COLORADO
Department of Transportation

YOUR TRANSPORTATION PLAN
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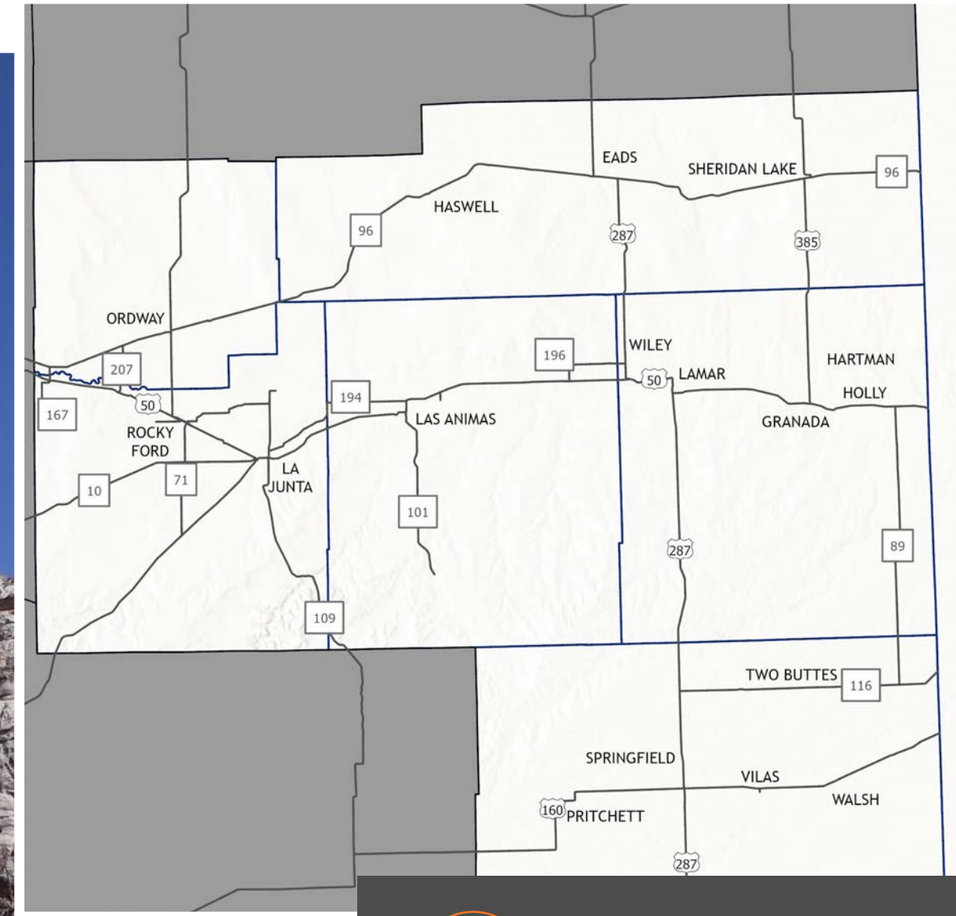
SOUTHEAST Coordinated Public Transit & Human Services Transportation Plan **DRAFT**

May 2020

Yucca on Indiana St
Photo Credit: Dave Hattan

Photo Credit: Baca County Colorado Government

SOUTHEAST



Southeast Coordinated Public Transit & Human Services Transportation Plan

The Southeast (SE) Transportation Planning Region (TPR) includes Baca, Bent, Crowley, Kiowa, Otero, and Prowers Counties. The largest cities in the Region include Eads, La Junta, Las Animas, Lamar, Ordway, and Springfield. Public transit and human services transportation play an integral role in the Region's multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and social/recreation activities in the Region while also providing connectivity to goods and services in nearby major activity centers, such as Pueblo.

Every four to five years, Colorado Department of Transportation (CDOT), in coordination with regional planning partners, updates regional transit plans in all rural regions of the state. This Plan serves as the Coordinated Public Transit and Human Services Transportation Plan for the SE TPR and establishes a framework for creating an integrated statewide transit system that meets the mobility needs of Coloradans.CDOT's Division of Transit and Rail (DTR), in coordination with the SE TPR members and transit agencies, took input from the general public to develop this Plan in accordance with all CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this Plan to prioritize transit investments and work towards the long-term implementation of the Region's unique transit vision and goals.

SE Transit Vision

To provide a safe, convenient, reliable, and efficient transit network to serve residents and visitors throughout the Region.

SE Transit Goals

1. **Maximize transit services and facilities to meet existing transit needs and those in the future**
2. **Evaluate need for additional transit service and facilities**
3. **Maintain service of the Amtrak Southwest Chief passenger train through southeast Colorado**
4. **Increase regional and intra-regional service for medical, employment, and educational trip purposes**
5. **Increase coordination among state, regional, local, public, non-profit, and private entities to more effectively achieve shared community goals**

SOUTHEAST

Regional Snapshot

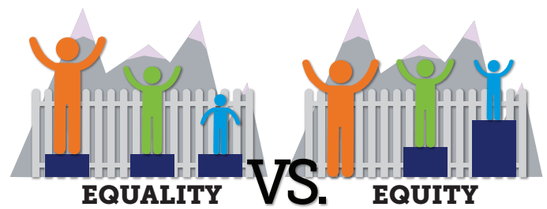
Transportation - whether walking, biking, taking transit, vanpooling, carpooling, or driving a car - is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation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

When considering the SE TPR's mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities include:

- Older adults (65+)
- People with disabilities
- Communities of color
- Low-income residents
- People with limited English proficiency
- Households without a car

Equality vs. Equity of Colorado's Transportation Network

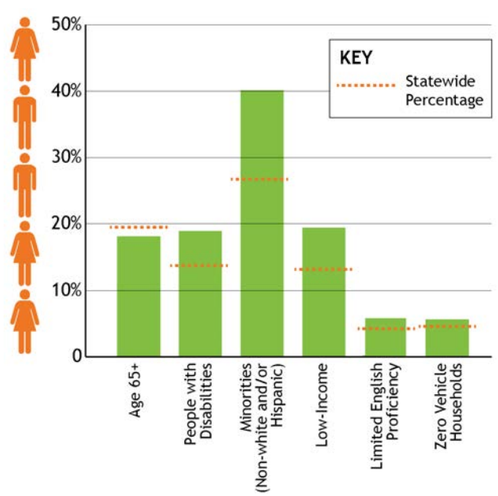
Colorado's statewide transit planning efforts consider the needs of all people – not only from an equality perspective, but also through the lens of equity. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.



