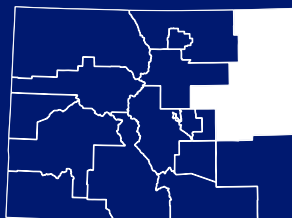


Eastern 2045 Regional Transportation Plan Adopted September 2020

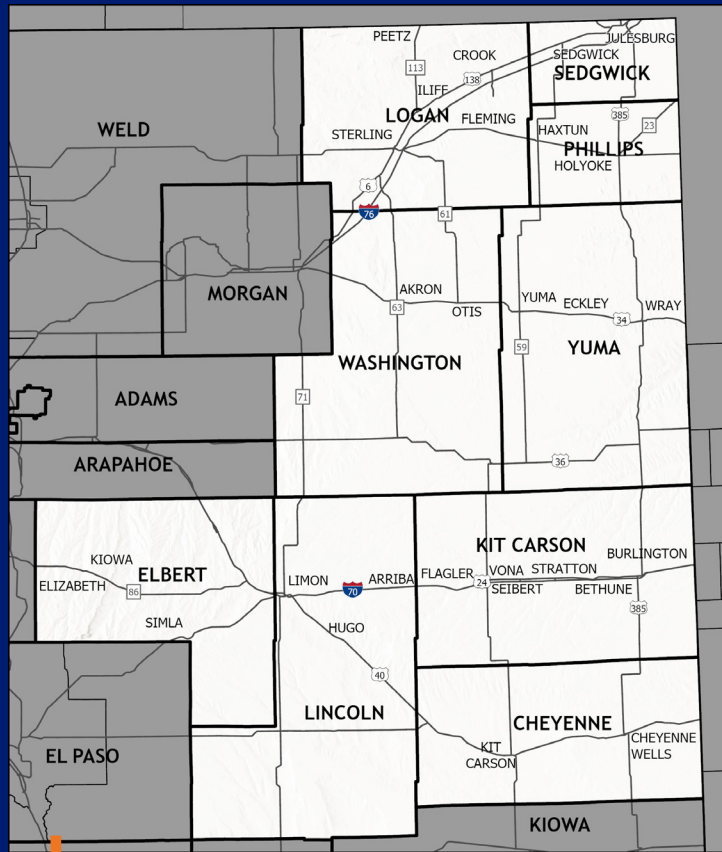


Eastern



Counties:
Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, Yuma

Soapweed Yucca
Photo Credit: Dave Hattan



This Regional Transportation Plan (RTP) is the long-range transportation document that guides the continuing development of a multimodal transportation system for the Eastern Transportation Planning Region (TPR). The Plan recognizes current needs and identifies solutions to address changing conditions. The Plan communicates the Eastern TPR's transportation needs and priorities to the Colorado Department of Transportation (CDOT) and Colorado's Transportation Commission. This Plan reflects the TPR members' input, data and background information, and public sentiment. It extends out 25 years to 2045 but has a particular focus on the first 10 years, allowing decision-makers to consider transportation investments in Eastern Colorado today, tomorrow, and in the future.

The Eastern TPR is the largest TPR in Colorado, encompassing Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma Counties. The TPR is primarily served by the I-70, I 76, US 24, US 34, US 287, US 385, SH 71, and SH 86 corridors. The TPR is defined by a terrain of rolling plains, a semi-arid climate, and temperatures that vary widely—from more than 100° F in the summer to sub-zero in the winter. Communities are located far from each other, often resulting in long travel distances for employment, medical services, and shopping. The people of the Eastern TPR value their rural way of life, their local communities and small-town atmosphere. The Eastern Region plays an important role in Colorado's freight industry where over 420 million tons of products valued at over \$341 billion dollars were moved within, in, and out of Colorado in 2016.

Eastern TPR Members

Composed of elected and appointed officials, the TPR is responsible for establishing Regional priorities and needs, developing this multimodal RTP, and ongoing planning coordination with CDOT.

