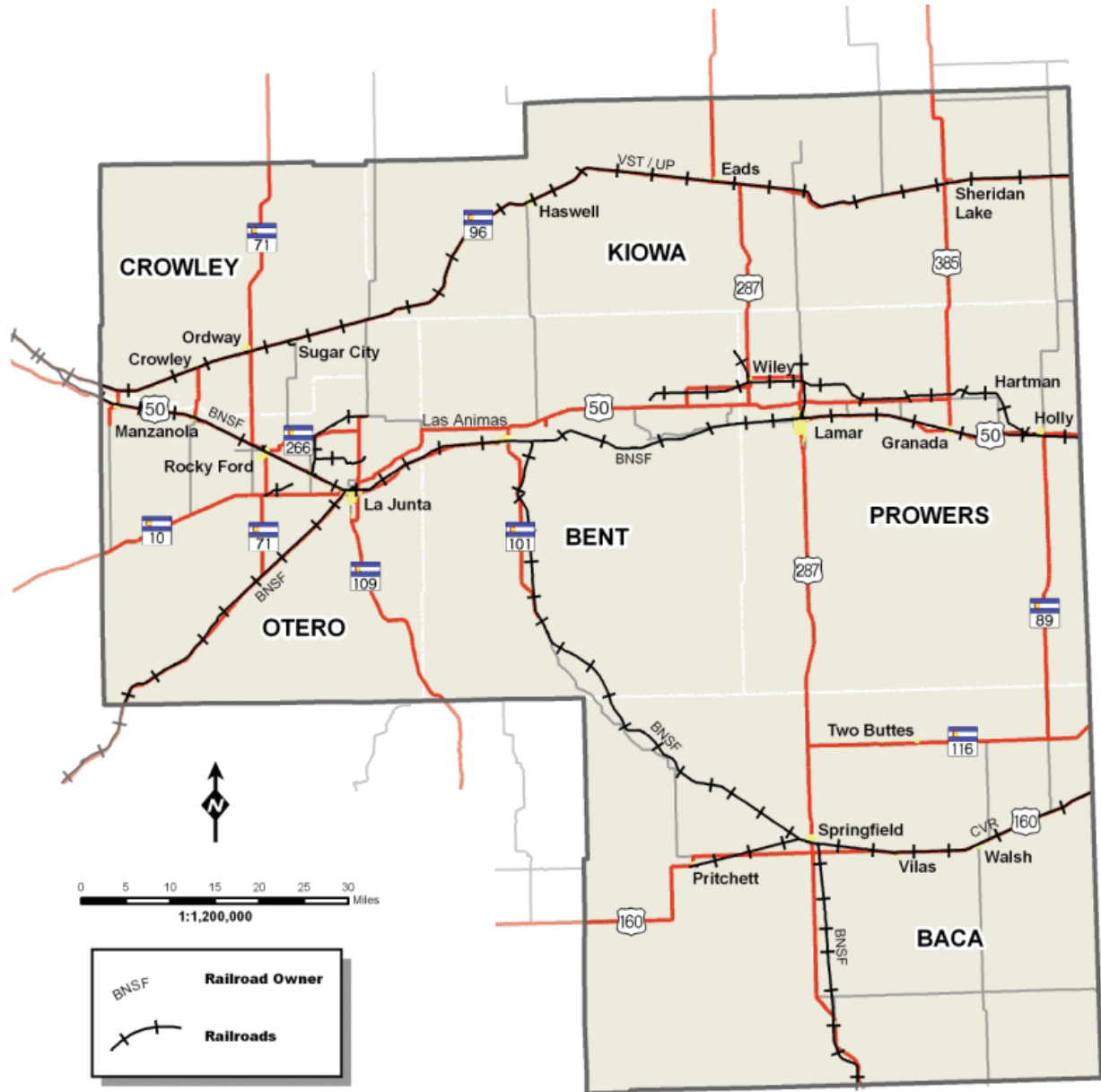
No known rail abandonments are in process.

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 CDOT, 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.

Map 16: Railroads

Source: CDOT 2005 Dataset



Designated Bike Routes

Non-motorized access to recreational areas, historic sites, public lands, and the communities within the TPR are important to the region's quality of life. The region's highways, local roads, primitive roads, and trails network are the primary systems for non-motorized travel.

Many cyclists enjoy riding on the region's highways. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. Map 11 shows state highways with paved shoulders wider than four feet, the minimum perceived safety margin.

It is the policy of CDOT to incorporate the necessary shoulder improvements to enhance safety for both the motoring and non-motoring public along state highways whenever an upgrade of the roadways and structures is being implemented and is technically feasible and economically reasonable.

In addition to the opportunities afforded bicyclists on the state highway system, there is an extensive existing trail system that links open spaces and provides safe access to schools, shopping facilities and recreational areas. The primary challenge for communities is to develop plans and funding options to enhance, extend and connect these systems to create a seamless non-motorized system. In addition to significant local contributions, funding from the Transportation Enhancements Program has been and is expected to continue to be a major source of funding for non-motorized trail projects.

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

Transit System

This section reviews the existing transit systems, facilities, and services; analyzes the transit service gaps; and estimates the overall transit demand within the Southeast TPR. This information will be used in the development of transit strategies to meet the demand and service gaps for the transit-dependent and general public populations.

Transit Providers Overview

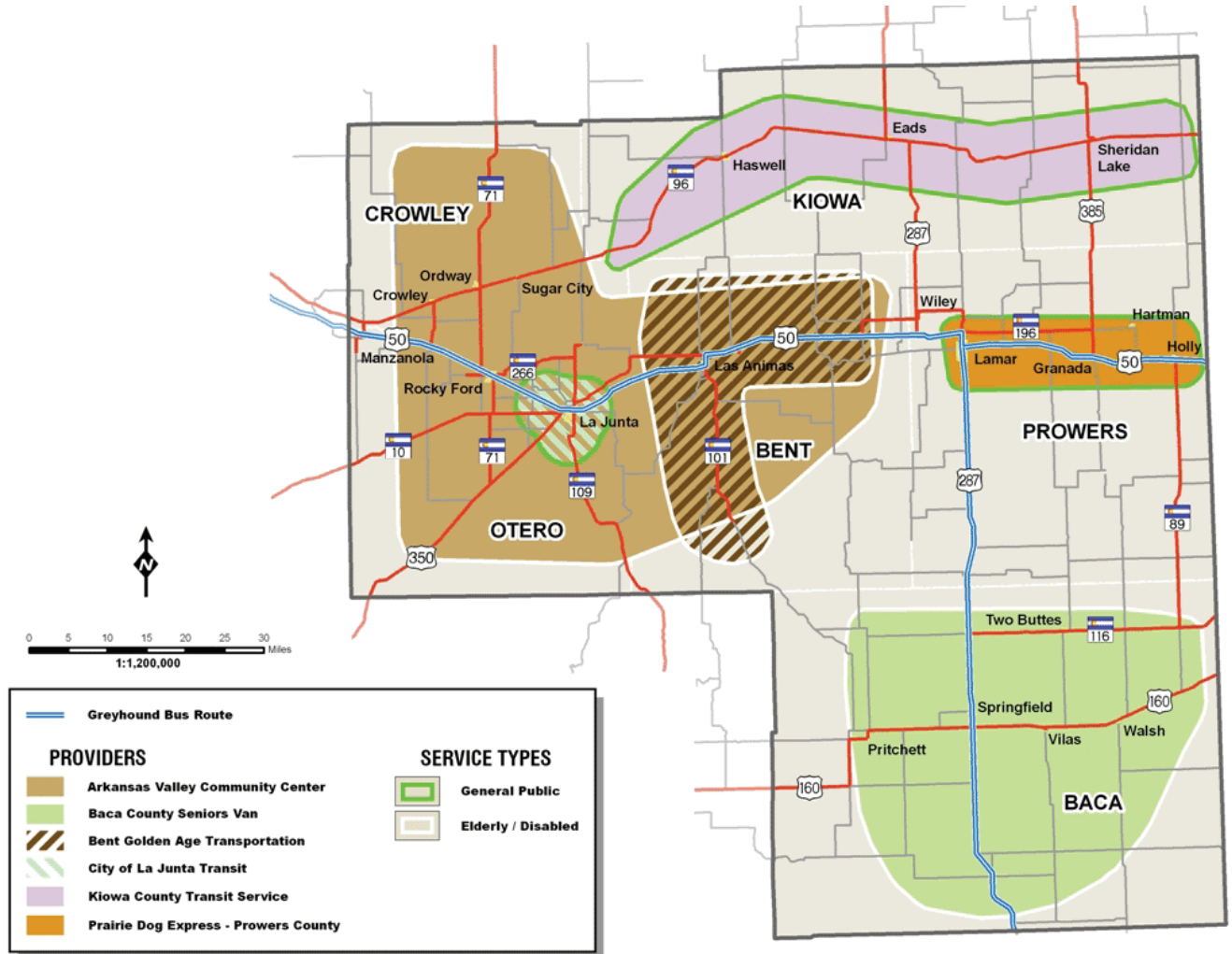
With the lack of access to employment, medical facilities, and shopping for the aging and low-income populations, public transportation systems represent an important element for access and mobility in the region. The Southeast TPR is currently served by six traditional transit “providers.” There are other non-traditional providers. These agencies provide some type of transportation service to meet client needs. Not all providers in the area are referenced due to the lack of information provided by these agencies, however most of the primary agencies did provide updated information concerning operating and capital costs, revenues, and ridership. Map 17 illustrates the areas served by these agencies.

Transit Provider Profiles

This section provides one-page profiles of each major transit service provider within the Southeast TPR. The profile includes service and operating characteristics, agency information, funding types, ridership trends, and performance measures.

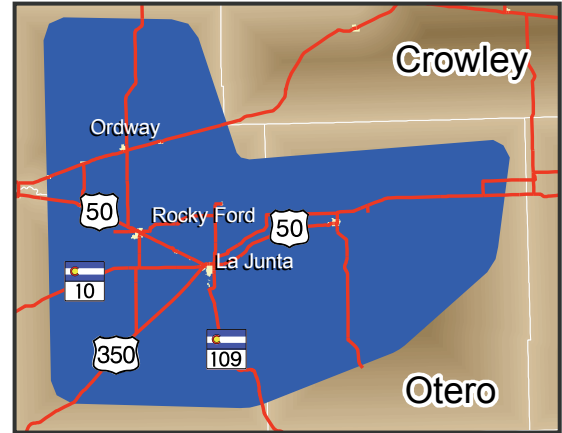
Map 17: Transit Providers

Source: CDOT 2005 Dataset



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 developmentally-disabled clients in Bent, Crowley, and Otero Counties. AVCC also provides a scheduled service between Rocky Ford and La Junta. Operating hours are from 6:30 a.m. to 5:30 p.m. for the scheduled service. Fares for the scheduled service are \$0.50 in town and \$1.00 between cities. At this time the agency has not provided any information on existing data. The information present in this profile is based on the 2001 Southeast Transit Element.



Agency Information

Type of Agency: Private / Nonprofit

Type of Service: Demand-response

Funding Type: Not Available

Eligibility: Agency provides demand-responsive and subscription transportation services to local disabled clients.

Operating Characteristics

Size of Fleet: N/A

Annual Operating Budget: \$97,000 (in 1999)

Annual Passenger-Trips: 21,600 (in 1999)

Operating Days and Hours: Monday through Friday, 6:30 am to 5:30 pm

Performance Measures

Cost per Service Hour: \$21.0 (in 1999)

Cost per Passenger-Trip: \$4.68 (in 1999)

Passenger-Trips per Service Hour: 4.68 (in 1999)

Ridership Trend: not available

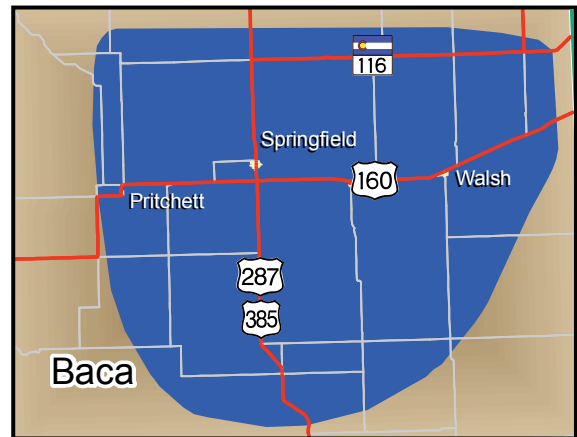
Contact for Schedules and Information

1500 San Juan, La Junta, CO 81505

E-mail: Not Available

Baca County Senior Transportation

The senior bus offers demand-responsive, door-to-door service to all Baca County residents who are 60 years of age and over and to persons who are not able to drive themselves to the doctor, grocery store, drug store, or any kind of appointments. The bus goes to each town during the week: Monday-Walsh and Vilas, Tuesday-Springfield, Wednesday-Two Buttes, Thursday-Campo, and Friday-Pritchett. A \$2.00 donation is requested.



Agency Information

Type of Agency: Government/Public-Single Entity

Type of Service: Demand-response

Funding Type: Federal OAA Title III funds, County general funds

Eligibility: Agency provides demand-responsive and subscription transportation services to local seniors and the general public.

Operating Characteristics

Size of Fleet: 1 Body on Chassis

Annual Operating Budget: \$35,406

Annual Passenger-Trips: 19,231

Operating Days and Hours: Monday through Friday, 8:30 am to 5:00 pm

Performance Measures

Cost per Service Hour: \$17.77

Cost per Passenger-Trip: \$1.84

Passenger-Trips per Service Hour: 9.65

Ridership Trend: not available

Contact for Schedules and Information

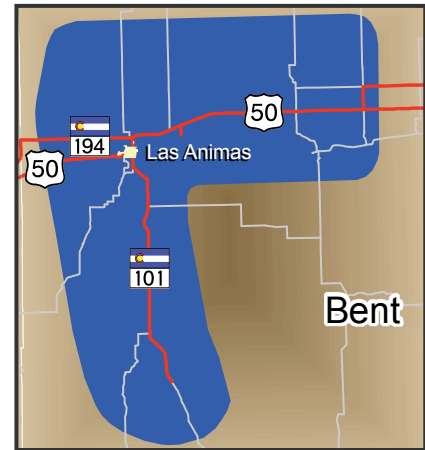
Jodi Ricker, Tammy Newman, Valerie Millican,
741 Main Street, Springfield, CO 81073

Phone: 719-523-6532

E-mail: Not Available

Golden Age Transportation (GATS)

Golden Age Transportation Service (GATS) is a private, nonprofit agency based in Las Animas. The agency currently provides demand-response service for seniors in Bent County. Reservations must be made 24 hours in advance for the transit service. In August 2001, GATS began general public demand-response service. GATS has had some requests in the past from non-seniors for transportation and believes general public service will provide additional transportation options for other non-senior residents in the community.