When everyone is treated the same

When everyone is given what they need to be successful

SE TPR Historically Underrepresented Populations



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates

SOUTHEAST

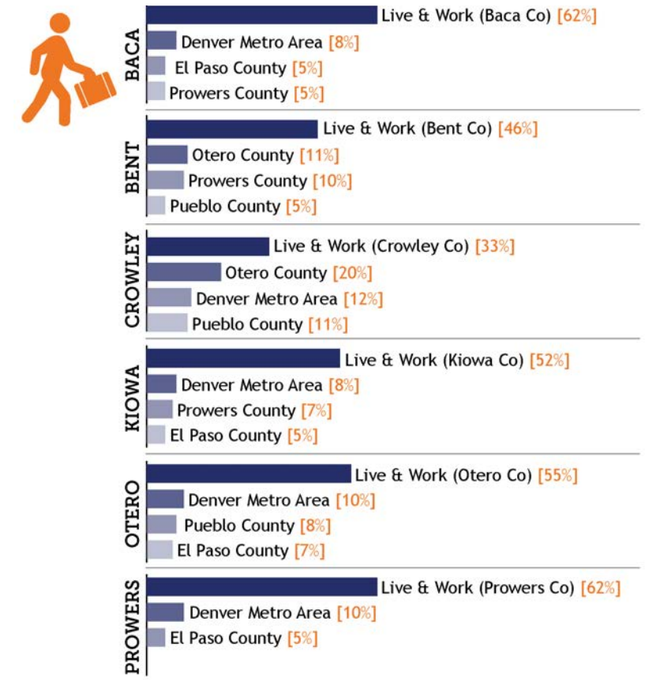
Population & Employment Projections through 2045

Projected Employment Decrease

Projected Population Decrease

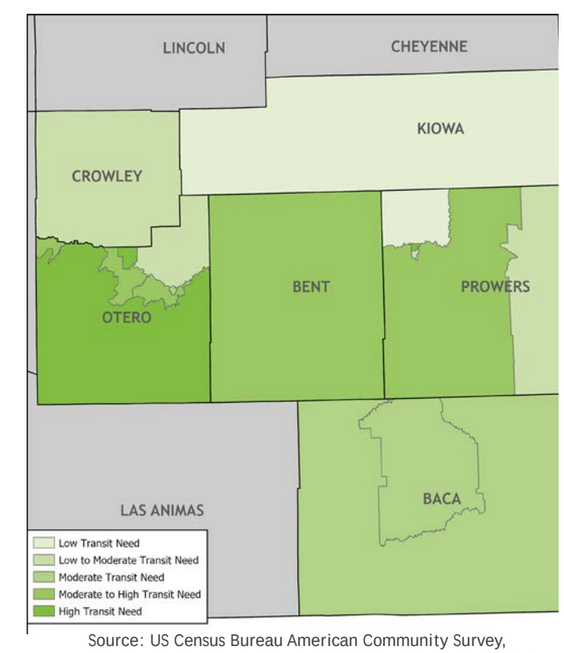
Projected Age 65+ Population Decrease

Where People Work (by County)



Source: US Census Bureau Longitudinal-Employer Household Dynamics, 2015

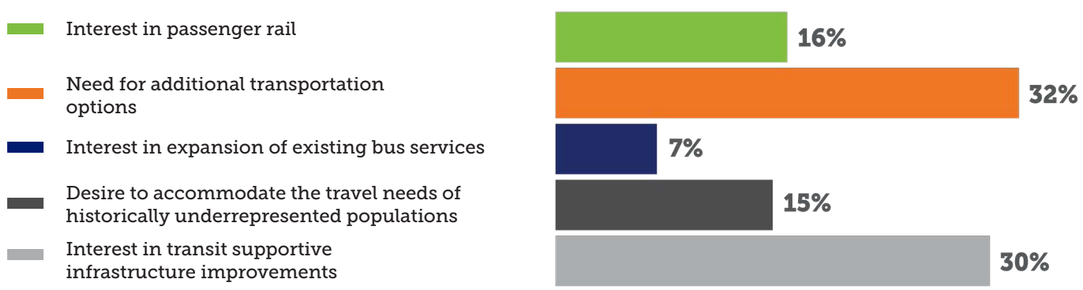
Identified Transit Needs



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates; Includes Older Adults, People with Disabilities, People of Color, Low-income Residents, People with Limited English Proficiency, and Zero Vehicle Households

What We Heard

CDOT conducted a comprehensive stakeholder and public engagement effort to gather input from elected officials, stakeholders, and community members about transportation needs – including transit and human services transportation - in the SE TPR through one-on-one meetings, online surveys, participation in community events, and small group meetings. The highest priority transit trends and issues that emerged from this outreach included:



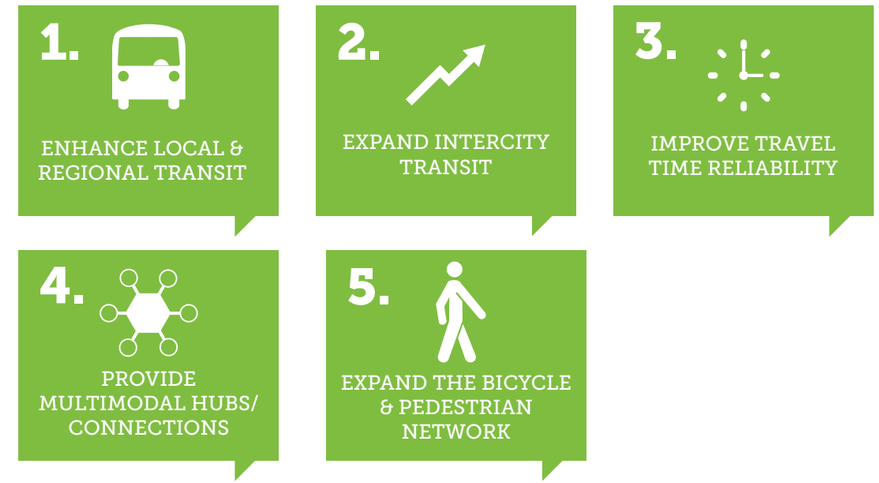
Source: 2019 Your Transportation Plan Public Input

Arkansas Valley Fair
Photo Credit: CDOT

Ranking of Potential Travel Option Improvements

Your Transportation Plan online survey respondents were asked to identify how much they value five potential multimodal transportation strategies that could help improve travel options in the SE TPR.

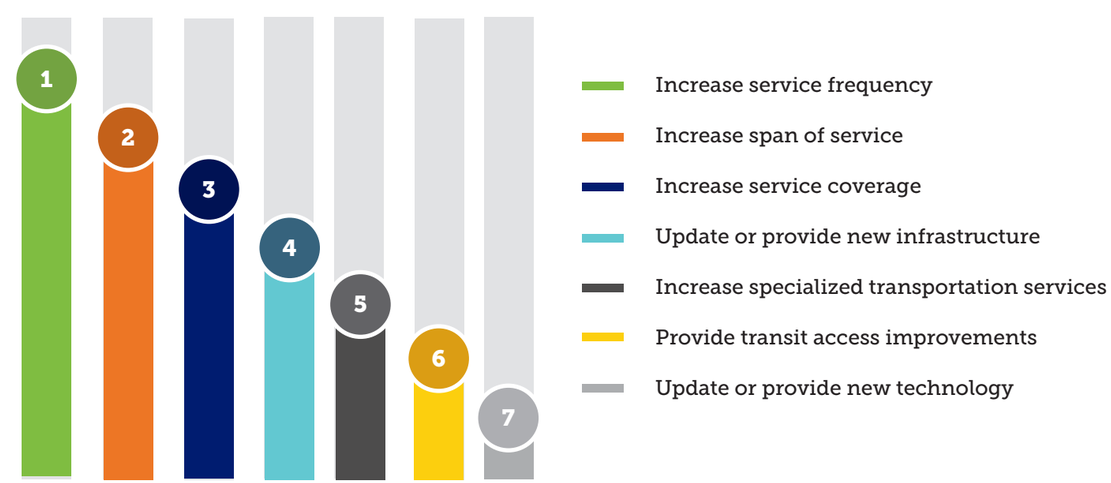
Preferred Travel Option Improvement Strategies:



Source: 2019 Your Transportation Plan MetroQuest Online Survey

Transit Provider Desired Transit Improvements

In fall 2019, a survey was distributed to transit and human services agencies in the SE TPR. One of the survey questions asked providers what improvements are most needed in the Region. As shown below, SE TPR providers indicated that increasing service frequency and span of service are the most desired improvements.