Members include:

- Cheyenne County
- Crook
- Ovid
- Elbert County
- Eckley
- Otis
- Kit Carson County
- Elizabeth
- Paoli
- Lincoln County
- Flagler
- Peetz
- Logan County
- Fleming
- Sedgwick
- Phillips County
- Genoa
- Siebert
- Sedgwick County
- Haxtun
- Simla
- Washington County
- Holyoke
- Sterling
- Yuma County
- Hugo
- Stratton
- Akron
- Julesburg
- Vona
- Arriba
- Kiowa
- Wray
- Bethune
- Kit Carson
- Yuma
- Burlington
- Limon
- Cheyenne Wells
- Merino



Photo Credit: CDOT

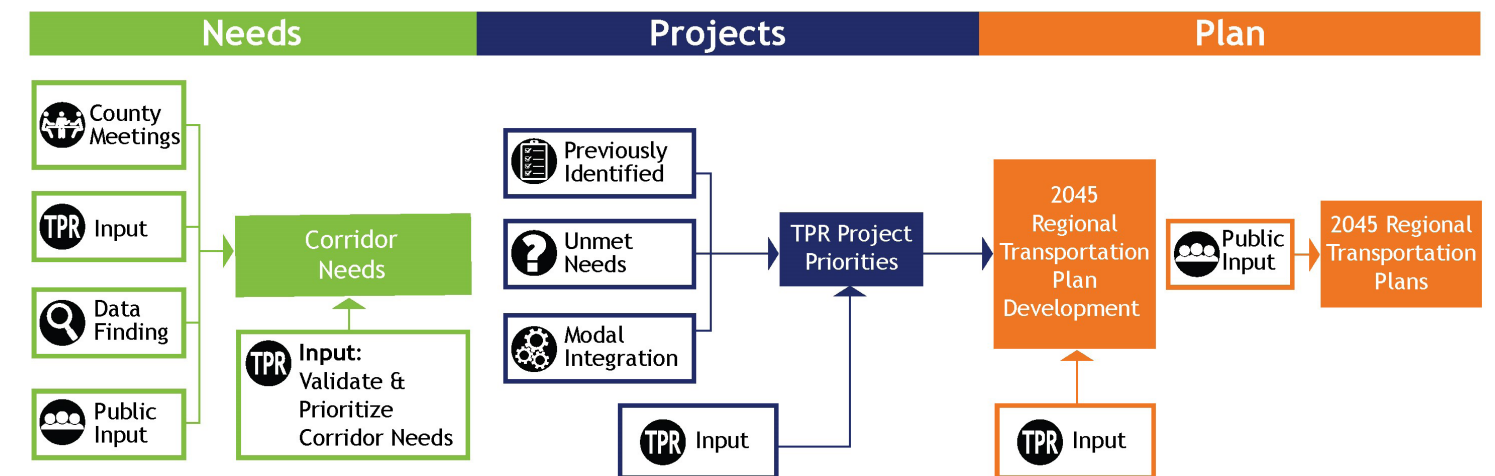
STATE & FEDERAL REQUIREMENTS

Legislation at both the state (§43-1-1103, C.R.S.) and federal (CFR 450.206) levels, as well as state transportation planning rules (2 CCR 601-22), requires the development of a comprehensive, long-range Statewide Transportation Plan that encompasses at least a 20-year period and incorporates the priorities and needs of the TPRs across the state. The state and federal requirements have been followed in the creation of this Plan.

Every four to five years, CDOT updates the Colorado Statewide Transportation Plan (Your Transportation Plan), which serves as a long-range planning tool and identifies Regional and statewide trends and issues. RTPs are developed to inform the Statewide Transportation Plan and to prioritize transportation projects in the Region.

Plan Development Process

This 2045 RTP was developed over approximately one year and included three primary phases: identification of transportation needs, development of projects, and plan creation. The TPR and public input, along with a data-driven analysis, was critical to plan development. The Coordinated Public Transit and Human Services Transportation Plan was developed concurrently, and can be found in Appendix A.