Agency Information

- Type of Agency: Private / Nonprofit
- Type of Service: Demand-response
- Funding Type: FTA 5310, local and county general funds, and other grant funds
- Eligibility: Agency provides curb-to-curb demand responsive and subscription transportation services to senior citizens, people with disabilities and some general public.

Operating Characteristics

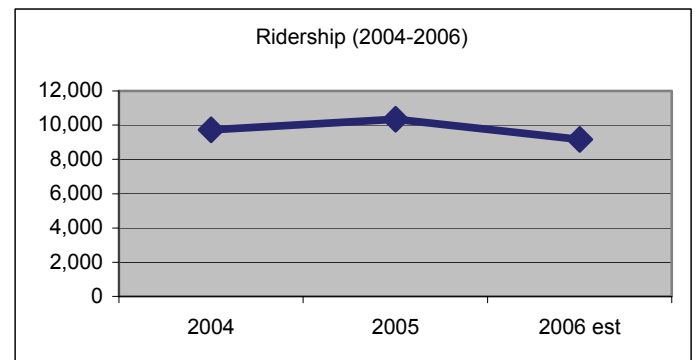
- Size of Fleet: 1 Bus
- Annual Operating Budget: \$29,975
- Annual Passenger-Trips: 10,340
- Operating Days and Hours: Monday through Friday, 8:00 am to 4:00 pm

Performance Measures

- Cost per Service Hour: \$14.69
- Cost per Passenger-Trip: \$2.90
- Passenger-Trips per Service Hour: 5.07
- Ridership Trend: See table @ right

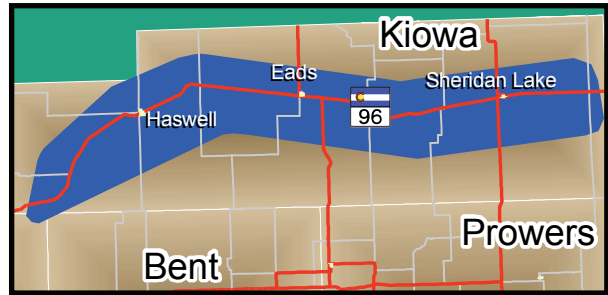
Contact for Schedules and Information

- Dee Siefkas
- P.O. Box 350 Las Animas, CO 81054,
- Call 719-456-1372, cell 719-469-0836
- E-mail not available



Kiowa County Transit

Agency provides rural demand responsive transportation for county residents that are transportation disadvantaged, including seniors, low income, and general public. The service provides access to social services, medical treatment, outreach programs, and other services that enhance the quality of life for participants.



Agency Information

Type of Agency: Government/Public-Single Entity

Type of Service: Demand-response

Funding Type: FTA 5310 and 5311 funds, and local and county general funds

Eligibility: Agency provides curbside-to-curbside demand-responsive and subscription transportation services to senior citizens, people with disabilities, and the general public.

Operating Characteristics

Size of Fleet: 4 Buses

Annual Operating Budget: \$27,975

Annual Passenger-Trips: 1,088

Operating Days and Hours: Monday through Friday, hours varies

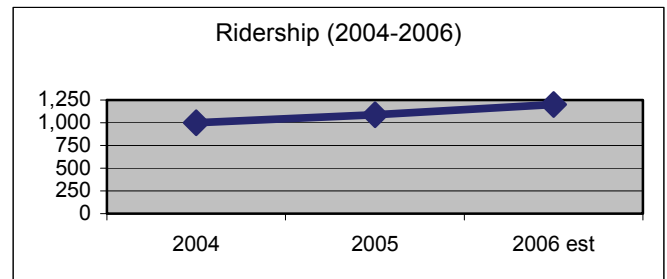
Performance Measures

Cost per Service Hour: \$12.94

Cost per Passenger-Trip: \$25.71

Passenger-Trips per Service Hour: 0.5

Ridership Trend: See table @ right



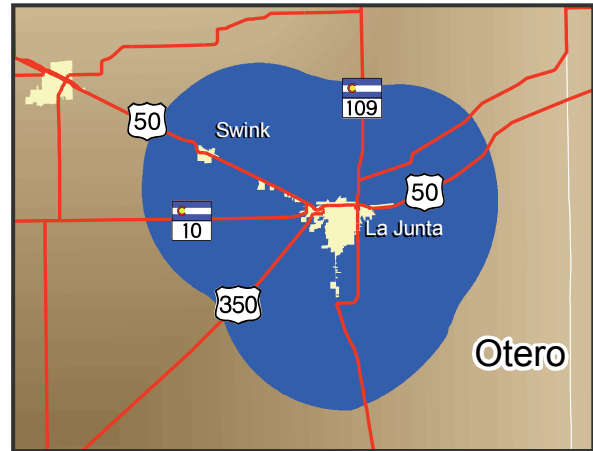
Contact for Schedules and Information

Donald Oswald at P.O. Box, 1305 Goff Street,
Eads, CO 81036. Call at 719-438-5810

E-mail: thecommissioners@kiowacountycolo.com

City of La Junta Transit

La Junta Transit provides modified fixed-route and demand-responsive transportation services within the service area. 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.



Agency Information

Type of Agency: Government/Public-Single Entity

Type of Service: Fixed-route and demand-response

Funding Type: FTA 5310 and 5311 funds, and local and county general funds

Eligibility: Agency provides fixed-route service to the general public and curb-to-curb demand-responsive and subscription transportation services to senior citizens and people with disabilities.

Operating Characteristics

Size of Fleet: 3 Buses

Annual Operating Budget: \$191,305

Annual Passenger-Trips: 15,797

Operating Days and Hours: Monday through Friday, 8 am to 4:30 pm

Performance Measures

Cost per Service Hour: \$50.30

Cost per Passenger-Trip: \$12.11

Passenger-Trips per Service Hour: 4.15

Ridership Trend: Not Available

Contact for Schedules and Information

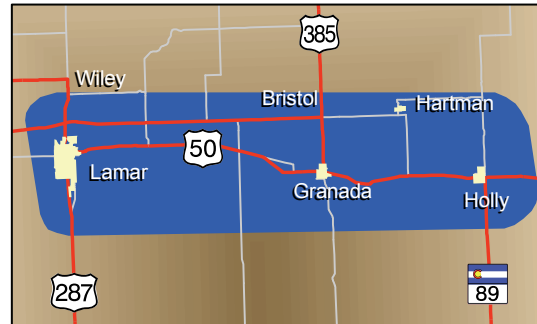
Dawn Marsh at P.O. Box 489, 102 E. 2nd Street, La Junta, CO 81050

Phone 719-385-5453

E-mail: dmarsh@ci.la-junta.co.us

Prowers Area Transit Service (PATS)

Prowers Area Transit Services (PATS) is a community-based transit system providing general public service within the boundaries of Prowers County. Clients include seniors, persons with disabilities, low-income persons, and the general public. Service includes transportation to health, nutrition, business, shopping, and recreational activities. Three types of service are provided by PATS: demand-response service, contract services, and special trips. The demand-response service operates with advance reservations. Five buses operate Monday through Friday from 7:30 a.m. to 5:00 p.m. Within Lamar, the bus fare is \$1.50. Outlying areas (Holly, Granada, Bristol, Hartman, or Wiley) to Lamar cost \$6.00 for a round-trip that includes one stop within the City of Lamar. Discount ride coupons are also available for purchase.



Agency Information

Type of Agency: Government/Public-Single Entity

Type of Service: Demand-response

Funding Type: FTA 5310 and 5311 funds, Federal OAA Title III, local and county general funds, Colo. Div of Development Disabilities, private funding, user fees/contributions, and other grant funds

Eligibility: Agency provides door-to-door demand-responsive, and subscription transportation services to senior citizens, people with disabilities, and the general public.

Operating Characteristics

Size of Fleet: 5 Buses

Annual Operating Budget: \$233,512

Annual Passenger-Trips: 25,375

Operating Days and Hours: Monday through Friday, 7:30 am to 5:00 pm

Performance Measures

Cost per Service Hour: \$24.33

Cost per Passenger-Trip: \$9.20

Passenger-Trips per Service Hour: 2.64

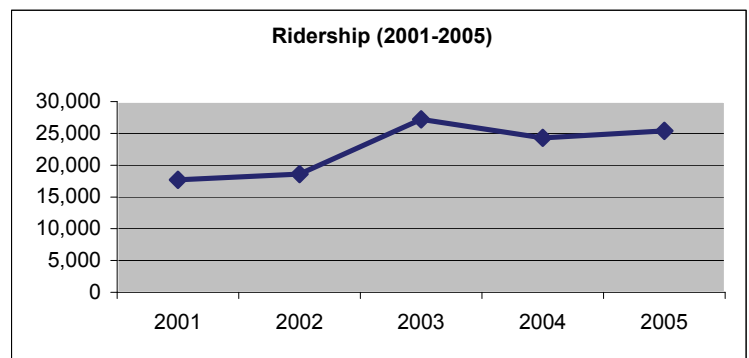
Ridership Trend: See table @ right

Contact for Schedules and Information

DeAnne Tyner

407 E. Olive Street, Lamar, CO 81052,
phone 719-336-8039

E-mail: dytyner@prowerscounty.net



Other Providers

The following are those providers that did not participate in the survey for the 2035 Transportation Plan or that LSC was unable to contact for updated information. The information below is based on the 2030 Transit Elements.

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 habits and exercise.

Transportation is provided for clients to the meal sites, shopping, medical appointments, and other locations. The SAGE program allows persons in the outlying areas access to information and program services.

Participants must be age 60 or older to be eligible for the program. 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, Wiley, 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.

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.

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 for 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, 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.

Intercity Services

In addition to the transit service providers discussed previously, TNM&O/Greyhound Bus Lines provides for intercity transit needs to Texas, New Mexico, and Oklahoma. There is one bus to Denver and one bus to Albuquerque every day.

Amtrak services the region through the station in La Junta, with daily trains to Chicago and Los Angeles. The Los Angeles train departs La Junta at 8:30 a.m. The Chicago train departs La Junta at 8:23 p.m.

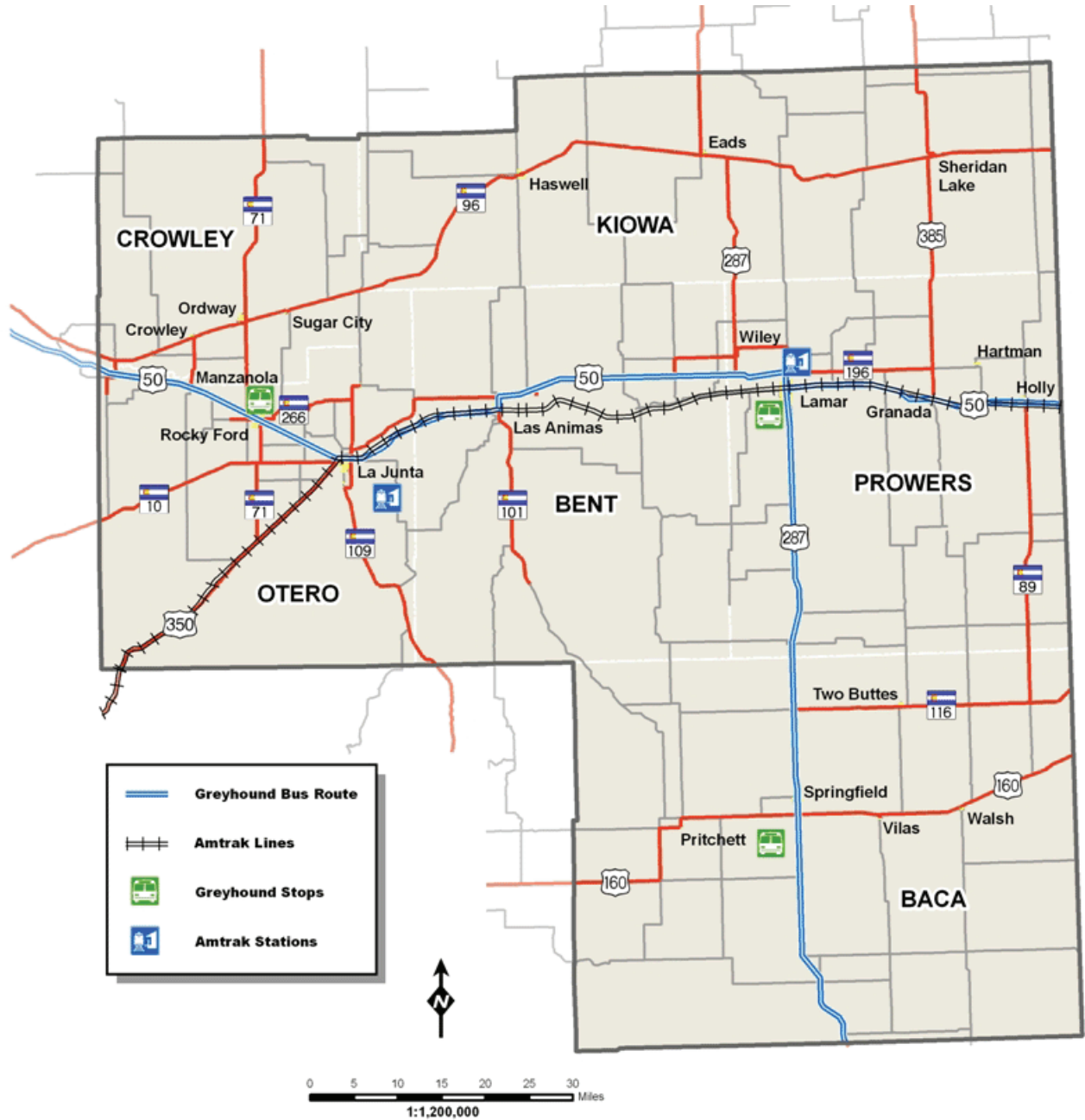
Intermodal Facilities

The Southeast TPR has several opportunities for multimodal and intermodal travel. Residents of the region may use a combination of private automobiles, transit/ bus, train, pedestrian, or bicycle modes. Freight goods arrive by train and truck, and are distributed throughout the region by truck.