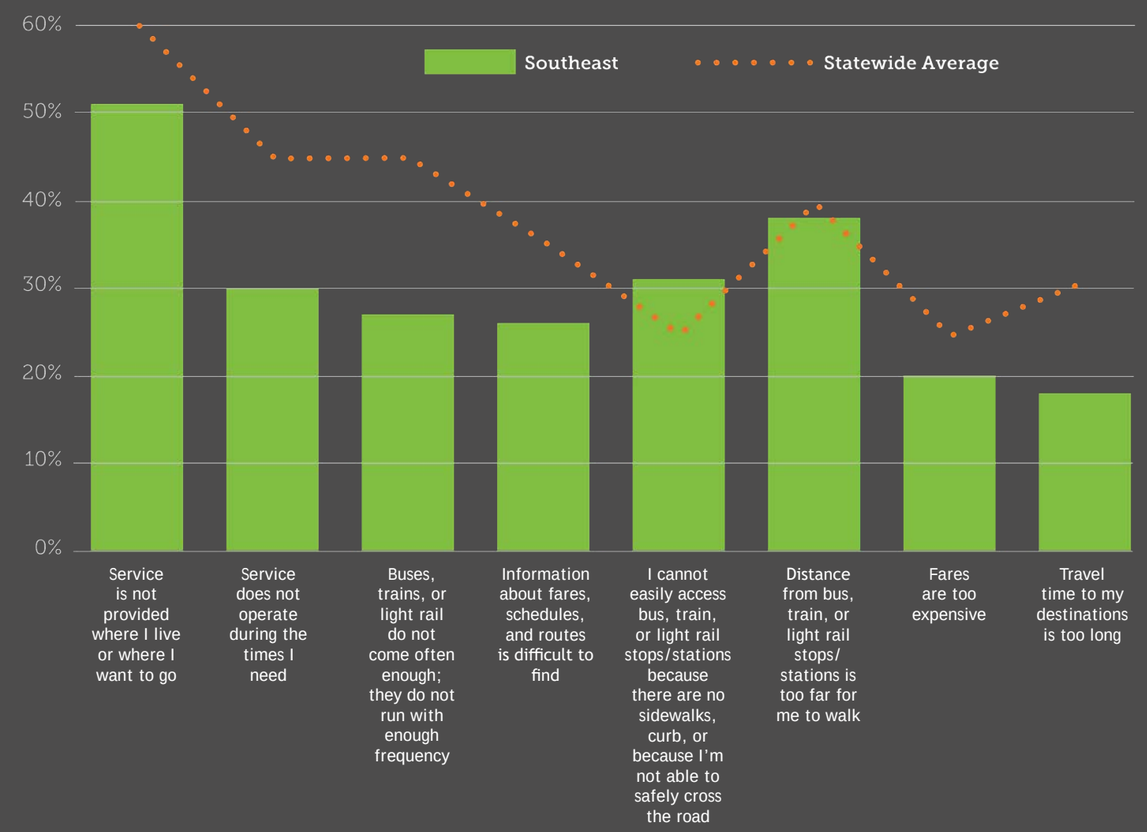


Source: 2019 Statewide Transit Plan Provider Survey

2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

In 2014, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. CDOT received close to ____ survey responses statewide. The survey was conducted again in 2019 and over ____ survey results were gathered. Since 2014, the data indicate a significant increase in need for trips to get to medical appointments, shopping/pharmacy, work, and to visit family/friends. Overall, the number of people that have trouble finding transportation for trips they want to make has remained unchanged since 2014. The findings from the 2019 survey relevant to the SE TPR are found below.

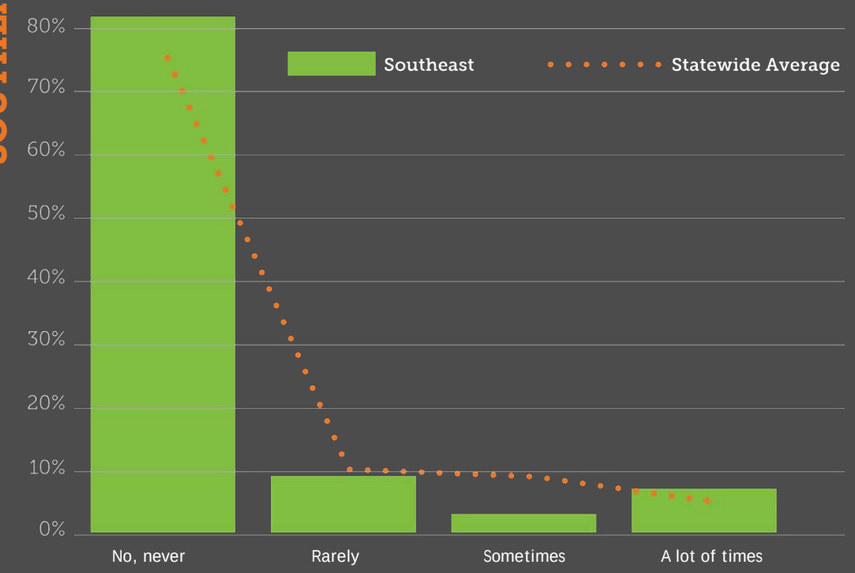
Barriers to Using Public Transportation Services



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The most common barrier identified in the SE TPR related to public transportation was coverage of existing services. Other common barriers included distance to public transportation stops and inaccessible stops/stations. In the SE TPR the proportion of people unable to access stops/stations was higher than the statewide average.

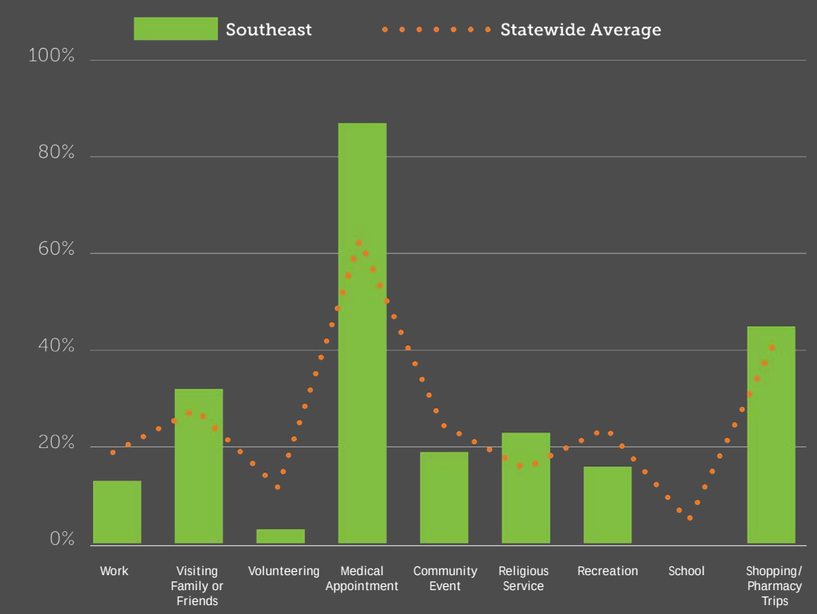
Do you ever have trouble finding transportation for trips you want or need to make?