Dear Neighbor,

As Co-Chairmen of the Eastern Transportation Planning Region (TPR), representing Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington and Yuma counties, it is our responsibility to ensure that our area's transportation needs and priorities are recognized, made easily accessible, and communicated to the public and key transportation decision-makers. This Regional Transportation Plan (RTP) accomplishes these goals and more. It recognizes current needs and priorities, while formulating solutions to keep pace with regional growth and changing conditions.

This document is the reflection of TPR member input, various types of data and information, and public sentiment. An RTP that reflects the overall priorities and needs for our area is vital at a time of limited funding for transportation. This RTP is integrated in the Statewide Transportation Plan, demonstrating the important role that transportation in the Eastern TPR plays in the state's overall transportation system. This plan will help inform decisions the Colorado Department of Transportation makes about the state's transportation system.

This plan is intended to be a living, useful document that is referred to when transportation decisions are being made and as the TPR implements projects and strategic actions documented herein. This RTP will be revisited periodically to ensure that we are on the right path toward accomplishing the vision and goals set forth in this plan.

Your familiarity with our region's transportation needs and priorities and the challenges that we face is important now and into the future. I invite you to review this plan and become more engaged in the Eastern TPR's transportation future.

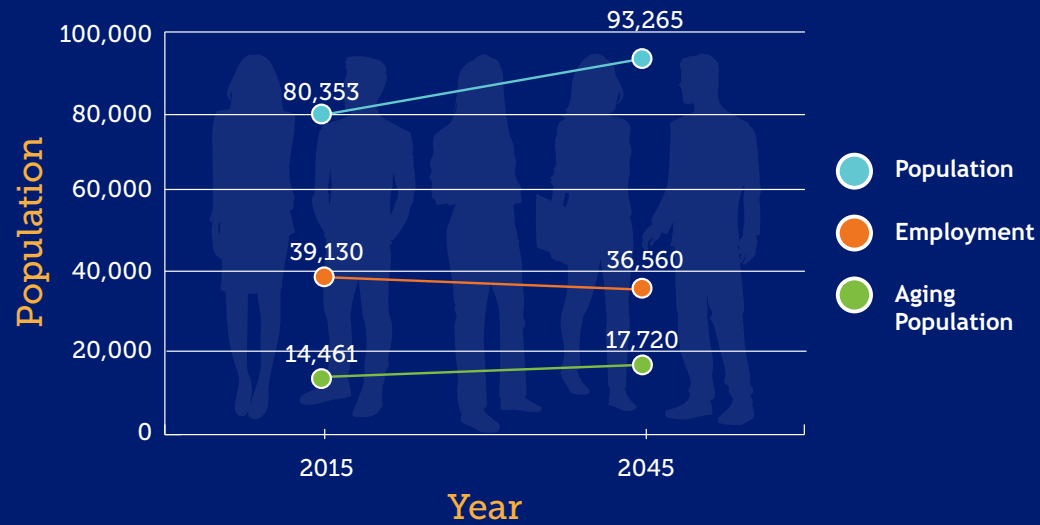
Sincerely,

Trent Bushner
Eastern TPR Co-Chair

Chris Richardson
Eastern TPR Co-Chair

Eastern TPR's Data Driven Regional Transportation Story

The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the Region by 2045. The story summarizes the condition of the transportation infrastructure within the Region, how the transportation system is used, and the people relying on the system. Combined, this information shows the uniqueness of the TPR and helps identify the greatest needs in the Region.



Source: CDOT Statewide Travel Demand Model, 2015 and 2045.

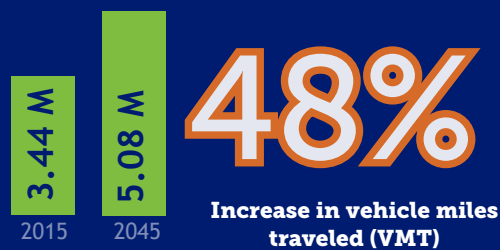
Population & Employment

The Eastern TPR population is expected to grow by a little over 16 percent between 2015 and 2045. While the Region is expected to lose just over 6.5 percent of the jobs over the same time period.

Vehicle Travel & Congestion

While the total vehicle miles traveled are anticipated to increase by 48 percent in the Region from 2015 to 2045, the travel experience is anticipated to remain at an acceptable level of service.