Intermodal facilities include truck transfer facilities, intercity/local transit, and train stations. Map 18 shows the intermodal connections within the region for train and bus stations.

Map 18: Intermodal

Source: CDOT 2005 Dataset



Transit Needs Analysis

Methodology

This section presents an analysis of the need for transit services in the Southeast Region based upon standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this chapter will be utilized throughout the study process. Two methods are used to estimate the maximum transit trip need in the Southeast TPR as described below.

Mobility Gap - The mobility gap methodology developed by LSC Transportation Consultants, Inc. identifies the amount of service required in order to provide equal mobility to persons in households without a vehicle as for those in households with a vehicle. The estimates for generating trip rates are based on the 2001 National Household Travel Survey (NHTS) data and Census STF3 files for households headed by persons 15-64 or 65 and over in households with zero or one or more vehicles. After determining the trip rates for households with and without vehicles, the difference between the rates is defined as the mobility gap. The mobility gap trip rates range from 1.42 for age 15-64 households and 1.93 for age 65 or older households. By using these data, the percent of mobility gap filled was calculated.

Rural Transit Demand Methodology (TCRP Model) - An important source of information and the most recent research regarding the demand for transit services in rural areas and for the elderly or disabled population is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC Transportation Consultants, Inc., represents the first substantial research into the demand for transit service in rural areas and small communities since the early 1980s. The TCRP study presents a series of formulas relating the number of participants in various types of programs in 185 transit agencies across the United States. The TCRP analytical technique uses a logit model approach to the estimation of transit demand, similar to that commonly used in urban transportation models. The model incorporates an exponential equation that relates the service quantity and the area demographics. Detail of the formula of this process are presented in **Appendix C**.

The TCRP analysis procedure considers transit demand in two major categories: “*Program demand*,” which is generated by transit ridership to and from specific social service programs, and “*Non-program demand*,” which is generated by the other mobility needs of the elderly, disabled, and low-income population. Examples of non-program trips may include shopping, employment, and medical trips.

The methodology for forecasting “program demand” transit trips involves two factors: 1) determining the number of participants in each program, and 2) applying a trip rate per participant using TCRP demand methodology. The program demand data for the Upper Front Range TPR were estimated based on the methodology presented in TCRP Report 3. The available program data include the following programs: Developmentally Disabled, Head Start, job training, mental health services, sheltered work, nursing homes, and Senior Nutrition.

As with any other product or service, the “non-program demand” for transit services is a function of the level of supply provided. In order to use the TCRP methodology to identify a feasible maximum demand, it is necessary to assume a high supply level measured in vehicle-

miles per square mile per year. The high supply level is the upper-bound “density” of similar rural services provided in the United States. The assessment of demand for the rural areas, therefore, could be considered to be the maximum potential ridership if a high level of rural service were made available throughout the rural area. The TCRP methodology is based on the permanent population. Therefore, the TCRP methodology is a good demand analysis technique to use for the study area. A maximum level of service for the cities of study area would be to serve every portion of the region with four round-trips (eight one-way trips) daily Monday through Friday. This equates to approximately 2,400 vehicle-miles of transit service per square mile per year.

Feedback from the local transit providers and the residents within the community also plays a critical role in the planning process. The forum meetings and the transit provider information received helped identify the qualitative needs for this process.

Regional Transit Needs Summary

Various transit demand estimation techniques were used to determine overall transit need and future transit need. Transit needs are based upon quantitative methods which were detailed in the Transit Needs Estimation Memorandum submitted to CDOT. Additionally, the estimation techniques are further defined in the Local Human Service Transportation Coordination Plans developed as part of the overall 2035 Update. Please refer to those documents for greater detail on the methods for estimating needs. Additionally, the Local Plans contain background information on the transit dependent population including low-income, disabled, and elderly persons.

While this section does not specifically detail these populations’ needs, they are inclusive of the methods used in this section. The various methods for estimating current need are summarized in the following section. It should be noted that these techniques give a picture of the needs in the region based upon available demographic data.

Table 10 provides a summary of the Southeast TPR’s transit need using the Mobility Gap and TCRP Model. Based upon the information presented in this chapter, a reasonable level of need can be estimated for the area. Transit need using these methods estimates the approximate need as:

- Approximately 1.3 million annual one-way passenger-trips for the Southeast Region.
- 96 percent of the need is not being met.

This is not to say that transportation providers are not doing everything in their power to provide the highest levels of service possible. However, given the constraints of funding and other extraneous factors, it is impossible to meet all the need that could possibly exist in any area. This section has presented estimates of transit need based upon quantitative methodologies. The results are not surprising or unrealistic given LSC’s past work in similar areas. As stated, no area can meet 100 percent of the transit need; however, every attempt should be made to meet as much of the demand as possible, in both a cost-effective and efficient manner.

Table 10: Summary of Need Estimation Techniques

Methodology	Estimated Annual Need
Mobility Gap	863,000
Rural Need Assessment	550,000
Total Annual Need	1,299,000
Annual Trips Provided	49,000
Need Met (%)	4%
Unmet Need (%)	96%

Note: Estimate are updated from the Transit Needs and Benefits Study (TNBS), 1999
Source: LSC, 2006

Transit Trends

Currently, transit trends for the region have not been updated. This is largely due to the fact that many of the local providers have not provided updated operating information. When this information becomes available, ridership trends can be examined.

Needs Identified by Agencies and Public

This section will address the qualitative needs of this area based on information we received through the forums and transportation provider information.

Public Forums and Agency Comments

Information from the Regional Transportation Forum, held in Lamar, discussed a variety of needs throughout the region. A series of questions associated with specific issues was asked of the participants. The following provides a summary of those issues, needs, and question responses not only from the forum, but also those needs identified by the individual agencies/providers:

- Regional service on US Highway 50 from Lamar through La Junta to Pueblo and the Front Range
- Intra-regional service on US Highway 385 from Baca and Kiowa Counties
- Intra-regional service on US Highway 50 from Lamar to La Junta and Rocky Ford
- Some rural portions receive no services in Prowers and Bent Counties
- Limited hours and days of service are provided
- Need for evening hours
- Need for weekend service
- Many of the providers do not provide all day service. They typically have scheduled trip times or 24-hour advance reservation requests.
- Rural seniors in remote areas need more transportation for a variety of needs
- Trips are not only needed for seniors, but other segments such as the low-income population for access to employment
- Prowers County requested need for the study to expand transit services under SB-1 funding

- Need to maintain the Amtrak rail service in Lamar and La Junta

Transit Service Gaps

This section presents a brief analysis of the service gaps and identified service duplication for the Southeast TPR. As mentioned previously, the Southeast TPR has many providers that serve primarily the elderly and disabled population, with some general public service. These identified gaps and duplication of services will be used in identifying service improvements for the area.

Identified Service Gaps

Gaps in service for this area relate to both the availability of funding and the lack of additional services. While there are six traditional providers in the region, each one mainly serves their region and a few segments of the local population. There are some general public transportation services in the region. Gaps in transportation service are geographic in nature, as well as lack of service to various market segments and time of day. Identified service gaps include the following:

Geographic Service Gaps

There are few areas throughout the rural portions of the Southeast TPR which do not have any type of transportation services. The major geographical gap is the link between providers in the region with areas outside the region. These include:

- Regional service on US Highway 50 from Lamar through La Junta to Pueblo and the Front Range.
- Intraregional service on US Highway 385 from Baca and Kiowa Counties.
- Intraregional service on US Highway 50 from Lamar to La Junta and Rocky Ford.
- Some rural areas receive no services in Prowers and Bent Counties.

Service Type Gaps

The largest service gap in the area is for general public and low-income individuals. While there are several providers, they generally provide special transportation services. General public transportation service within the Southeast TPR has limited service and hours of operation. The service gaps are:

- Limited hours and days of service are provided.
- Need for evening hours.
- Need for weekend service.
- Many of the providers do not provide all-day service. They typically have scheduled trip times or 24-hour advance reservation requests.
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips are not only needed for seniors, but other population segments such as low-income persons for access to employment.
- Prowers County has requested, under SB-1 funding, a study to expand transit services.
- Need to maintain the Amtrak rail service in Lamar and La Junta.

Identified Service Duplication

There are limited duplications of transportation service due to the service area of each agency. There is a limited overlap of the existing agencies and their services in the region. The Arkansas Valley Community Center is the one major provider that overlaps with the City of La Junta Transit service and GATS. The other three traditional transit providers' service areas do not come in contact with each other.

When the nontraditional transportation providers are included in this duplication analysis, there is a significant overlap in service area and type of service. This duplication of service is mainly along the US Highway 50 corridors. The overlap involves the Arkansas Valley Community Center, GATS, PATS, City of La Junta, and Kiowa Transit. There is no overlap of services from the nontraditional providers in Baca County at this time. This overlap allows for human service coordination opportunities.

General Strategies To Eliminate Gaps

As mentioned in the above section, there are geographic gaps in existing services as well as gaps in types of services.

Appropriate Service and Geographic Gap Strategies

The general service gap strategies to meet the needs of the area include the following:

- Expand service hours to include evening and weekend service by adding fixed-route services in the more urban areas and regional fixed-route service between the communities of the region.
- Use more economical vehicles to cut costs in order to expand service.
- Intraregional service along US Highway 50 from Lamar through La Junta to Rocky Ford, possibly by working with the Southeast Economic Development Agency.
- Create a regional transportation fixed route to the Front Range communities for medical trips, possibly by working with the Southeast Economic Development Agency.
- Expand service in Crowley County and the community of Sugar City.
- Intraregional service along US Highway 385 from Eads through Lamar to Springfield.
- Interagency agreement to operate the regional service to Pueblo

General Strategies To Eliminate Duplication

As stated, there is duplication of service areas in the region. Many of the agencies/organizations who provide their own transportation are restricted due to agency policy or funding, such as private nursing homes providing specific transportation to paying clients. There is still room to coordinate or create a more general public service for the region. The following are some strategies to deal with the duplication.

- Create a single regional transit provider. The participating agencies would pay for the single provider through interagency contracts and agreements. The new transit provider would operate all transportation service in the region.

- Develop a broker program to share rides between the agencies that can open their service to other agencies' clients or the general public.
- Have the nontraditional transportation providers contract transportation service with the traditional providers in the area.
- Note that the above strategies in many cases would depend on coordination efforts between the agencies. The next section details some coordination strategies that could be used in the region.

Coordination Strategies For Further Discussion

There may be general coordination strategies which could ultimately improve services in the area. The following discussion presents appropriate strategies which could be done within region:

Coordinating Council

Similar to a coalition, a coordinating council is made up of myriad agencies and partners with a common goal of coordinating transportation resources. This group differs from a coalition in the fact that it is primarily made up of agencies which have a need for service and other groups (such as local municipalities) specifically formed to accomplish a strategic goal (such as to implement a new service). The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area.

Benefits

- Allows for greater input from the key transportation agencies in the region.
- Allows the members to share information and knowledge on a one-on-one basis.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.

Implementation Steps

- Agencies interested in being members of the council need to meet and develop by-laws for the council.
- Council members need to elect a Chair and Vice-Chair.
- Council members need to develop a mission statement, vision, goals, and objectives.
- Council members need to set a date for the monthly or quarterly meeting.
- Timing: 1 to 3 years.

Coalitions

A coalition is a group of agencies and organizations that are committed to coordinating transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition could be either an informal or formal group which is recognized by the decision-makers, and which has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad-based purposes (such as to educate local communities about transportation needs).

Benefits

- Development of a broad base of support for the improvement of transit services in the region.
- The coalition is able to speak with the community and region's decision-makers, thereby increasing local support for local funding.

Implementation Steps

- Identify individuals in the region that are interested in improving transit's level of service and have the time and skills to develop a true grassroots coalition.
- Set up a meeting of these individuals in order to present the needs and issues that face the agencies.
- Agencies need to work with the coalition in order provide base information and data on the existing and future needs of transit across the region.
- Timing: 1 to 3 years.

Joint Planning/Marketing and Decision Making

Joint training programs between agencies—in everything from preventative maintenance to safe wheelchair tie-down procedures—can lead to more highly skilled employees. Joint training can lead to reduced training costs with agencies that each have a specialized trainer who can be responsible for one or more disciplines. For example: one agency could provide Passenger Assistance Training (PATs), one agency could specialize in preventative maintenance training, etc. Agencies can also purchase special training from reputable organizations/companies and allow other agencies' employees to attend. Costs are shared between the agencies.

Benefits

- Reduction in each agency's training budget.
- Increase in the opportunity for drivers and staff to learn from each other.

Implementation Steps

- Identify the training needs of each agency's staff.
- Identify the training courses that meet the greatest need.
- Identify the agency or organization/company that could provide the needed training.
- Identify the state and federal grants that could assist in paying for the training.
- Timing: 1 to 3 years.

Joint Grant Applications

Joint grant applications are where transit providers in the region agree that they will submit a single grant to the state and/or FTA for transit funding for their capital and operational needs.

Benefits

- Reduction in the amount of time that each agency needs to spend in developing a grant on their own.
- Allows for possible increase in local match funds for state and FTA transit funding.
- Agencies are able to use each other's knowledge in developing a grant.
- Implementation Steps
- Agencies need to review their needs and create a list of capital and operational requirements.
- Agencies need to itemize their lists and determine a priority of needs.
- Grant needs to be developed based on the priority lists.
- Grant needs to be approved by each of the agencies' boards/councils, along with approval of the local match.
- Interagency agreement needs to be approved to allow the grants to be passed through a single agency.
- Submit one final grant.

Vehicle Sharing

This level of coordination requires that agencies own and operate vehicles. Memoranda of understanding or Joint Agreements are needed for this element to work properly. Agencies that operate vehicles are able to share those vehicles with other agencies in a variety of circumstances, such as when one agency has a vehicle mechanical breakdown, when vehicles are not in use by one agency, or when capacity for a specific trip is not available.

Benefits

- Reduction in the overall local capital outlay.
- These funds can be shifted to cover operational costs or to increase the level of service.
- These funds can also be used for capital funding for facilities, equipment, and other capital assets.

Implementation Steps

- Each agency needs to identify their individual vehicle schedules and when their vehicles could be shared.
- Vehicle schedules listing the time the individual vehicles are available need to be created and distributed among the agencies.
- A system of tracking the vehicles that are being shared needs to be developed in order to track miles, hours, and maintenance of the vehicle.
- Timing: 3 to 6 years.

Centralized Functions (Reservations, Scheduling, Dispatch)

A single office would oversee the dispatching of vehicles and the scheduling of reservations for all of the participating transportation entities in order to provide transportation service within a geographic area.