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

Compared to all other TPRs, the SE survey respondents had a higher proportion of people who said they never have trouble finding transportation for trips, as compared to the statewide average.

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



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

Finding transportation for medical appointments and shopping/pharmacy trips is the most difficult for people in the SE TPR. These results align with statewide findings. Medical appointments were ranked considerably higher – 24 percent - than the statewide average.

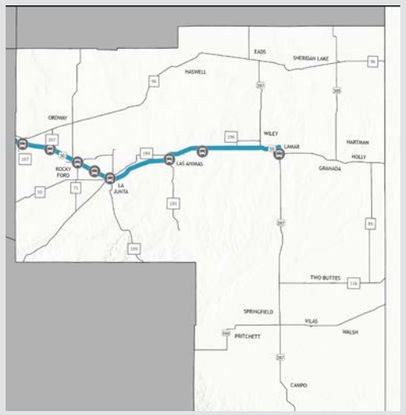
Existing Providers & Coordination Activities

All transit service provider information and associated data for the SE TPR was collected from the 2019 Statewide Transit Plan Provider Survey, National Transit Database, previous plans, CDOT's Division of Transit and Rail, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

Bustang Outrider

Lamar-Colorado Springs Outrider Route – Connects the SE TPR to the Pueblo Area, Central Front Range and Pikes Peak Area.This route, operated by Senior Resource Development Agency out of Pueblo, runs once a day between Lamar and Colorado Springs via Pueblo.

Southeast TPR stops: Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler



Bustang, CDOT's interregional express bus service, is funded by CDOT and operated by a local provider. One Bustang Outrider route serves the SE TPR.

Intercity Transit

Amtrak and Greyhound both service the SE TPR and connect Colorado to the national transit network.

Amtrak

The Southwest Chief operates once daily passenger transit service from Chicago, Illinois to Los Angeles, California with three stops in Colorado.

Southeast TPR stops: La Junta and Lamar

Greyhound

Greyhound operates a route once a day between Denver and Dallas, Texas that makes three stops in the SE TPR. The route also serves Pueblo and Colorado Springs.

Southeast TPR stops: Rocky Ford, Lamar, and Springfield

DEFINITIONS

Transit Service Types

Fixed-route: Transit service that operates on a defined route and schedule.

Deviated Fixed-Route: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.

Demand Response: Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).

Vanpools: Service that is organized in advance by a group of people who travel to and from similar locations at the same time.

Transit Service Categories

Intercity Transit: Open to the general public and connects to the national transit network.

Interregional Public: Open to the general public and connects one region/TPR of the state to another region/TPR.

Regional Transit Service: Open to the general public and connects communities and counties within a region/TPR.

Local Transit: Open to the general public and operates primarily within a city, town, or community.

Human Services Transportation: Service provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, and veterans.

Private For-Profit Transportation: Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

Interregional, Regional, & Local Transit Providers

The SE TPR has a range of interregional, regional, and local public transit providers that operate fixed-route bus, deviated fixed-route, specialized, and on-demand services.

Provider	Service Area	Types of Service	Span of Service	Fares	2018 Annual Ridership	2018 Ops & Admin Budget	2018 Vehicle Revenue Miles	2018 Vehicle Revenue Hours
Prowers Area Transit Services (PATS)	Prowers County		M-F (7:30AM-5:00PM)	$1.50 per stop $6 outside of Lamar	25,406	$413,302	93,971	8,096
City of La Junta	Otero County; within La Junta city limits and up to three miles outside city limits		M-F (7:00AM-4:00PM)	$0.50 one-way on route $1.00 one-way off route	17,784	$156,016	31,643	1,816
Bent County (Bent County Transit & Golden Age Transportation Services)	Multi-county: Bent, Otero, and Prowers		M-F (7:00AM-6:45PM)	$1.00-$3.00	44,887	$259,828	223,764	7,616
Kiowa County Transit	Multi-County: Kiowa, Otero, Prowers, Bent Interregional: Pueblo, Colorado Springs, Denver		M-T (7:00AM-5:00PM)	$20.00 within Kiowa County, Eads; $100.00 to DIA; all other by donation	313	$23,066	40,392	1,664

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

Source: 2018 National Transit Database and 2019 CDOT Statewide Transit Plan Provider Survey

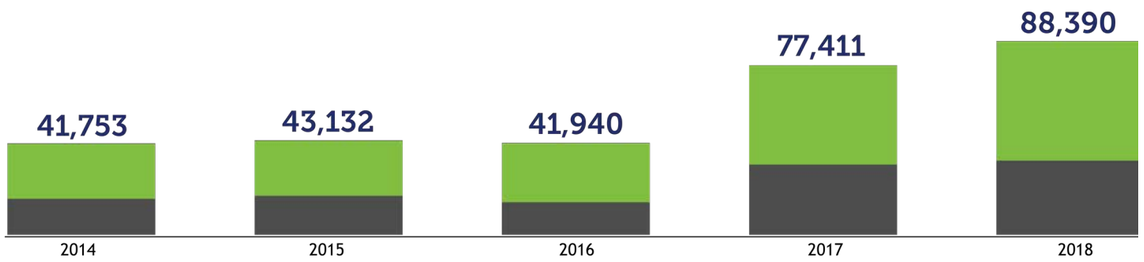
Legend

Fixed Route Bus | Demand Response | Commuter Bus | Deviated Fixed-Route Bus | Specialized Services

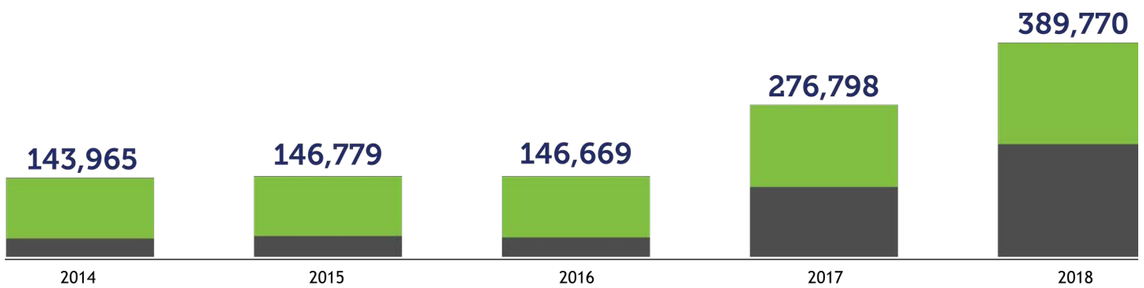
5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the SE TPR show that ridership, revenue miles, and revenue hours are all up, and have been consistently growing since 2014.