Vehicle Miles Traveled



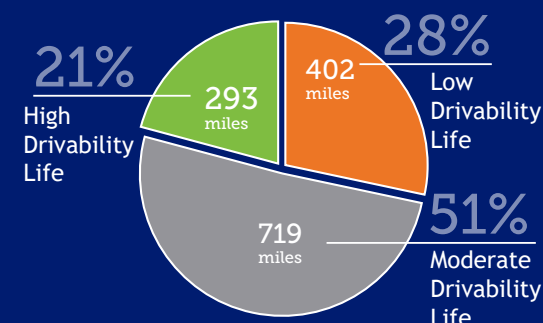
Source: CDOT Statewide Travel Demand Model, 2015 and 2045.

Aging Population

Aging adults have unique travel needs; they often need public transportation services as alternatives to driving as well as roadway improvements such as better signing, striping, and lighting. Much like the other TPRs in the state that are experiencing considerable growth in the aging population, the Eastern TPR's aging population is anticipated to increase by 22.5 percent by 2045.

Road Conditions

- Drivability life is the remaining "life" of the surface of the road and indicates how long a highway will have acceptable road surface and driving conditions.
- Over 70 percent of the highways in the Eastern TPR have moderate (4-10 years) or high (>10 years) drivability life.
- The following corridors have a low drivability life: SH 14, SH 59, SH 63, SH 71, SH 94, US 24, US 34, US 36, and US 385.



Source: CDOT Asset Management Database, 2019.

Safety

Understanding crash patterns helps to identify appropriate safety improvements. For example, safety improvements such the addition of shoulders, passing lanes and turn lanes can mitigate crashes due to roadway departure. Wild animal collisions can be mitigated with adequate mowing operations, fencing along the roadway and/or a wildlife bridge/tunnel.

Top 3 Crash Types



Source: CDOT Crash Database, 2014-2018.

Colorado Freight Corridors

From the agricultural fields in the Eastern TPR to the tables of individuals and families across the US and globally, freight is how these valuable products get into our hands and homes. Of the 22 highway corridors in the Eastern TPR, 11 are designated as Colorado Freight Corridors: SH 71, US 6, US 40, US 385, US 287, US 24, I 76, SH 71, SH 14, I-70, and US 34. The Oklahoma border to US 40 in Kit Carson and Kit Carson to I-70 in Limon is designated as a national Ports-to-Plains Corridor. This crucial rural freight corridor serves as a multi-modal National Highway System facility and major north-south connector to Oklahoma and places outside the Region. Additionally, SH 71 from I-70 in Limon to the Nebraska state line is designated the Heartland Expressway.

Transit

The Eastern TPR transit providers operate deviated fixed-route bus, on-demand transit and specialized services. Public intercity transit services that run through the Region include Amtrak and Arrow Stage Lines. Burlington Trailways is the only private intercity transit provider that operates in this Region. Currently, there are no connections to CDOT's Bustang or Bustang Outrider services in the Eastern TPR. InterRegional public transit is provided by three different services in the Region. The Outback Express connects to the Pikes Peak Area, Greater Denver Area, and the Southeast TPR. The County Express and Prairie Express connect to the Greater Denver Area, North Front Range, and Upper Front Range. The only human service transportation provider in this Region is Dynamic Dimensions, who provide transportation for people with developmental disabilities.

Scenic Byways

Scenic byways are designated routes that have unique features that do not exist elsewhere in the United States; these byways often promote tourism and economic development adjacent to the corridors. There are two scenic byways in the Eastern TPR, the Pawnee Pioneer Trails Scenic Byway along the SH 14 corridor near Sterling and the South Platte River Trail Scenic Byway along US 138 corridor near Julesburg.

Economic Vitality

The top industry for employment in the Eastern TPR is agriculture followed by advanced manufacturing. The Eastern Plains of Colorado are home to one of the most productive farming and ranching areas in the country. It is also one of the fastest growing energy production Regions in the state for oil and gas, wind, and ethanol. Economic vitality in the Eastern TPR necessitates linking raw materials to manufacturers, and agricultural goods to the homes of individuals and families. The transportation network supports the movement of these freight goods. In this way, freight movement supports economic development and the vitality of the Eastern TPR's communities.