Benefits

- Reduction in the duplication of administrative costs, based on an economy of scale.
- Increase in the marketability of the region's transit service.
- Allows for improved fleet coordination.

Implementation Steps

- Agencies need to meet in order to determine which agency will house the coordination effort.
- Identify each agency's level of funding to cover the cost of the dispatching service.
- Intergovernmental agreement needs to be created detailing the responsibility of each agency.
- Timing: 3 to 6 years.

Consolidated Transportation Program

A consolidated transportation program occurs when all transit services are provided by a single agency. This includes the vehicles, facilities, administration functions, maintenance, and operations.

Benefits

- Creation of an economy of scale, thereby reducing the cost per passenger, administrative costs, and operational costs.
- Increase in the level of local match funding available to obtain federal funding, through contract services provided to other agencies in the region.
- Reduction in the duplication of services and facilities.

Implementation Steps

- Intergovernmental agreement needs to be created detailing the level of service that will be provided by the single agency for the level of funding detailed in the contract.
- Each agency's council and/or board would need to approve the intergovernmental agreement.
- Create a new board for the consolidated agency that would be made up of the participating agencies and would oversee the service.
- Transfer all vehicles and facilities to the consolidated agency.
- Timing: 3 to 6 years or longer.
- The following table summarizes the estimated range of costs from strategies to eliminate gaps the transit service in the region.

Local Service Priorities

- The following are the service improvement potentials and priorities for the Southeast TPR.
- Short-Term Needs (1 to 5 Years)
- La Junta is expanding service at a cost of \$490,000 by 2035.
- Kiowa is adding 500 annual revenue-hours at an estimated 2035 cost of 372,000.
- Prowers is adding 500 annual revenue-hours at an estimated 2035 cost of \$436,000.
- GATS should implement hourly service in Bent County at an estimated 2035 cost of \$980,000.
- Create a regional transportation fixed route to the Front Range communities for medical trips, by working with the Southeast Economic Development Agency, at an estimated 2035 cost of \$1.2 million.
- Develop an interagency agreement to operate the regional service to Pueblo, by working with the Southeast Economic Development Agency, at no additional cost.

Long-Term

- Prowers is planning to develop regional service with 2,000 annual revenue-hours and weekend service with 1,200 annual revenue-hours at an estimated 2035 cost of \$1.6 million.
- Create intraregional service along US Highway 50 (US 50) from Lamar through La Junta to Rocky Ford, by working with the Southeast Economic Development Agency, at an estimated 2035 cost of \$2.35 million.
- Create intraregional service along US 385 from Eads through Lamar to Springfield at an estimated 2035 cost of \$1.2 million.

Coordination Potential and Priorities

There was limited discussion on the coordination potential and priorities. Only the following strategy was discussed by the group:

- Coordination of training programs, which would allow for increased efficiency and reduced costs for the local agencies. No additional cost will be required for the implementation of this strategy.

Table 11 presents the cost to eliminate the service and geographic gaps by agency type.

Table 11: Transit Gap Elimination

Agency Type	Cost (\$000)
Humans Service Providers	\$980
Transit Agency	\$2,904
Regional / Rail	\$4,792
Total	\$8,675

Source: LSC & CDOT 2007

SOCIOECONOMIC PROFILE

This plan compiles socioeconomic projections for 2035 for the TPR based on U.S. Census data and Colorado Department of Local Affairs projections and estimates. Since population is integrally related to travel demand, reviewing current demographic information in relation to projected future growth will give a broad indication of future travel demand potential within the TPR.

Population

Population in the region is anticipated to grow from 52,300 in 2000 to 59,302 in 2035 reflecting 13.4% total growth. The fastest growing counties in descending order are Prowers (20.9%), Bent (17.6%), Otero (15.4%), and Crowley (3.8%). Two counties are projected to lose population by 2035, Baca (-7.4%) and Kiowa (-3.8%).

Figure 3 helps visualize the relative growth by county across the region.

Table 12: Population Estimates and Forecasts

County	2000	2005	2010	2015	2020	2025	2030	2035
Baca	4,516	4,260	4,106	4,089	4,101	4,119	4,154	4,180
Bent	5,971	6,402	6,612	6,823	6,978	7,092	7,111	7,023
Kiowa	1,622	1,514	1,487	1,493	1,519	1,534	1,553	1,561
Crowley	5,513	5,817	5,799	5,809	5,820	5,848	5,814	5,722
Otero	20,244	19,718	20,342	21,297	22,211	22,774	23,121	23,368
Prowers	14,434	14,086	14,693	15,322	15,909	16,472	16,988	17,448
Regional Total	52,300	51,797	53,039	54,833	56,538	57,839	58,741	59,302

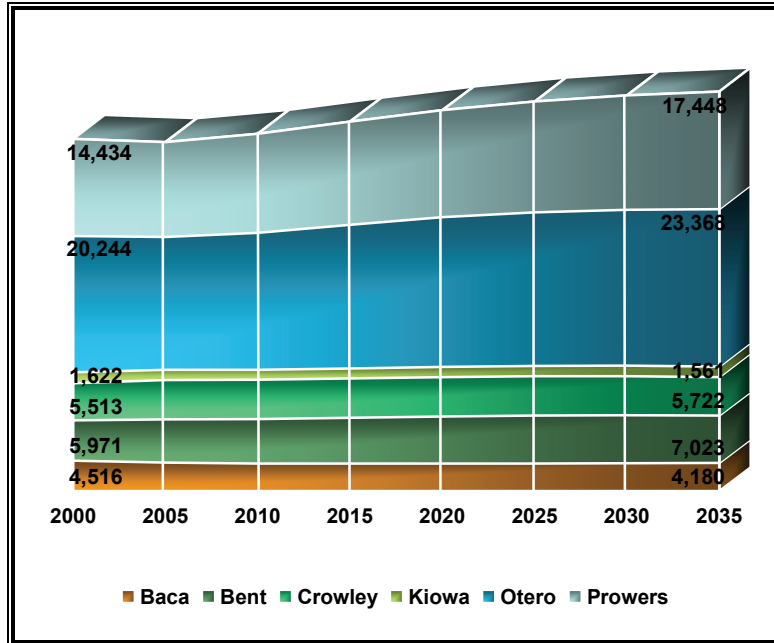
Source: Colorado Demography Section

Table 13: Average Annual Growth Rate

County	Total % Change from 2000-2035	Average Annual % Change from 2000 - 2030
Baca	-7.4%	-0.2%
Bent	17.6%	0.5%
Kiowa	-3.8%	-0.1%
Crowley	3.8%	0.1%
Otero	15.4%	0.4%
Prowers	20.9%	0.5%
Regional Total	13.4%	0.4%

Source: Colorado Demography Section

Figure 3: Population Estimates and Forecasts Graph



Source: Department of Local Affairs

Table 14: Household Characteristics, 2000 Census

County	Total HH	Avg. HH Size	% Individuals < 18	% Individuals > 65	% Disabled Individuals
Baca	1,905	2.33	24.5%	22.4%	21.6%
Bent	2,003	2.53	23.8%	15.9%	25.1%
Crowley	1,358	2.59	18.8%	10.8%	26.3%
Kiowa	665	2.40	25.9%	17.6%	21.3%
Otero	7,920	2.49	26.9%	16.5%	24.8%
Prowers	5,307	2.67	30.0%	12.6%	20.3%
Total	3,193	2.50	25.0%	16.0%	23.2%

Source: US Census 2000

Employment

Table 15 shows 2000 and 2035 Labor Force, and estimated total jobs, key indicators of the use of the transportation system.

Table 15: Jobs and Labor Force by County 2000 - 2035

County	Total Jobs				Labor Force			
	2000	2035	Total % Change	Average Annual % Change	2000	2035	Total % Change	Average Annual % Change
Baca	2,507	2,561	2.2%	0.1%	1,831	1,935	5.7%	0.2%
Bent	2,169	2,381	9.8%	0.3%	2,602	3,190	22.6%	0.6%
Kiowa	1,516	2,918	92.5%	1.9%	1,734	3,661	111.1%	2.2%
Crowley	907	1,293	42.6%	1.0%	735	790	7.5%	0.2%
Otero	9,352	11,910	27.4%	0.7%	8,962	11,292	26.0%	0.7%
Prowers	7,404	9,254	25.0%	0.6%	6,238	7,870	26.2%	0.7%
Region Total	23,855	30,317	27.1%	0.7%	22,102	28,738	30.0%	0.8%
Colorado Total	2,678,975	4,602,121	71.8%	1.6%	2,384,269	4,276,155	79.3%	1.7%

Source: US Census

Place of Work

In 2000, 85.1% of workers lived and worked in the same county, compared to 67% for the state as a whole. However, over 3,100 workers did travel to a different county for their job, presumably commuting on the region's highways. See Table 16.

Table 16: Place of Work by County - 2000

County	Workers 16 and Over	Worked in County of Residence	% Worked in County of Residence	Worked Outside County of Residence	Worked Outside State of Residence
Baca	1,990	1,876	94.3%	114	42
Bent	2,158	1,517	70.3%	641	9
Crowley	1,355	831	61.3%	524	7
Kiowa	737	628	85.2%	109	665
Otero	8,205	6,893	84.0%	1,312	53
Prowers	6,573	6,136	93.4%	437	147
Region Total	21,018	17,881	85.1%	3,137	923
Colorado Total	2,191,626	1,468,010	67.0%	723,616	21,033

Source: US Census

Means of Transport to Work

Table 17 provides more information about how people travel to work. Approximately 73% drove alone in their car to work, compared to 75% statewide in 2000. Carpooling is the next most common means of transportation to work, with approximately 13% carpooling. Public transportation provides only a minimal amount of work trips representing less than one percent of the work trips in the region.

Table 17: Means of Transport to Work for Workers 16 and Over by County

Means of Transport	Baca		Bent		Crowley		Kiowa		Otero		Prowers		Region		Colorado	
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Drove	1,385	69.6%	1,634	75.7%	977	72.1%	520	70.6%	6,114	74.5%	4,941	75.2%	15,571	73.0%	1,646,454	75.1%
Carpooled	264	13.3%	256	11.9%	185	13.7%	82	11.1%	1,167	14.2%	1,032	15.7%	2,986	13.3%	268,168	12.2%
Public Transportation.	0	0.0%	6	0.3%	8	0.6%	4	0.5%	47	0.6%	19	0.3%	84	0.4%	69,515	3.2%
Walked	109	5.5%	115	5.3%	87	6.4%	58	7.9%	439	5.4%	244	3.7%	1,052	5.7%	65,668	3.0%
Other means	30	1.5%	15	0.7%	15	1.1%	5	0.7%	46	0.6%	106	1.6%	217	1.0%	14,202	0.6%
Worked at home	202	10.2%	133	6.2%	83	6.1%	68	9.2%	392	4.8%	231	3.5%	1,109	6.7%	108,132	4.9%
Total	1,990	100%	2,159	100%	1,355	100%	737	100%	8,205	100%	6,573	100%	21,019	100%	2,191,626	100%

Low Income Areas

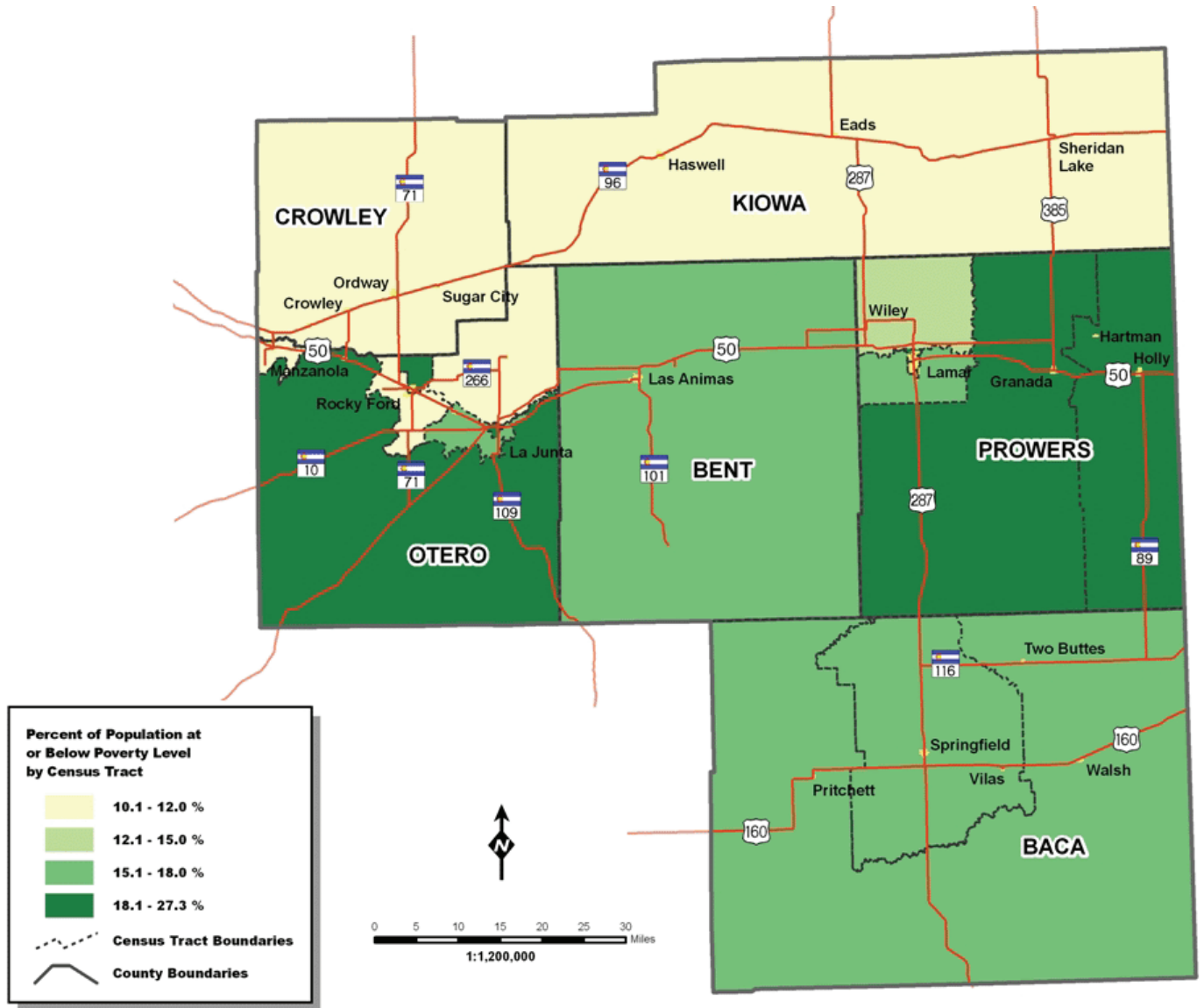
Map 19 shows the percentage of the population with household income below the Census-defined poverty level. About 17.3% of the region falls below the poverty level, nearly double the statewide average of 9.3%. For more information about how the Census defines poverty, see <http://www.census.gov/hhes/poverty/povdef.html>

Minority Status

The Hispanic/Latino population of the region is significantly more (30%) than the state average of 17%. Other groups represent an average of 4% of the population for the region. Map 20 shows the percentage of minority populations by Census tract.