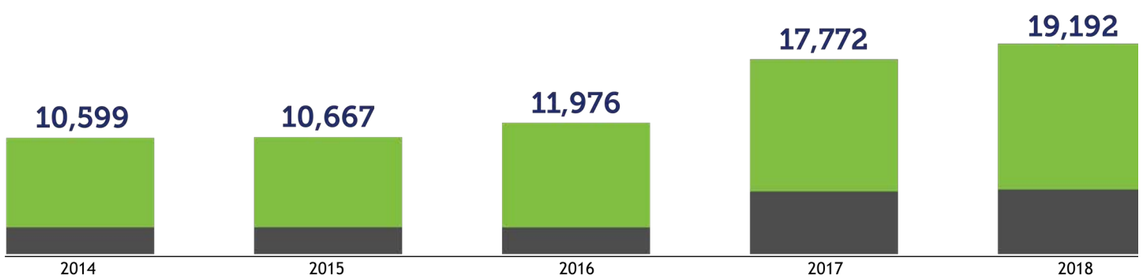
Total TPR Annual Ridership



Total TPR Vehicle Revenue Miles



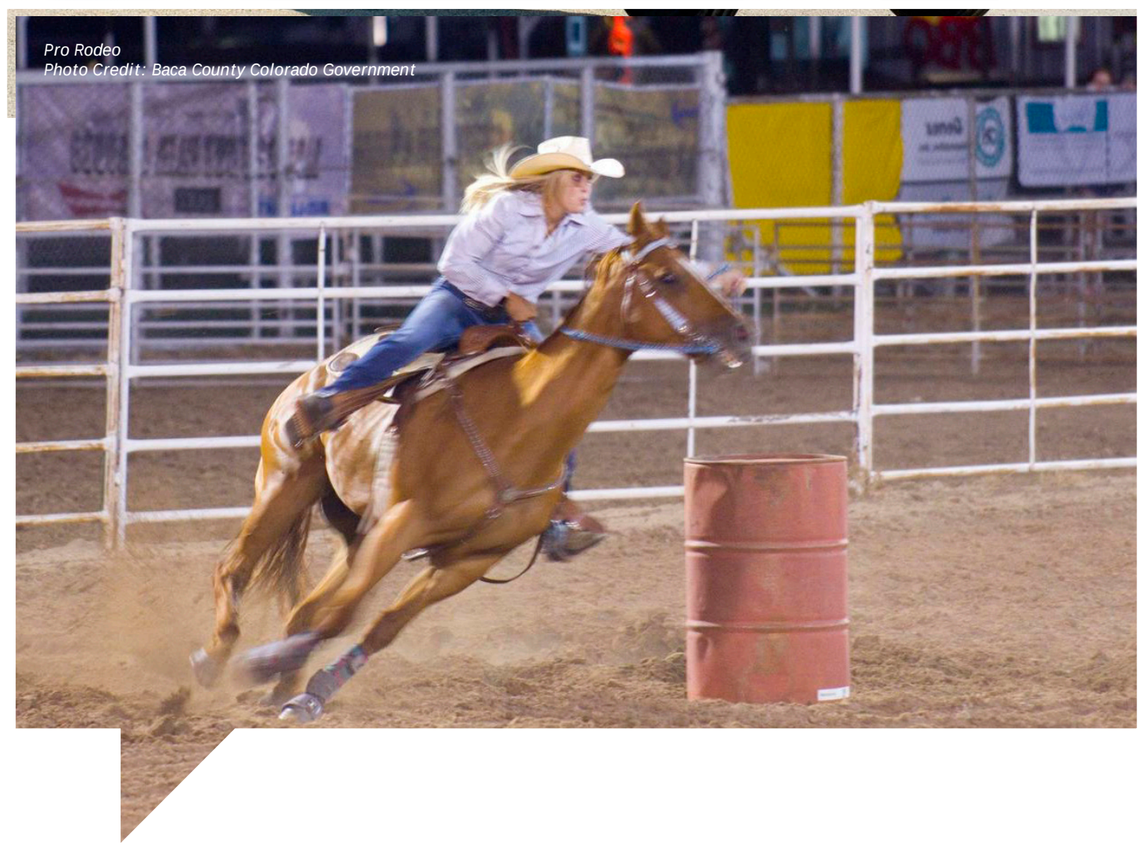
Total TPR Vehicle Revenue Hours



Demand Response Fixed-Route Bus

Source: 2014 -2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

Allis Chalmers Tractor
Photo Credit: Baca County Colorado Government

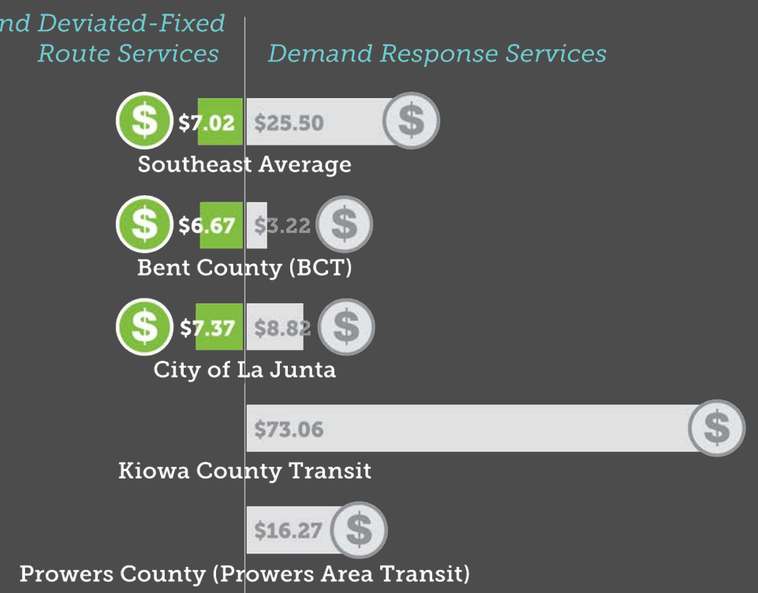


Pro Rodeo
Photo Credit: Baca County Colorado Government

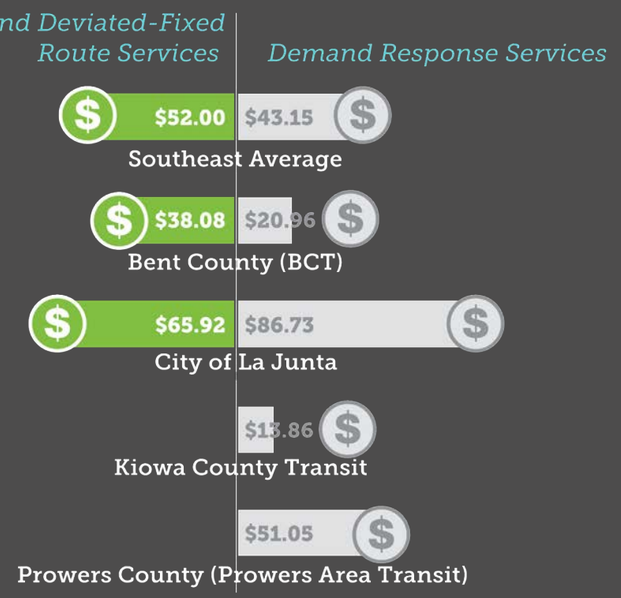
Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency's service operations. SE TPR cost/trip, cost/revenue hour, and cost/revenue mile are shown below.