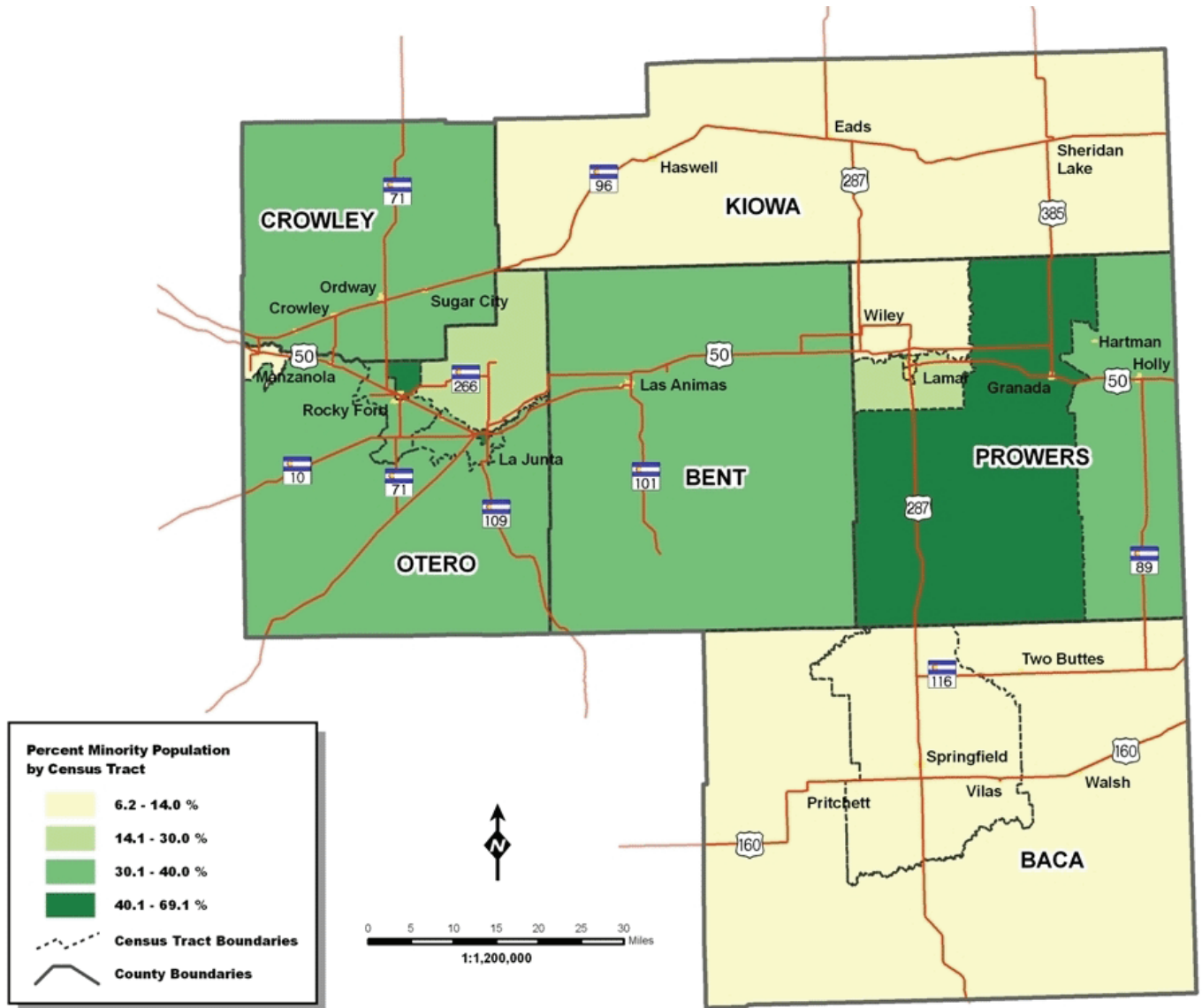
Map 19: Poverty by Census Tract

Source: CDOT 2005 Dataset



Map 20: Minority Status

Source: CDOT 2005 Dataset



ENVIRONMENTAL OVERVIEW

Environmental factors include not only natural resources such as water quality, air quality, and wildlife, but also wetlands, threatened and endangered species, noise, historic and cultural sites, hazardous materials sites, and recreational areas. The Colorado Department of Transportation's environmental principle states: *"CDOT will support and enhance efforts to protect the environment and the quality of life for all of Colorado's citizens in the pursuit of the best transportation systems and services possible."*

As an effort to avoid and minimize environmental impacts from transportation system improvements, CDOT is required to comply with the provisions of the National Environmental Policy Act (NEPA). NEPA is typically introduced at the earliest stage practicable and should identify areas where both natural and human environmental resources might be compromised as a result of a project. To further the importance of environmental issues, the South East TPR has created specific values towards preserving the quality of the natural environment.

Although the regional planning process does not require a complete or specific inventory of all potential environmental resources within the corridor, identifying general environmental concerns within the region will provide valuable information for project planners and designers. The information contained in this report will serve as the basis for a more in depth analysis, typically NEPA, as part of the project planning process. There are two components to this analysis:

- Identifying general resources within the region that have the potential to be impacted by projects, and
- Identifying agencies with responsibilities for resources within the region; examples may include, the US Forest Service, the US Bureau of Land Management, the Colorado Division of Wildlife, the State Historical Preservation Office, or the local Parks Department.

The information that follows identifies general environmental issues within the region. The fact that an issue is not identified in this review should not be taken to mean that the issue might not be of concern along a corridor. This section focuses on issues that are easily identifiable and/or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be addressed proactively so that the environmental concerns can be mitigated or incorporated into a project in a manner that supports the values of the citizens and communities the TPR serves.

Threatened or Endangered Species and Species of State Concern

In Colorado, there are 30 species of fish, birds, mammals and plants on the federal list of threatened or endangered species. The U.S. Fish and Wildlife Service identified another 10 as candidate species. In addition to the federally listed species, there are 16 additional species listed by the state as threatened or endangered and another 44 listed as State species of concern (Colorado Division of Wildlife, May 2004). Impacts can result from destruction of habitat, animal mortality (including from vehicle-wildlife collisions), fragmentation of habitat, or changes in species behavior such as altering foraging or denning patterns.

To comply with the federal Endangered Species Act, CDOT evaluates all possible adverse impacts and takes all necessary measures to avoid harming proposed, candidate and listed species before construction and maintenance activities begin. Impacts that are studied and determined to be unavoidable are minimized through highway design and construction techniques. Appropriate compensation is utilized after all reasonable avoidance and minimization techniques have been exhausted.

Senate Bill 40 (SB40) was created primarily for the protection of fishing waters, but it does acknowledge the need to protect and preserve the fish and wildlife resources associated with streams, banks and riparian areas in Colorado. This is accomplished through erosion control, water contaminate control, discharge conditions, construction procedures, vegetation manipulation and noxious weed control. These measures, when properly used, can ensure that Colorado waters remain conducive to healthy and stable fish and wildlife populations which depend on the streams of Colorado.

See Appendix B – Environmental for lists of species potentially affected by each corridor.

Air Quality

The Colorado Air Quality Control Commission, a division of the Colorado Department of Health and Environment, is responsible for developing and adopting a regulatory program to protect and improve air quality in Colorado. Typically, the commission is involved in the maintenance of the regulations through modification and revision. Much of the air quality management program currently is in place and has been adopted over time. New programs occasionally are considered by the commission. The commission oversees the implementation of the air quality programs. The commission is responsible for hearing appeals of the Air Pollution Control Division's implementation of the programs through permit terms and conditions and enforcement actions. Colorado's air quality management program regulates air pollutant emissions from stationary industrial sources, cars and light duty trucks, burning practices, street sanding and sweeping activities, and the use of prescribed fire. The air quality program also is focused on visibility, odor and transportation planning impacts to future air quality.

The Colorado Air Quality Control Commission distributed a "Report to the Public 2005-2006" addressing air quality issues and attainment designations in the state of Colorado. When discussing air quality in Colorado, the Air Quality Control Commission separates the state into six regions to more clearly address each region's air quality conditions and activities. There are a number of industries in this region that cause air pollution. These include agricultural processes, gravel pits, power plants and natural gas pipeline compression stations. Because of the region's semiarid nature, fugitive dust from agricultural operations dominates air pollution in the region. Residential burning is a minor contributor to air pollution in the region.

In this region, the control of air pollution is accomplished through the cooperative efforts of state and local health departments in enforcing state emission regulations on stationary sources. In addition, the City of Lamar has taken steps to maintain and improve its air quality.

During the 1970s and 1980s, the U.S. Environmental Protection Agency (EPA) designated many Colorado cities and towns as nonattainment areas because the areas violated nationwide air quality standards. By the mid-1990s, all these areas came into compliance with the various standards. All areas have been redesignated.

The redesignations are made possible by cleaner air, and through development and implementation of air quality management plans known as State Implementation Plans or “SIPs.” These plans describe the nature of the air quality problems and the probable causes. The plans show projections of future pollutant levels and identify strategies to reduce these pollutants to acceptable levels.

In order to comply with the Clean Air Act (CAA), the State of Colorado adopted the following standards/regulations that relate to transportation projects, which in turn apply to the Southeast:

- Ambient Air Quality Standards Regulation - This regulation established ambient air quality standards for the state and dictates monitoring procedures and data handling protocols. It also identified non-attainment areas in the state, which have historically violated federal and state air quality standards.
- State Implementation Plan Specific Regulations – This regulation defines specific requirements concerning air quality control strategies and contingency measures for non-attainment areas in the state.
- Transportation Conformity, Reg. No. 10 – This regulation defines the criteria the Colorado Air Quality Control Commission uses to evaluate the consistency between state air quality standards/objectives, and transportation planning and major construction activities across the state, as defined in the state implementation plans.
- Street Sanding & Sweeping, Reg. No. 16 – This regulation sets specific standards for street sanding and sweeping practices.

In this region, the control of air pollution is accomplished through the cooperative efforts of state and local health departments in enforcing state emission regulations on stationary sources. In addition, the City of Lamar has taken steps to maintain and improve its air quality.

See Appendix B for corridors affected by air quality concerns.

Water Quality

There are four major river basins within Colorado. They are: Colorado, Missouri, Rio Grande, and the Arkansas. Within these basins are numerous creeks, tributaries, and ditches; as well as lakes, floodplains, and wetlands. The Arkansas and South Platte are tributaries of the Missouri. The Water Pollution Control Act of 1972, later amended to include the Clean Water Act (CWA), protects the waters of the TPR. This Act promulgated the National Pollution Discharge Elimination System (NPDES) and created water discharge standards which includes maintaining the chemical, physical and biological integrity of the nation’s waters. Protection of these waters is done through regulatory review and permits. A list of potential environmental permits is listed below.

A detailed discussion on impacts to water quality and wetlands is located in Appendix B.

Noise

The FHWA Noise Abatement Criteria (NAC) define noise levels which, if approached or exceeded, require noise abatement consideration. FHWA requires all states to define at what value a predicted noise level approaches the NAC, thus, resulting in a noise impact. CDOT has

defined “approach” as 1dBA less than the FHWA NAC for use in identifying traffic noise impacts in traffic noise analyses.

Noise abatement guidelines also state that noise abatement should be considered when the noise levels “substantially exceed the existing noise levels.” This criterion is defined as increases in the L(eq) of 10.0 dBA or more above existing noise levels.

As existing higher-speed transportation facilities are widened or new facilities are constructed noise becomes a greater issue. Noise can also be an issue for lower-speed facilities where steep grades or a high percentage of trucks exist. As a result of potential impacts, all projects involving federal funding will require a noise analysis be completed.

Historical/Archaeological Sites

Both the Colorado State Register of Historic Places and the National Register of Historic Properties (NRHP) list sites and/or communities of historic/archaeological significance. Any transportation project identified for this region would require field surveys to determine which resources have cultural/archaeological significance and/or potential eligibility for listing on the NRHP. The Colorado Office of Archaeology and Historic Preservation tracks sites that are considered significant and are on the NRHP. For more information on these properties see

<http://www.coloradohistory-oahp.org/programareas/register/1503/cty.htm>.

Hazardous Materials

The potential to find hazardous materials during the construction of a transportation facility always exists. Hazardous materials are regulated under several programs, including: the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). Until specific transportation corridors and/or improvement projects are identified, no specific data collection at hazardous material sites is recommended at this time. Certain land uses frequently result in a higher potential for location of hazardous waste or materials. Examples of land uses often associated with hazardous materials include industrial and commercial activities such as existing and former mining sites; active and capped oil and gas drilling operations and pipelines; agricultural areas using chemical fertilizers, insecticides, and pesticides; and railroad crossings where there have been accidental cargo spills. Active, closed and abandoned landfill sites are also potential problem areas for transportation facility construction as are gasoline stations that potentially have leaking underground storage tanks.

See Appendix B for corridors potentially effected by Hazardous Materials

Environmental Permits

The following list of permits is meant to provide information needed to comply with basic environmental permitting requirements for construction activities. It is impossible to be all-inclusive and addressing every situation. These are just some of the more common permits associated with construction activities.

- County/State Air Permit (for construction activities, grading, clearing, grubbing)
- County/State Demolition Permit (these permits may also require a utility disconnect permit from your local utility department)

- Source Air Permit (APEN) (concrete batch plant, haul road, fuel storage tank)
- Sandblasting Permit
- Construction Dewatering Permit
- Sand & Gravel Permits (Certificate of Designation)
- Construction Stormwater Permit
- Compliance with a Municipality Separate Storm Sewer System (MS4) Permit
- US Army Corps of Engineers 404 Permit (wetlands and waters of the state impacts)
- Floodplain Permit
- Wildlife Surveys (Preble's Meadow Jumping Mouse Survey, Migratory Bird Survey)

CDOT Environmental Forum

The CDOT Environmental Forum was held March 9, 2007. This was a first time event intended to improve relations and develop understanding at the planning level of resource/regulatory agency responsibilities and concerns. It provided an opportunity for one-on-one conversations between resource and regulatory agencies and local transportation planning officials. It was intended to foster an atmosphere of cooperation and provide an opportunity for cooperative identification of potential conflicts and opportunities at the regional level and provide the opportunity for resource and regulatory agency needs and concerns to be identified at the earliest planning stages.

Subject matter experts from 16 Federal and State agencies and organizations identified environmental issues and concerns for each TPR. A summary of the issues, arranged by resource agency follows in Table 18.

See Appendix B for map of environmental concerns discussed at the forum.

Table 18: Summary of Environmental Issues and Concerns

Statewide Environmental Forum March 9, 2007 Southeast	
Resource/Regulatory Agency	Information/Issues/Concerns
Environmental Protection Agency (EPA)	No issues identified.
Colorado Department of Transportation (CDOT) Municipal Separate Storm Sewer System (MS4) Discharge Permit Program	No significant issues discussed
Colorado Department of Public Health and Environment (CDPHE) - Solid Waste	The owner operator is held liable for any landfill violations. Illegal dumping of roadway materials from construction projects is a concern of CDPHE. CDPHE does not monitor construction sites. County and Local officials are responsible for any illegal dumping. Often illegal dumping located close to bridges containing hazardous waste, if identified; TPR reps and local governments are encouraged to notify CDPHE.
CDPHE - Water Quality	CDOT follows mandated water quality regulations. The Arkansas River is impaired for selenium due to crop run off. A maximum daily load is the total amount of a pollutant which regulates discharge to irrigation ditches. There is a possibility that endangered minnows exist in the Arkansas River. CDOT region staff need to follow-up with local rep of the Dept. of Wildlife for further details on endangered minnows.
CDPHE - Air Quality	The Town of Lamar is designated for PM10. Lamar's PM10 problem is caused by natural events due to the large amount of cattle feed lots. Lamar and CDPHE have developed a natural events related PM10 plan. The PM10 problem could be exacerbated by a proposed coal burning power plant looking to locate in the TPR. Discussions between County Commissioners and the proposed power plant should consider paving dirt roads to help mitigate the PM10 problem. CDPHE can help the region develop an air quality plan.
Division of Wildlife (DOW)	The Arkansas River Flood plain area is a recovery site for state endangered species; the Arkansas Darter Fish. The Lesser Prairie Chicken and Black Tail Prairie Dogs both have habitat within the Southeast TPR. Currently a lawsuit by a coalition of non-profit environmental groups is pending to get the Black Tail prairie dog listed as an endangered species. With the construction of the Lamar bypass, the DOW is not concerned with temporary projects that impact the Arkansas River and flood plain.
State Historic Preservation Office (SHPO)	SHPO identified the following historic resources in the SE TPR including a Japanese Internment Camp located in Granada (the Granada Relocation Center) and the Sand Creek Massacre site, which has Congressional Historic Site Designation. Several schools, culverts and other buildings were constructed during the 'New Deal' era and have historic significance. There are concerns with Pinon Canyon expansion due to the historic wagon ruts that are located in and around the area.

United States Fish and Wildlife Service (USFWS)	If projects are proposed in the SE TPR then Fish and Wildlife representatives need to be contacted to provide a list of endangered species. Follow-up: USFW will send a CD to the TPR with additional information on areas of high integrity/low integrity regarding the wildlife interaction program; CDOT can distribute statewide.
United States Army Corps of Engineers (USACOE)	Bridges over the Arkansas River by Bent's Fort is a concern. Currently SE does not have the money to do any construction along the Arkansas River. Jurisdictions could be changing in the next month due to changes under the Dept of Defense.
Federal Highway Administration Central Federal Lands (CFL) and Colorado Trout Unlimited	No significant issues discussed
The Nature Conservancy	No issues identified.
CDOT Wildlife Program	There is a big push from the tourism industry for bird watching. Magnesium chloride has no effect on fish. Sanding of roads has more harmful effects on fish and streams.
CDOT Environmental Programs Branch	No significant issues discussed
Colorado State Parks (CSP)	In the SE TPR there is a state birding trail comprised of public and private lands and 35-60 bird viewing sites. Town of Lamar would like to build a bike/pedestrian trail to Las Animas and La Junta; local governments have applied to CSP for a planning grant. The proposed Santa Fe Trail runs along SH 350 and includes SH 183. Adding shoulders could be a part of a potential realignment project.
Federal Highway Administration (FHWA)	Transit access for small communities serving elderly and disabled residents is an issue for the TPR. There is a growing need for medical transport to La Junta and Lamar. A wind farm in the region is currently under construct. The U.S. Dept of Energy is constructing a cosmic receptor farm to capture cosmic energy partials from space.
United States Forest Service (USFS)	The completed Comanche Management Plan is currently out for public comment: http://www.fs.fed.us/r2/psicc/projects/forest_revision/plan_documents.shtml

CORRIDOR VISIONS

The 2035 Long Range Transportation Plan builds on the “corridor-based” plan originally developed for the 2030 plan. The Corridor Visions effectively forecast the long term needs of each corridor, rather than focusing on specific intersections, safety issues or capacity issues from point to point.

Corridor Vision Purpose

- Integrates community values with multimodal transportation needs
- Provides a corridor approach for a transportation system framework
- Strengthens partnerships to cooperatively develop a multimodal system
- Provides administrative and financial flexibility in the Regional and Statewide Plans
- Links investment decisions to transportation needs
- Promotes consistency and connectivity through a system-wide approach
- Creates a transportation vision for Colorado and surrounding states

Corridor Vision Process

This part of the plan examines what the final build-out needs might be, given population growth, traffic growth, truck movements, and other operational characteristics of the facility. Then, an effort was made to focus improvements on the midterm, or next 10 years. The Midterm Implementation Strategy will be examined later in this plan. These steps will help guide investment decisions throughout the planning period:

1. Identify corridor segments with common operating characteristics and future needs
2. Develop a Corridor Vision for each corridor segment
3. Develop Goals for each corridor segment
4. Develop Strategies to achieve the Goals for each corridor segment
5. Assign a Primary Investment Category

Corridor Visions

This section contains a description of each corridor in the region. There are several parts to the corridor vision, including a description of the function, its Primary Investment Category, Priority (as assigned by the RPC), and a list of goals (types of needed improvements) and strategies (specific actions to be taken). Table 19 shows the Southeast TPR corridors with their beginning and ending milepost and Primary Investment Category.

Table 19: Corridor Segments

Corridor Name	Corridor Number	Description (from/to)	Within TPR		Primary Investment Category
			Beg MP	End MP	
US 287 A	PSE7001	Colorado-Oklahoma State Line to Kiowa-Cheyenne Co. Line	0.000	77.630	System Quality
US 50 B	PSE7002	I-25 in Pueblo to Colorado/Kansas State Line	348.840	467.583	Mobility
SH 101 A	PSE7003	Jct US 50 to Jct Bent Co. Road K in Toonerville	0.000	21.413	Safety
SH 96 B	PSE7004	Pueblo-Crowley County Line to Colorado-Kansas State Line	87.880	105.830	Safety
SH 109 A	PSE7005	Bent-Las Animas County Line to Jct 3 rd St. in Cheraw	27.520	65.768	System Quality
SH 10 A	PSE7006	Pueblo-Otero County Line (MP 44.0) to Jct US 50 (MP 71.968)	44.000	71.968	System Quality
SH 71 A	PSE7007	Jct US 350 (MP 0.0) to Crowley-Lincoln County Line (MP 49.0)	0.000	9.100	System Quality
SH 89 A	PSE7008	Jct SH 116 (MP 0.0) to Jct US 50 (MP 34.340)	0.000	34.340	Safety
SH 196 A	PSE7009	Jct US 50 (MP 0.0) to Jct US 385 (MP 35.637)	0.000	35.637	Safety
SH 202 A	PSE7010	Jct US 50 (MP 0.0) to Jct Otero County Road 16 (MP 2.999)	0.000	2.999	System Quality
SH 266 A	PSE7011	Jct US 50 (MP 0.0) to Jct SH 109 (MP 11.516)	0.000	11.516	Safety
SH 350 A	PSE7012	Otero-Las Animas County Line (MP 38.0) to Jct US 50 (72.999)	37.350	72.999	System Quality
US 385 A	PSE7013	Jct US 50 (MP 95.055) to Kiowa-Cheyenne County Line (MP 135.553)	95.055	122.870	Safety
SH 100 A	PSE7014	Jct US 160 (MP 0.0) to Jct Main St. in Vilas (MP 0.419)	0.000	0.419	System Quality
SH 116 A	PSE7015	Jct US 287 (MP 0.0) to Colorado-Kansas State Line (MP 32.322)	0.000	32.322	Safety
US 160 C	PSE7016	Baca-Las Animas County Line (MP 431.691) to Colorado-Kansas St Line (MP 496.999)	431.691	496.999	System Quality
SH 167 A	PSE7017	Jct SH 96 (MP 0.0) to Jct Otero County Road JJ (MP 4.860)	0.000	4.860	Safety
SH 183 A	PSE7018	Jct. US 50 (MP 0.0) to Jct Bent County Road HH (MP 1.0)	0.000	0.999	System Quality
SH 194 A	PSE7019	Jct SH 109 (MP 0.0) to Jct US 50 (MP 19.997)	0.000	19.997	System Quality
SH 207 A	PSE7020	Jct US 50 (MP 0.0) to Jct SH 96 (MP 5.935)	0.000	5.935	System Quality

CORRIDOR: US 287 (PSE7001)

Description: Colorado-Oklahoma State Line (MP 0.0) to Kiowa-Cheyenne Co. Line (MP 77.63)

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 multimodal National Highway System facility and is a critical link in the Ports to Plains Corridor 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.

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 transport 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.

Primary Investment Category: System Quality

Priority: High

Goals

- Maintain statewide transportation connections
- Support economic development and maintain environment
- Accommodate growth in freight transport
- Provide information to traveling public
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands

Strategies

- Add roadway bypasses
- Add new interchanges/intersections
- Improve ITS incident response, traveler information and traffic management
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Add rest areas
- Add truck parking areas
- Meet facility objectives for airports as identified in Colorado Airport System Plan

CORRIDOR: US 50 (PSE7002)

Description: I-25 in Pueblo (MP 348.84) to Colorado/Kansas State Line (467.583)

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 multimodal 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. It is a potential route for future interstate bus service.

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.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Maintain statewide transportation connections
- Support economic development and maintain environments
- Accommodate growth in freight transport
- Increase bus ridership
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands

Strategies

- Add general purpose lanes
- Add roadway bypasses
- Add new interchanges/intersections
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Improve ITS incident response, traveler information and traffic management
- Meet facility objectives for airport as identified in the Colorado Airport System Plan
- Add passing lanes
- Add medians
- Add/improve shoulders

CORRIDOR: SH 101 (PSE7003)

Description: Jct US 50 (MP 0.0) to Jct Bent Co. Road K in Toonerville (MP 21.413)

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 for intra-regional travel and farm to market use.

Primary Investment Category: Safety

Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Add/improve shoulders
- Meet facility objectives for airports as identified in Colorado Airport System Plan

CORRIDOR: SH 96 (PSE7004)

Description: Pueblo-Crowley County Line (MP 87.88) to Colorado–Kansas State Line (MP 105.83)

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.

Primary Investment Category: Safety

Priority: High

Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve the pavement to optimal condition
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Use improved striping paint / beads
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders

CORRIDOR: SH 109 (PSE7005)

Description: Bent-Las Animas County Line (MP 27.52) to Jct 3rd St. in Cheraw (MP 65.768)

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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Accommodate growth in freight transport
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage crash rate
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add surface treatment/overlays

CORRIDOR: SH 10 (PSE7006)

Description: Pueblo-Otero County Line (MP 44.0) to Jct US 50 (MP 71.968)

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 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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add surface treatment/overlays

CORRIDOR: SH 71 (PSE7007)

Description: Jct US 350 (MP 0.0) to Crowley-Lincoln County Line (MP 9.1)

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 now and in the future include passenger vehicles, school bus service, farm vehicles, truck and rail freight, and bicycles. The SH 71 corridor could become the approximate alignment of heavy through-freight rail traffic relocated from the Front Range to the Eastern Plains, depending on the outcome of a current state rail study. 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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Preserve the existing transportation system
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Expand transit usage
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Provide and expand transit services
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders

CORRIDOR: SH 89 (PSE7008)

Description: Jct SH 116 (MP 0.0) to Jct US 50 (MP 34.340)

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.

Primary Investment Category: Safety

Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support farm to market economic sustainability

Strategies

- Add roadway pullouts for slow moving or disabled vehicles
- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays

CORRIDOR: SH 196 (PSE7009)

Description: Jct US 50 (MP 0.0) to Jct US 385 (MP 35.637)

This corridor currently serves as an east-west corridor with a primary function of intraregional 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.

Primary Investment Category: Safety

Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Accommodate growth in freight transport
- Preserve the existing transportation system
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add surface treatment/overlays

CORRIDOR: SH 202 (PSE7010)

Description: Jct US 50 (MP 0.0) to Jct Otero County Road 16 (MP 2.999)

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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support farm to market economic sustainability

Strategies

- Add roadway pullouts for slow moving or disabled vehicles
- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays

CORRIDOR: SH 266 (PSE7011)

Description: Jct US 50 (MP 0.0) to Jct SH 109 (MP 11.516)

The vision for this corridor is to improve safety as well as maintain the system quality and 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.

Primary Investment Category: Safety

Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

Strategies

- Add roadway pullouts for slow moving or disabled vehicles
- Improve geometric deficiencies)
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays

CORRIDOR: US 350 (PSE7012)

Description: Otero-Las Animas County Line (MP 37.35) to Jct US 50 (72.999)

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.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Accommodate growth in freight transport
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage crash rate
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add surface treatment/overlays

CORRIDOR: US 385 (PSE7013)

Description: Jct US 50 (MP 95.055) to Kiowa-Cheyenne County Line (MP 122.87)

The vision for this corridor is to improve safety as well as maintain the system quality and 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.