ANNUAL COST/TRIP

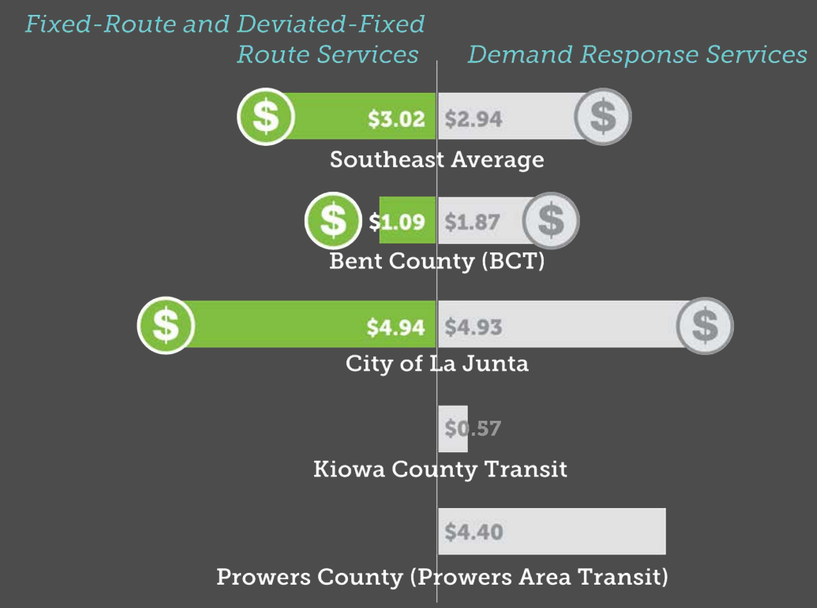


ANNUAL COST/REVENUE HOUR

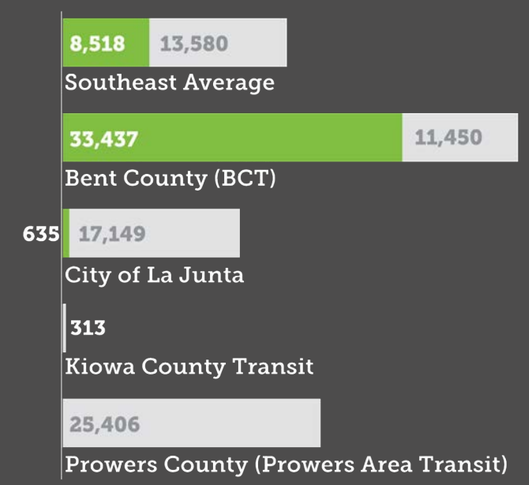


Source: 2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

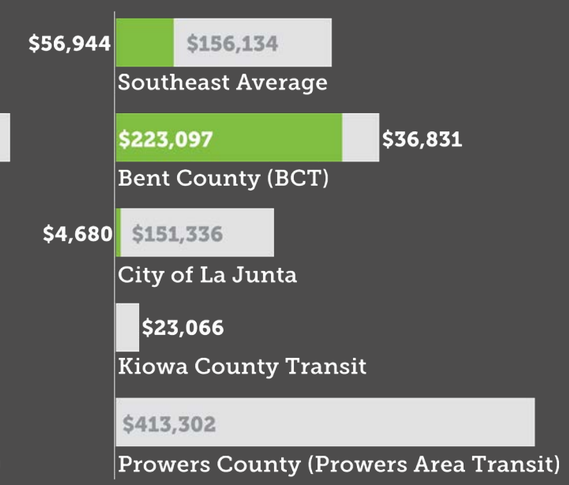
ANNUAL COST/REVENUE MILE



ANNUAL RIDERSHIP



ANNUAL OPERATING COSTS



Fixed-Route and Deviated-Fixed Route Services

Demand Response Services

Source: 2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

Human Services Transportation Providers

Several human services agencies operate transportation services in the SE TPR; however, for many of these providers, transportation is only one of the services they provide. The table below identifies human services agencies in the Region that provide transportation services and the populations they serve. As of spring 2020, there is an open RFP for a human services provider for several counties in the SE TPR. The list below is limited to those that responded to the 2019 Statewide Transit Plan Provider Survey and may not be comprehensive.

Provider	Service Area	Days of Service	Passenger Eligibility	Types of Service	Approximate Passenger Trips/Year
Baca County Seniors Van	Baca County	M-Th (8:30AM-afternoon as needed)	Older adults (60+), people with disabilities		Not available
RSVP of Otero, Bent, and Crowley Counties	Multi-county: Bent, Crowley, Otero	M-F	Older adults (65+), low-income populations, veterans, Medicaid recipients		Not available
Golden Gate Transportation Services	Multi-county: Fremont, Pueblo, Crowley, Otero, Bent, Prowers, Huerfano, Las Animas, Baca	M-F	Medicaid recipients		Not available
Inspiration Field	Multi-county: Crowley, Otero, Bent	24/7	Individuals with developmental disabilities		Not available
Medride	Multi-county: Fremont, Custer, Pueblo, Crowley, Otero, Bent, Prowers, Huerfano, Las Animas, Baca	M-F	Medicaid recipients		Not available
Prowers County Veterans Service Office	Prowers County	M-F	Veterans		Not available
Southeast Health Group	La Junta Area	M-F	Older adults (65+), individuals with disabilities, low-income populations, veterans, Medicaid recipients		1,300
Southeastern Developmental Services Inc.	Lamar, Eads, Wiley, Granada, Springfield	Fixed-route: M-Th Demand Response: Daily	Individuals with disabilities		4,224

Source: 2019 CDOT Statewide Transit Plan Provider Survey

Legend

Fixed Route Bus · Demand Response · Vouchers or Reimbursement · Bus Passes or Tickets · Specialized Services

Private Transportation Providers

There are no local taxi or shuttle companies providing services in the SE TPR. Transportation Network Companies are also not available in the SE TPR, because of this residents in need of transportation rely on family or friends. Efforts are being made to address this issue and increase tranportation options in the Region. One example of this is seen with the newly created Southeast Transit (SETran) coordinating council.

State of Good Repair

CDOT's DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2018. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, 37 percent of CDOT tracked transit vehicles in the SE TPR are beyond their state of good repair.

State of Good Repair Data

Agency	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
Prowers County	7	2	29%	$155,600
City of La Junta	4	3	75%	$307,700
Bent County	5	1	20%	$493,500
Baca County Seniors Van	1	0	0%	$0
Kiowa County Transit Services	4	2	50%	$472,300
Inspiration Field	32	15	47%	$942,900
TOTAL - Southeast TPR	**53**	**23**	**37%**	**$2,372,000**

Source: CDOT Statewide Transit Asset Inventory, July 2019

Regional Coordination Activities

Coordination of transportation services, funding sources, information, vehicles and equipment is paramount when looking for ways to minimize service duplication, create more efficient and productive systems, and provide trips to as many people as possible. A variety of existing coordination activities are occurring between transit providers and human services agencies in the SE TPR. The 2019 Statewide Transit Plan Provider Survey gathered information from providers in the SE TPR about coordination to better understand current activities and identify barriers.

Current Coordination Activities

Barriers to Coordination Activities

Source: 2019 Statewide Transit Plan Provider Survey

Local/Regional Coordinating Council

The Southeast Colorado Enterprise Development, Inc. (SECED) organizes the Regional Coordinating Council (RCC) in the Region - SETran. While they do not directly provide transportation services, they initiate and hold RCC meetings on a quarterly basis. The goals of the SECED are to strengthen the economic vitality of the SE TPR and develop multimodal transportation options to improve mobility and support economic development.