Primary Investment Category: Safety

Priority: Medium

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support farm to market economic sustainability
- Expand transit usage

Strategies

- Add roadway pullouts for slow moving or disabled vehicles
- Provide and expand transit bus and rail services
- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays

CORRIDOR: SH 100 (PSE7014)

Description: Jct US 160 (MP 0.0) to Jct Main St. in Vilas (MP 0.419)

This corridor serves as an access point to Vilas. The vision for this corridor is to maintain the existing system quality and safety.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: SH 116 (PSE7015)

Description: Jct US 287 (MP 0.0) to Colorado-Kansas State Line (MP 32.322)

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.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate
- Support farm to market economic sustainability

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: US 160 (PSE7016)

Description: Baca-Las Animas County Line (MP 431.691) to Colorado-Kansas St Line (MP 496.999)

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.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Accommodate growth in freight traffic
- Reduce fatalities, injuries and property damage crash rate
- Support farm to market economic sustainability

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: SH 167 (PSE7017)

Description: Jct SH 96 (MP 0.0) to Jct Otero County Road JJ (MP 4.860)

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 improve the overall safety of the corridor as well as to maintain system quality.

Primary Investment Category: Safety

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: SH 183 (PSE7018)

Description: Jct. US 50 (MP 0.0) to Jct Bent County Road HH (MP 0.999)

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.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support tourist-friendly travel
- Improve access to public lands
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: SH 194 (PSE7019)

Description: Jct SH 109 (MP 0.0) to Jct US 50 (MP 19.997)

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 its junction with US 50 just north of Las Animas. The travel of this corridor serves primarily local intra-regional travel.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate
- Support farm to market economic sustainability

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: SH 207 (PSE7020)

Description: Jct US 50 (MP 0.0) to Jct SH 96 (MP 5.935)

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).

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

VISION PLAN

For the purposes of this plan, the RPC examined all the available background data, matched unmet needs with the Regional Vision, Values and Goals, and determined what the ultimate needs are on each corridor segment that are consistent with the needs and desires of the community. With this in mind, the RPC assigned a Primary Investment Category to each segment. This does not in any way imply that other types of projects may be needed on any given corridor. For instance, if Safety was determined to be the Primary Investment Category, the most pressing need may be for Safety type projects – passing lanes, straightening, signage, intersection improvements, etc. But, there may also be spot locations in the corridor that need to be addressed from a congestion or capacity standpoint, the main focus of the Mobility category. Likewise, if a segment has been selected primarily for System Quality improvements, there may also be a need for spot Safety or Mobility improvements. The goal has been to identify the primary set of needs given the corridor’s place in the regional system prioritization.

Multimodal Plan

This multimodal transportation plan addresses roadway, transit, aviation, rail, non-motorized transportation and travel demand management strategies. Table 19 lists all corridors in the region, the total cost of needed improvements, the Primary Investment Category, the priority as assigned by the regional planning commission, and the percentage of funding from two different programs. The Regional Priority Program (RPP) funds from the region have been assigned to the corridor as a percentage of total available RPP funds. The column entitled Unprogrammed Strategic Projects % represents future funds that may be available when the current Strategic Projects Program is complete.

Where transit costs can be attributed to an individual corridor, for instance intercity bus, those cost estimates have been included with the corridor. A separate category has been added, Community Based Transit, for those transit programs that are area based and cannot be assigned to a single corridor. Likewise, aviation costs have been assigned to a specific corridor based on the proximity of each airport to the highway corridor.

Total Cost

Total costs are based on updated costs from the 2030 plan. The original (2030) cost was updated by subtracting expenditures for completed projects since the completion of the last plan in 2004, including FY 2006-2007, then factoring in the significant inflation in construction costs over the last three years. An enormous jump in costs has been identified, approximately 33%, due to increasing pavement, steel and transportation costs. This has caused a significant scale back of expectations for transportation improvements in the near term.

The total Vision Plan cost from 2008 to 2035 is estimated to be about \$3.3 billion, including some \$31 million in transit costs and \$109 million in aviation costs.

Table 20: 2035 Vision Plan Priorities

Corridor	Description	Total Cost 2008 Dollars (\$000) *			Primary Investment Category	Priority
		Highway	Transit	Aviation		
US 287	Colorado-Oklahoma State Line (MP 0.0) to Kiowa-Cheyenne Co. Line (MP 122.925)	\$93,520			System Quality	High
US 50	I-25 in Pueblo (MP 316.001) to Colorado/Kansas State Line (467.583)	\$2,278,462			Mobility	High
SH 101	Jct US 50 (MP 0.0) to Jct Bent Co. Road K in Toonerville (MP 21.413)	\$162,811			Safety	Medium
SH 96	Pueblo-Crowley County Line (MP 88.0) to Colorado – Kansas State Line (MP 207.454)	\$173,223			Safety	High
SH 109	Bent-Las Animas County Line (MP 28.0) to Jct 3 rd St. in Cheraw (MP 65.768)	\$54,751			System Quality	Medium
TPR	Community Based Transit (5 local providers)		\$30,700		Mobility	High
SH 10	Pueblo-Otero County Line (MP 44.0) to Jct US 50 (MP 71.968)	\$41,895			System Quality	Medium
SH 196	Jct US 50 (MP 0.0) to Jct US 385 (MP 35.637)	\$53,865			Safety	Medium
SH 350	Otero-Las Animas County Line (MP 38.0) to Jct US 50 (72.999)	\$52,369			System Quality	Medium
SH 71	Jct US 350 (MP 0.0) to Crowley-Lincoln County Line (MP 49.0)	\$70,324			System Quality	Medium
SH 202	Jct US 50 (MP 0.0) to Jct Otero County Road 16 (MP 2.999)	\$4,489			System Quality	Medium
US 385	Jct US 50 (MP 95.055) to Kiowa-Cheyenne County Line (MP 135.553)	\$59,850			Safety	Medium
SH 89	Jct SH 116 (MP 0.0) to Jct US 50 (MP 34.340)	\$50,873			Safety	Medium
SH 266	Jct US 50 (MP 0.0) to Jct SH 109 (MP 11.516)	\$16,459			Safety	Medium
SH 100	Jct US 160 (MP 0.0) to Jct Main St. in Vilas (MP 0.419)	*			System Quality	Low

Corridor	Description	Total Cost 2008 Dollars (\$000) *			Primary Investment Category	Priority
		Highway	Transit	Aviation		
SH 167	Jct SH 96 (MP 0.0) to Jct Otero County Road JJ (MP 4.860)	*			Safety	Low
SH 207	Jct US 50 (MP 0.0) to Jct SH 96 (MP 5.935)	\$5			System Quality	Low
SH 116	Jct US 287 (MP 0.0) to Colorado-Kansas State Line (MP 32.322)	*			Safety	Low
SH 183	Jct. US 50 (MP 0.0) to Jct Bent County Road HH (MP 1.0)	*			System Quality	Low
US 160	Baca-Las Animas County Line (MP 431.691) to Colorado-Kansas St Line (MP 496.999)	*			System Quality	Low
SH 194	Jct SH 109 (MP 0.0) to Jct US 50 (MP 19.997)	*			System Quality	Low
TPR	Six airports			\$108,859	System Quality	NA
	Subtotal	\$3,112,896	\$30,700	\$108,859		
	TOTAL		\$3,252,455			

* No cost developed in 2030 Plan for Low priority corridors

Transit Vision Plan

This chapter presents the Long-Range 2035 Transit Plan for the Regional Transportation Plan. The Long-Range Transit Plan includes an analysis of unmet needs, gaps in the service areas, regional transit needs, and a funding plan.

The Southeast TPR is a challenging environment for public transportation due to the distinct rural nature of the area and scattered development. Funding and land-use development patterns are constraints to transit growth in the region. One constraint is due to transit operations being dependent on federal transit funds and the lack of dedicated local funding in the study area. A second constraint is the low residential density within the region, combined with scattered work destinations, which limit the ability of traditional transit service to efficiently serve an increasing number of people. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles.

The existing transportation providers were presented in earlier in this document, along with the transit demand for the region. Unmet transit need can be defined in different way, therefore this plan utilizes two different definitions. The first unmet needs analysis is quantitative while the second unmet needs analysis is from public feedback from the public forums, human services transportation coordination meetings, and other local meetings. Several comments and suggestions regarding the adequacy of transit services in the local area were received though the planning process.

The unmet needs are identified as gaps in service. These gaps include areas which are unserved, lack of connections between local service areas, corridors without service, unserved population groups, and times of day or days of the week which are not served. This plan includes strategies to eliminate many of the gaps in transit service in the region, but funding is not available to implement most of those strategies. Many of the strategies are incorporated into the Vision Plan for the region, but are not included in the Financially-Constrained Plan because of the lack of additional funding. Potential sources of additional funding include higher fares, public/private partnerships, additional local government funding, and formation of Rural Transportation Authorities.

This Plan looked at how people currently use the existing transit services, who uses the services, and what keeps others from doing so. There are many reasons why people choose their automobiles over the transit service. Many of the future transit services would operate longer hours, run more frequently, and extend service areas. That is expensive, particularly in the early years as ridership builds. However, a fast, frequent, and reliable transit system would attract all market segments to the service. There is no sugarcoating the fact that transit services cannot come close to paying for themselves. Almost all services across the nation are subsidized from the Federal Transit Administration (FTA), state funding sources, and grants. The ability to leverage these federal funds becomes a difficult challenge as this match, in most cases, must be a locally derived cash match. While there have been increasing sources of federal operating and capital funding in recent years, the ability to raise the local match in many of Colorado's rural areas is difficult at best.

Future Transit Funding

Funding for transit services within the region will come from federal and local (public and private) sources. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). is the current legislation guiding the federal transit program. Under SAFETEA-LU the Federal Transit Administration administers formula and discretionary funding programs that are applicable to the Southeast TPR. Senate Bill 1 resulted in state funding for transit. The following text provides a short description of other existing funding sources which are the primary source of operating and capital funds for Colorado's rural regions.

5309 Discretionary Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978, the Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU, this program provides capital funding assistance to any size community. The program is administered by the FTA. The funds are available to public transportation providers in the state on a competitive discretionary basis, providing up to 80 percent of capital costs. Competition for these funds is fierce, and generally requires lobbying in Washington, DC and receiving a congressional earmark.

Approximately 10 percent of the funds are set aside for rehabilitation or replacement of buses and equipment, and the construction of bus transit facilities. It should be noted that in recent years the transit agencies in Colorado have submitted requests for projects through a statewide coalition—CASTA. The LSC Team encourages the transit agencies in the Southeast Region to join the CASTA coalition.

5310 Elderly and Persons with Disabilities Capital Funds

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies that transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. Preliminary estimates by FTA regional staff indicate that CDOT's apportionment for Fiscal Year 2008 is approximately \$1.6 million. For the Southeast TPR, the amount of 5310 is \$133,000 in 2008 and over the planning horizon, a total of \$4.2 million.

5311 Capital and Operating Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978, the Intermodal Surface Transportation Efficiency Act of 1991, and SAFETEA-LU, this program provides funding assistance to communities with a population of less than 50,000. The Federal Transportation Administration (FTA) is charged with distributing federal funding for "purposes of mass transportation."

The program is administered by the Colorado Department of Transportation. The funds are available to public and private transportation providers in the state on a competitive, discretionary basis to support up to 80 percent of the net administrative costs and up to 50 percent of the net operating deficit. Use of this funding requires the agency to maintain certain records in compliance with federal and state requirements. A portion the funds are apportioned directly to rural counties based upon population levels. The remaining funds are distributed by the Department of Transportation on a discretionary basis based on system performance and merit of the grant application, and are typically used for capital purposes. The estimated funding

for the Southeast TPR is 5311 funding is for Fiscal Year 2008 is \$333,000. The amount of 5311 funding over the planning horizon (2008-2035) is estimated at \$10.6 million.

Additional Federal Transit Administration Funding Programs

There are additional federal funding programs for a variety of programs. The following represent myriad funding programs and a short description of each:

- 5313 State Planning and Research Programs with 50 percent being available to states to conduct their own research. The dollars for state research are allocated based on each state's respective funding allotment in other parts of the Mass Transportation Chapter of the US Code.
- 5319 Bicycle Facilities are to provide access for bicycles to mass transportation facilities or to provide shelters and parking facilities for bicycles in or around mass transportation facilities. Installation of equipment for transporting bicycles on mass transportation vehicles is a capital project under Sections 5307, 5309, and 5311. A grant under 5319 is for 90 percent of the cost of the project, with some exceptions.
- Transit Benefit Program is a provision in the Internal Revenue Code (IRC) that permits an employer to pay for an employee's cost to travel to work in other than a single-occupancy vehicle. The program is designed to improve air quality, reduce traffic congestion, and conserve energy by encouraging employees to commute by means other than single-occupancy motor vehicles.

State Funding Sources

The Colorado Legislature passed legislation that provides state funding for public transportation under House Bill 1310. House Bill 1310 requires that 10 percent of funds raised under Senate Bill 1 be set aside for transit-related purposes. Funds under this legislation are available in 2007.

2035 Transit Vision

Each provider in the Southeast TPR study area was asked to submit operational and capital projects for the next 27 years to address long-range transit needs. The plan incorporates goals and strategies to address the gaps in service and support the corridor visions throughout the region. The Vision Plan is based on *unrestricted funding* for the transit providers. The submitted projects include costs to maintain the existing system and also projects that would enhance the current transit services. All of the projects are eligible for transit funding. For more information on the projects, the Local Transit Plan and Human Services Transportation Plan provide the details on this long-range plan. The transit projects for the region for the next 27 years have an estimated cost of approximately \$30.7 million dollars as presented in Table 2. This total includes operational and capital costs.

Table 21: Transit Vision Plan

Transit Vision Plan (\$000)	
Operational Costs	
Existing Operational Costs	\$18,699,664
New Services	\$8,675,093
Subtotal	\$27,374,758
Capital Costs	
New/Replace Vehicles	\$3,094,842
Facilities/Equipment	\$230,000
Subtotal	\$3,324,842
Grand Total	\$30,699,599

Source: LSC & CDOT, 2007

Aviation Vision Plan

The preferred list of airport projects and their associated cost estimates were developed utilizing several sources of information:

Six Year Capital Improvement Program: Every airport in the State of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year capital improvement program (CIP) list (see attached sample). That list contains major capital projects that the airport anticipates could take place over the six-year planning period. The CIP will show the year the project is anticipated to occur and further identifies anticipated funding sources that will be used to accomplish the project. Those funding sources may include local, FAA and Aeronautics Division funds.

CDOT – Aeronautics and FAA staff work very closely with those airports that anticipate funding eligible projects with grant funds from the FAA. Since the FAA and CDOT – Aeronautics are concerned with the Statewide system of airports, it is very important that individual airport projects be properly planned and timed to fit within the anticipated annual Federal funding allocation.