SETran was established in 2018 and meets monthly for coordination purposes. SETran collaborates with transit and mobility stakeholders and oversees Local Coordinating Councils (LCC) in each of the SETPR's six counties. SETran also serves as a resource for information on transit services and human services transportation providers throughout the six-county TPR and occasionally will facilitate trainings. SETran aims to address the transportation needs of residents through increased coordination efforts and information sharing.

In 2019, SETran developed a website that acts as the centralized platform for all coordinating council activities and resources. Action items for 2020 include creating a rider's guide, help line, and a shared calendar that will all be available on the SETran website. This will help further develop coordination between the counties, transit agencies, and advocacy organizations in the SE TPR. Bent County, La Junta Transit, Southeast Health Group, and Southeastern Developmental Services all report participating in their local and regional coordinating councils.

Mobility Management

SETran is in the process of creating a new organizational structure and currently does not have a mobility manager.

Coordinating Services/ Schedules

Bent County coordinates schedules and services with Bustang Outrider and coordinated implementation of a stop at Southeast Health Group.La Junta Transit and Prowers Area Transit also reported that they coordinate services and schedules with other providers.

Other Partnerships

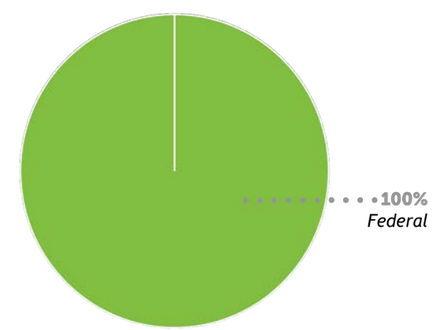
Southeast Health Group, Southeastern Development Services, and Prowers Area Transit Services all reported regularly communicating with other providers in the Region. Las Animas Helping Hands also reported that they serve on the Community Service Block Grant Tri-County Board. Many of the providers indicated that they refer clients to other providers in the SE TPR, including Bent County, La Junta Transit, Las Animas Helping Hands, Prowers Area Transit Services, and Southeast Health Group.

In addition, Bent County participates in training activities that are coordinated locally, saving on travel and training costs.

Financial Snapshot

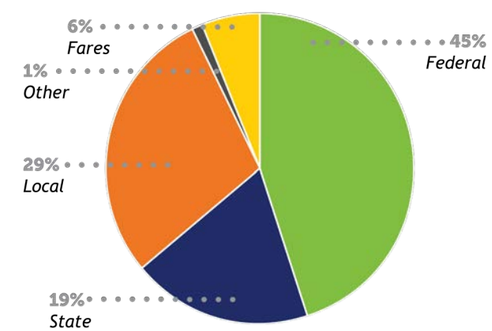
Transit funding is complex and Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from the FTA. Based on 2014-2018 budget data, most of the SE TPR's capital revenues and over half of its operating revenues were from federal sources. Operating revenues were supplemented by state and local funds, fares, donations, and partnerships.

Capital Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

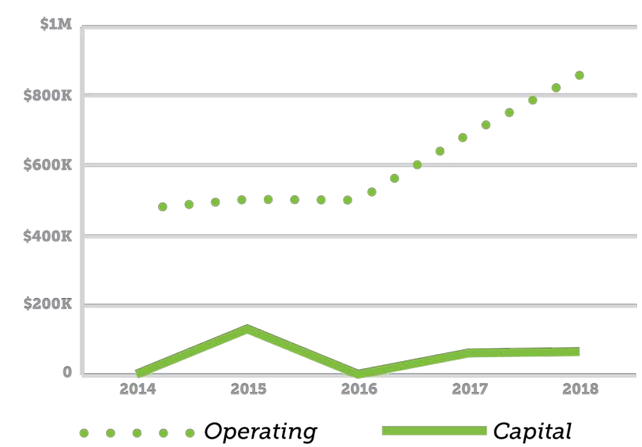
Operating Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

Historic Revenue Data

The chart below shows five-year SE TPR operating and capital funding trends. Operating funds increased by just over 30 percent over the five-year period with capital funding flat except for in 2016.



Source: National Transit Database 2014-2018 and 2019 Statewide Transit Plan Provider Survey

Additional 10-Year Capital & Operating Needs

Additional capital and operating projects were identified by SE TPR participants, transportation providers, CDOT staff, and other key transit stakeholders throughout the Region. Project needs identified do not include any anticipated fleet replacement funds needed to maintain all assets in a state of good repair. See page 23 for the full list of additional project needs.

Capital Project Needs: $8.14M
Operational Project Needs: $4.30M
Total Identified Need: $12.44M

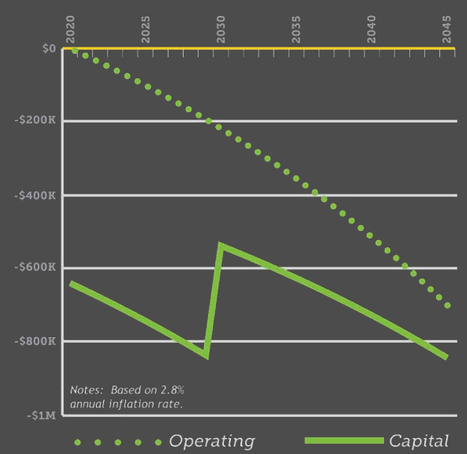
Regional Transit Revenue Trends

Annual Operating/Capital Projections

Annual operating and capital funding projections for the SE TPR provide a framework for planning for transit in the future. However, while planning projections are informative, they are in no way predictions of the future. Many factors influence revenue projections, including: (1) availability and allocation of federal, state, and local funds; (2) economic volatility; and (3) the rate of inflation. To provide a foundation for future planning, annual operating and capital projections for the SE TPR were developed based on 2018 National Transit Database data and survey responses from the 2019 Statewide Transit Plan Provider Survey.

Scenario 1: Maintain the Status Quo

Projected Surpluses/Deficits 2020-2045

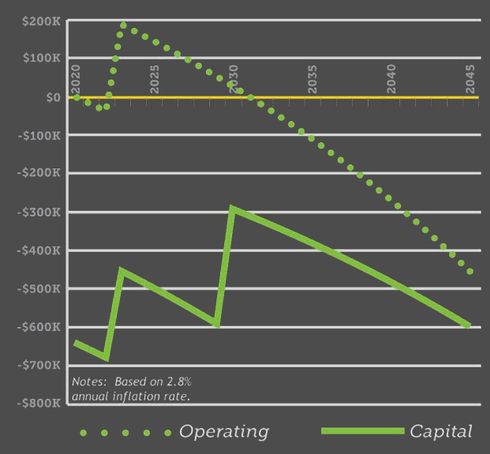


Source: CDOT

Scenario 1 assumes that no additional operating or capital funds are available for transit through 2045. Due to inflation, operating funds continue to diminish over the 25-year planning horizon. Capital revenue declines through 2029 with a spike in revenues in 2030. This is due to the annual investment required to retire the current backlog of vehicles operating beyond their useful lives by 2029 and ensuring that all other vehicles are replaced on time to maintain a state of good repair. While capital projections are still in a deficit, the impact is less severe after 2030.

Scenario 2: Maintain the Status Quo + New State Funding

Projected Surpluses/Deficits 2020-2045



Source: CDOT

Scenario 2 builds on Scenario 1 by assuming an additional $50 million in state funds are allocated to transit each year through 2045. The projection is based on the SB-267 funding allocation formula. The Region's allocation of state transit funding from 2023-2045 is split 50/50 between capital and operating.

Funding Programs & Opportunities

Federal funding is the primary revenue source for transit and human services providers in the State of Colorado for both operating and capital projects. CDOT serves as the designated recipient for Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities/Mobility Management (5310) and Grants for Rural Areas (5311) funding. FTA 5311 funding is allocated based on a Colorado-defined rural funding allocation methodology and FTA 5310 funds are awarded based on a competitive application process for small urban and rural providers in the State. Additionally, CDOT allocates Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers in the State.

SOUTHEAST TPR SENATE BILL-267 PROJECTS

CDOT's Transportation Commission approved SB-267 transit projects in December 2019, with $2.09 million allocated to the SE TPR over four years. Projects include:

- Outrider stop and shelter improvements in Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler
- Partner/capital call for projects (TBD)

Historically, limited funding for operating and capital transit needs has been available. In 2017, the state legislature approved Senate Bill 267 (SB-267), which allocates $500 million in general funds for each of four years to address transportation needs. SB-267 mandates that at least 10 percent, or $50 million, is allocated to transit capital projects annually. Twenty-five percent of the SB-267 transit funds are allocated to CDOT projects, including Bustang; approximately 50 percent of funds are to be allocated to CDOT and partner agency projects; and 25 percent of funds are allocated percent to local agency transit improvement projects. SB-267 is only a four-year program; for the funding to continue, the state legislature would have to approve such legislation.

Given the limited state funding for transit, many transit agencies in the state rely heavily on local funds to support their service, especially operating dollars. Alternative funding sources to support transit services locally and regionally include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorship/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees

Federal Transit Administration Funding Programs

- Accelerating Innovative Mobility - 5310
- Access and Mobility Partnerships - 5310
- Bus and Bus Facilities Discretionary Program -5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses & Bus Facilities – 5339(a)
- Grants for Rural Areas – 5311
- Human Resources & Training - 5314
- Integrated Mobility Innovation - 5310
- Low or No Emission Vehicle Program – 5339(c)
- Mobility for All Pilot Program Grants - 5310
- Mobility on Demand (MOD) Sandbox Demonstration Program - 5312
- Pilot Program for Transit-Oriented Development Planning 20005(b)
- Planning Grants - 5304
- Public Transportation Innovation - 5312
- Rural Transportation Assistance Program – 5311(b)(3)
- State of Good Repair Grants - 5337
- Technical Assistance & Standards Development - 5314(a)

Two Buttes Reservoir
Photo Credit: Baca County Colorado Government

Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the TPR's transit vision and goals and to support the implementation of identified transit projects in the Region.

- Advocate for stable funding to maintain the operation of existing transit services
- Ensure ongoing funding of maintenance and storage facilities for transit vehicles
- Advocate for full funding of TPR-identified transit capital and operating projects (see project list on page 23)
- Maintain all assets in a state of good repair
- Support efforts to keep the Amtrak Southwest Chief on its current alignment through southeastern Colorado
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Expand regional transit service to provide access to goods and services to enhance quality of life for historically disadvantaged populations
- Advocate for and ensure implementation of greater transit connectivity between regions, thereby providing reliable transit options for school, employment, and community events
- Improve transit amenities in the Region, through implementation of signage and shelters
- Partner and collaborate with CDOT and local agencies to increase coordinating council participation and expand coordination, marketing, and outreach between transit providers and human services agencies
- Ensure the coordinating council has adequate resources and funding needed to hire a permanent mobility manager, explore joint strategies, and maximize partnership opportunities

Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, SE TPR members prioritized their operating and capital projects for the Region. If projects were added after the TPR prioritization process, those projects are identified as "unranked." It is important to note that while projects are ranked, priorities may change based on available funding, grant opportunities, agency needs, etc.

Rank	ID	Project Name	Project Description	Capital Cost ($M)	10-Year Operating Cost ($M)	Project Benefits
1	1281	Kiowa County Bus Storage Facility	Metal storage facility; heated; 2-4 vehicles	$0.1	$0.10	Asset Management
2	1049	New Regional Transit Service between Campo and Lamar; Expanded Baca County Demand Response Services	Provide transit service along US 287 from Campo to Lamar. Two days per week, approximately 310 annual hours; requires one additional 15 passenger bus; 7 days/week	$0.15	$0.35	Public Health, Mobility, Quality of Life
3	1047	Expanded Regional Kiowa County Transit Service	Purchase 15 passenger bus; operate service 7 days/week - requires operating and capital	$0.10	$0.30	Public Health, Mobility, Quality of Life
4	1048	Baca County Bus Facility	Metal storage facility; heated; 2-4 vehicles	$0.10	$0.30	Asset Management
5	1287	La Junta to Fowler Fixed-Route Service	Fixed route service, 2 roundtrip routes/day; Purchase of one 15-passenger bus	$0.075	$0.525	Public Health, Mobility, Quality of Life
6	1278	Expand Non-Emergency Transit Service Operations and Vehicle Expansion	15 passenger bus; 7 days/week - Demand Response	$0.08	$0.30	Public Health, Mobility, Quality of Life
7	1050	Expanded RSVP Program to Serve Rocky Ford and Ordway	Expand RSVP program to include transportation to Rocky Ford and Ordway. Two trips per week, estimated annual hours 500	$0.072	$0.30	Public Health, Mobility, Quality of Life
8	1285	La Junta Multimodal Transit Center	New facility build, Santa Fe & San Juan & 1st St., La Junta; including Park-n-Ride facility	$2.75	$1.25	Public Health, Mobility, Quality of Life
9	1289	Expand Deviated Fixed Route Services in La Junta	Expanded service hours throughout the day; requires one additional 15-passenger bus	$0.075	$0.325	Public Health, Mobility, Quality of Life
10	1294	Expand Crowley County Transit Service in Crowley County and Sugar City	Expand Crowley County Transit service including in Sugar City (US 96). Four additional hours daily, estimated annual hours 1,040 in both Crowley County and Sugar City	$0.075	$0.325	Public Health, Mobility, Quality of Life
11	1286	Lamar Depot Multimodal Improvements	New Park-n-Ride facility adjacent to existing depot, 70 spaces, $560k; bus access improvements $50k; pedestrian access improvements to new lot and to existing depot site $100k; bus shelter $30k	$0.74	$0.10	Public Health, Mobility, Quality of Life, Bike/Ped
12	1279	Southeast Colorado Maintenance Facility	Design of new maintenance facility	$3.0	TBD	Asset Management
13	1288	City of La Junta Bus Barn Rehabilitation	Rehabilitate existing facility, 5th St & Gardner, La Junta; increase size; electrical rehab; adding restrooms	$0.075	$0.125	Asset Management
Unranked	2485	Prowers Area Transit Bus Barn Expansion	Add a transit office on the east side of the existing bus storage barn	$0.15	---	Asset Management
Unranked	2495	Outrider Stop/Shelter Improvements	Stops and shelter improvements at 8 locations: Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler	$0.6	---	Public Health, Mobility, Quality of Life

Legend

Public Health | Quality of Life | Asset Management | Mobility | Bike/Ped

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