FAA and CDOT-Aeronautics staff meet on a regular basis to evaluate the Federal CIP program and make any adjustments as may be required. Therefore, projects shown on the individual airport CIP that identify FAA as a source of funding for the project have already been coordinated with FAA and CDOT – Aeronautics for programming purposes.

The costs of the projects are estimates and are typically provided to airports through either their own city staff, consulting firms, engineering firms, planning documents, FAA, CDOT-Aeronautics or other similar sources.

National Plan of Integrated Airport Systems (NPIAS): The NPIAS identifies more than 3,000 airports nationwide that are significant to the national air transportation system and thus are eligible to receive Federal grants under the Airport Improvement Program (AIP). The projects listed in this document include those that have been identified in the near term and have been programmed into individual airport CIP's as well as long term projects that have only been identified as a need but not programmed into the Federal grant process. The plan also includes cost estimates for the proposed future projects. The projects included in the NPIAS are

intended to bring these airports up to current design standards and add capacity to congested airports.

The NPIAS comprises all commercial service airports, all reliever airports and selected general aviation airports. The plan draws selectively from local, regional and State planning studies.

The State of Colorado is served by a system of 75 public-use airports. These 75 airports are divided into two general categories, commercial service and general aviation. The Statewide Airport Inventory and Implementation Plan was designed to assist in developing a Colorado Airport System that best meets the needs of Colorado's residents, economy and visitors. The study was designed to provide the Division of Aeronautics with information that enables them to identify projects that are most beneficial to the system, helping to direct limited funding to those airports and those projects that are of the highest priority to Colorado's airport system.

The report accomplished several things including the assignment of each airport to one of three functional levels of importance: Major, Intermediate or Minor. Once each airport was assigned a functional level, a series of benchmarks related to system performance measures were identified. These benchmarks were used to assess the adequacy of the existing system by determining its current ability to comply with or meet each of the benchmarks.

Airport Survey Information: As a part of the CDOT 2035 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 2035 planning period. Letters were mailed out to each airport manager or representative 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 2035. Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information.

Most airports responded to this information request. Some of the smaller airports with limited or no staff were not able to respond.

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.

Table 22: Aviation Vision Plan

Airport	Total (\$000)
Springfield Municipal (Springfield)	\$10,463
Holly Airport (Holly)	\$477
Las Animas Airport (Las Animas)	\$6,302
Eads Airport (Eads)	\$2,237
La Junta Municipal (La Junta)	\$55,812
Lamar Municipal (Lamar)	\$33,567
Total	\$108,859

Source: CDOT Aeronautics, 2007

FISCALLY CONSTRAINED PLAN

Current estimates of funding availability (2035 Resource Allocation) anticipate that CDOT will not achieve a single performance goal after 2010. Colorado's transportation investments are at risk of serious deterioration as a combination of issues has come together requiring that the state identify new ways to fund transportation needs. Revenues are sluggish at both federal and state levels and not able to keep up with dramatic construction cost increases. The future of federal transportation funding is even uncertain. In addition, growth in the use of the system has outpaced growth in system capacity. A combination of strategies will be required to address the shortfall, including optimizing system expenditures and seeking additional revenue options.

Resource Allocation

CDOT allocates funds to various programs, including Strategic Projects, System Quality (Preservation of the Existing System), Mobility, Safety, and Program Delivery as well as other Earmarks, Statewide Programs, and the Regional Priority Program (RPP). These program funds are allocated to CDOT Engineering Region. The Region may contain multiple TPRs; or two Regions may overlap a TPR, making for a rather complicated scenario of available resources. Each Region then expends these funds based on need. The Fiscally Constrained Plan focuses on the RPP designed specifically to engage local partners in the decision-making process for priorities among major projects. It is important to note that the size of other programs far exceeds the RPP. CDOT continues to develop a wide range transportation improvements throughout the state, and throughout the TPR, in addition to the RPP.

The Southeast TPR is in Region 2. Note that the Region is responsible for a total of 13 counties. Total program funds are responsible for everything from major projects of statewide significance (Strategic Projects) to resurfacing to maintenance to bridge repair and bicycle/pedestrian programs, as well as major capacity projects.

Table 23: Fiscal Year 2008 - 2035 CDOT Planning Control Totals (Region 2)

Program	Region 2 (\$000)
Strategic Projects	\$1,356,400
System Quality	\$1,254,300
Mobility	\$533,100
Safety	\$344,000
Program Delivery	\$160,100
Regional Priority Program	\$109,800
Earmarks FY2008 & FY2009	\$12,000
Total	\$3,769,600

Source: CDOT December 14, 2006

Regional Priority Program Funding

This plan deals primarily with funds from CDOT's Regional Priority Program (RPP) as allocated to each of six CDOT Regions. The Southeast TPR is in CDOT Region 2. The allocation to CDOT Region 2 was \$60.4 million for the period 2008-2035 for distribution among the region's three TPRs and the Pueblo MPO. The TPR will be allocated about \$18.9 million in RPP funds for the period 2008-2035. The TPR's vision plan for the region identifies about \$3.3 billion worth of desired highway, transit and aviation projects, which significantly exceeds the level of available funding. Being aware of the substantial funding shortfall, if additional funds are to be made available in the future, it may be possible to draw from the high priority corridor list from the vision plan without completing a full, and time consuming, plan update.

The Regional Planning Commission met on March 28, 2007 to review options and priorities for RPP funding. Table 23 lists the total constrained amounts for priority highway corridors, transit and aviation.

Multimodal Constrained Plan

The multimodal fiscally constrained plan allocates funds reasonably expected to be available to the priorities established in the Vision Plan. A total of \$18.9 million from CDOT Region 2 is anticipated to be available during the planning period for the RPP program. Other funds for Safety, Traffic Operations, Bridge replacement, Resurfacing and other programs are also expected to be available, and are allocated by CDOT based on performance, infrastructure life expectancy and other factors. The 2035 Constrained Plan total is \$68.4 million.

Strategic Projects Program

The Strategic Projects Program (SPP) allocates Colorado General Funds to a set of specific projects around the State. The program began in 1997 with 28 high profile major corridor improvements commonly known as the "7th Pot" and is funded through an annual allocation through Senate Bill 97-1. The elements that qualify a project for high priority status are based on the project's regional or statewide significance, cost and return on investment of the project in addressing on-going needs of safety, system quality and mobility. These projects are large in scope and consist of multiple phases to complete.

All projects in the current program are projected to be complete by 2017. A series of project on US 287 is the result of the current Strategic Projects Program. If funding is available in this program after 2017, the TPR recommends application of future SPP funds to US 50 and US 287.

Table 24: Constrained Plan

Corridor	Description	Primary Investment Category	Region RPP %	SP %	2035 Constrained Total (\$000)			
					Highway	Transit	Aviation	Total
US 287	Colorado-Oklahoma State Line (MP 0.0) to Kiowa-Cheyenne Co. Line (MP 122.925)	System Quality	30%	50%	\$5,689			\$5,689
US 50	I-25 in Pueblo (MP 316.001) to Colorado/Kansas State Line (467.583)	Mobility	50%	50%	\$9,481			\$9,481
SH 96	Pueblo-Crowley County Line (MP 88.0) to Colorado –Kansas State Line (MP 207.454)	Safety	20%	-	\$3,792			\$3,792
TPR	Highway Total				\$18,962			
TPR	Community Based Transit (6 local providers)	Mobility	T	-		\$25,184		\$25,184
TPR	Five airports	Aviation					\$24,250	24,250
Total						\$68,396		

Transit Constrained Plan

The Long Range Fiscally-Constrained Plan is presented in Table 25. The Fiscally Constrained Plan presents the long-range transit projected funding for FTA and CDOT programs. This is anticipated funding which may be used to support services. It should be noted that this total constrained amount is only an estimate of funding. As funds are appropriated in future Federal Transportation Bills, these amounts will likely fluctuate. Capital requests are anticipated for future vehicle requests for the 5310 and 5311 providers over the course of the 2035 Planning Horizon. Additionally, the local funding amounts have been held constant. The constrained operating plan has an estimated cost of approximately \$18.7 million, with a capital cost of approximately \$2.7 million. Due to the increase in estimated FTA and state funding for this region, the plan estimates \$1.3 million in new service and \$2.09 million in new regional service, for a total operation cost over the next 27 years of \$22.1 million. Total constrained FTA funding is approximately \$15.3 million. This equates to \$2.16 million in additional local funding needs over the next 27 years.

Table 25: Transit Constrained Plan

Program	Amount (\$000)
Operating Costs	
Existing Operational Costs	\$18,699
New Services	\$1,365
Regional Service (US 50)	\$2,091
Subtotal	\$22,156
Capital Costs	
New/Replace Vehicles	\$2,778
Facilities/Equipment	\$250
Subtotal	\$3,028
Total Costs	\$25,184
Funding Sources	
Other Local Funding	\$1,476
Local Match Funding	\$7,727
FTA and State Grants	\$15,980
Total Funding	\$25,184
Source: LSC & CDOT, 2007.	

Aviation Constrained Plan

The constrained costs were developed for the airports in Colorado using very general assumptions and forecasts. Airports that receive entitlement money fell under the assumption that they will continue to receive entitlements through 2035 at the current level. In addition to the entitlements, forecasts were used to determine how much discretionary money an airport would receive. The discretionary money is all FAA dollars other than entitlement and any money the state might grant. The forecasts were derived from any projects in their 6 year CIP, any major projects anticipated outside the 6 year CIP, as well as looking at historic funding levels at that airport to help predict the possible level of funding over the next 28 years. Any contributions to the airport from the local communities were not included in these constrained costs. By no means do these constrained costs guarantee that each airport will receive this amount through 2035.

Table 26: Aviation Constrained Plan

Airport	Total (\$000)
Springfield Municipal (Springfield)	\$500
Las Animas Airport (Las Animas)	\$250
Eads Airport (Eads)	\$500
La Junta Municipal (La Junta)	\$11,500
Lamar Municipal (Lamar)	\$11,500
Total	\$24,250

Source: CDOT Aeronautics, 2007

MIDTERM IMPLEMENTATION STRATEGY

The final step in the prioritization process was to identify a Midterm Implementation Strategy for the TPR. This step is an outcome of the 2030 Plan Debriefing Session at which many participants expressed the need for an intermediate strategy that is something less than the full long range outlook. In short, “Where should we focus our efforts?” The purpose of the Midterm Implementation Strategy is to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next 10 years, knowing there are limited funds and increasing costs.

The Southeast TPR Midterm Implementation Strategy is based on regional issues, specifically how these issues affect the highest priority corridors in the region. Primary regional issues include the following:

1. Developing and maintaining interregional and statewide connections
2. Providing facilities that support the movement of goods via commercial trucks
3. Maintaining the existing system by providing quality road surfaces, shoulders, bridges and other features that support efficient and safe travel on both major arterials and farm-to-market type highways
4. The region as a whole depends on a high quality transportation system to sustain local and regional economies.

Implementation Strategy Corridors

The highest priority corridors and the critical strategies include:

- **US 287 – Colorado/Oklahoma State Line to Kiowa/Cheyenne County Line**

The US 287 Ports to Plains Corridor provides a major interstate/international truck route connecting from the Texas/Mexico border to Denver. Continuing to develop this corridor provides statewide benefits both economically and with a more direct alternative to the congested urban corridor on I-25 along the Front Range. Example strategies for implementation include completing Super-2 construction with concrete surfaces and wider travel lanes and shoulders on unfinished segments, complete design and implement recommendations from the Environmental Assessment for the Lamar Reliever Route, and adding ITS traveler information systems to assist truckers and other travelers, especially with weather-related information.

- **US 50 - I-25 in Pueblo to Colorado/Kansas State Line**

The US 50 corridor is the primary link for the communities along the Arkansas River to the urban centers on the Front Range. It is important to the TPR to recognize the economic value of developing and maintaining this vital connection for commuters and truck traffic. CDOT should seek to implement projects that are consistent with the on-going Phased Environmental Assessment, including major and minor widening at critical locations and major intersections.

- **SH 96 – Pueblo/Crowley County Line to Colorado/Kansas State Line**

The SH 96 corridor serves to connect farming communities to towns and cities in the region. The farm-to-market aspects are critical to sustaining the agricultural economy. Example improvements include maintaining adequate roads surfaces, safety improvements at spot locations, and other geometric improvements east of Haswell.

Strategies to Increase Transportation Revenue

The Regional Planning Commission (RPC) recognizes that CDOT investment in capital improvements using existing resources must necessarily be minimal over the midterm due to accelerating costs and declining revenues. To help offset costs, the RPC adopts the following Midterm Implementation Strategy Policies:

The RPC supports state initiatives to evaluate methods to increase state and federal funding for transportation, including:

- Re-instate the “Ton-Mile Tax” designed to recover some maintenance costs associated with increased truck traffic
- Senate Bill 1 should be continued and made to apply specifically to transportation only.
- Tolling of new facilities in urban areas should be considered as a form of “user pay” revenues
- Colorado should seek additional federal support for the federal Strategic Initiative Ports to Plains Corridor.

ASSESSMENT OF IMPACTS OF PLAN IMPLEMENTATION

The impacts from implementation of this plan are mixed. The currently acute shortage of transportation funding will continue to provide challenges for the TPR.

The plan anticipates funding for major construction projects on US 50, US 287 and SH 96 to address critical infrastructure needs from the RPP program. However, the \$18.9 million in RPP funding is for the 28 year planning period; those funds are projected to be available prorated over the time period. The Region will continue to fund those projects based on the anticipated resource stream. Current funding projections will not allow CDOT to maintain the existing system at accustomed levels.

Outside of these areas, the TPR will expect to see little additional major highway construction work in the near term due to equally important needs elsewhere, unless additional funds are forthcoming. While CDOT will continue to address safety, bridge and resurfacing needs on many of the region's highways, other major work will have to wait for the funding scenario to improve.

As a result, congestion will continue to deteriorate in spot locations on US 50 and other areas. Many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists as well as leaving some safety concerns unaddressed.

Reasonably expected transit funding will keep the existing transit providers operating at existing levels, with little opportunity for expansion of services beyond the current operations. Fixed route transit and improved intercity bus service may be needed in the future, if not sooner, but funding availability will make implementation difficult in the near term.

Overall, the Midterm Implementation Strategies will direct funding at the most critical areas so as to provide the best possible system, within funding constraints. CDOT and local governments should continue to seek additional funds to address long term needs.