Bicycling & Walking

High Demand Bicycle Corridor is a designation used by CDOT to plan and prioritize bicycle investment and maintenance around the state. The following corridors are designated as High Demand Bicycle Corridors in the Eastern TPR: US 6, US 40, US 24, US 138, and SH 14.

State highways serve as the "Main Street" through the following municipalities: Simla, Limon, and Burlington (US 24); Akron, Otis, and Wray (US 34); Kit Carson and Hugo (US 287); Burlington and Holyoke (US 385); Kiowa and Elizabeth (SH 86); Haxtun and Holyoke (US 6); Julesburg and Sterling (US 138), and Sterling (SH 14). These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely. People are more inclined to walk in places that feel safe and inviting.

Airports

The Eastern TPR has seven general aviation airports: Colorado Plains Regional, Kit Carson County, Holyoke Municipal, Limon Municipal, Sterling Municipal, Wray Municipal, and Yuma Municipal.



Photo Credit: Dave Hattan

Eastern TPR's Transportation Focus Areas

Transportation impacts the lives of residents, employees, and visitors of Colorado in various ways across the state. The TPR members identified the following topics that highlight what is most relevant and unique to the Eastern TPR when it comes to transportation.



Photo Credit: Dave Hattan

Freight and Rail

In transportation, the term freight is used for vehicles moving the products and valuables we use on a daily basis. From the agricultural fields in the Eastern TPR to the tables of individuals and families across the US and globally, freight is how these valuable products get into our hands and homes. In this way, freight movement supports economic development and the vitality of our communities. There are several critical industries that rely on truck and rail freight movement in the Eastern TPR. Agriculture is the primary industry that contributes to goods movement; however, oil, gas, and alternative energy contribute as well. These industries rely on a strong transportation network to get products to market. This TPR lacks adequate rest stops and truck parking, which inhibits the safety of freight movement. Continual consideration of upgrades to the strategic US 287 Ports-to-Plains Corridor, including accommodating growth in freight traffic and maintaining optimal pavement conditions is an essential part of addressing Eastern TPR freight needs. The Eastern TPR has 11 designated Colorado Freight Corridors. The total daily truck miles on these 11 freight corridors is 828,570 or approximately 300 million a year. Freight rail is also a key mode for

Road Conditions

Well maintained roads are essential to the quality of life for residents, employers, and visitors to the Eastern TPR. In a Region that experiences a range of weather conditions and occasional severe storms that create low visibility and hinder mobility, the condition of the road determines the ability for people to get around, whether moving agricultural goods or maintaining access for aging populations. When roads are well maintained, drivers are safer, the wear and tear on cars, trucks, and heavy vehicles is minimized, goods and services can be provided to the Region, and transit services can reliably be provided.

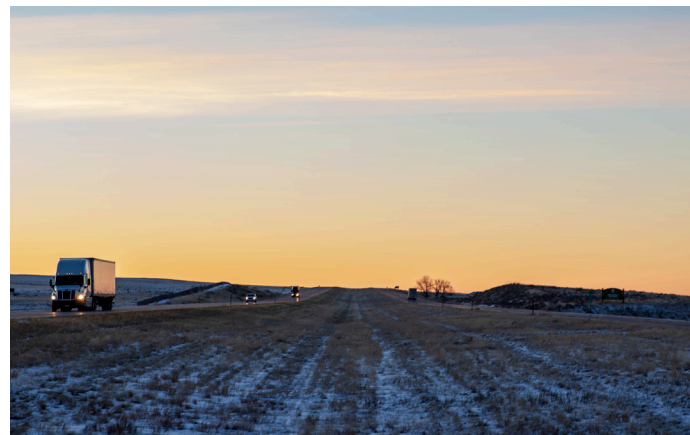


Photo Credit: Dave Hattan

commodity import and export, such as the Eastern Regions Winter Wheat that is shipped nationwide. Railways that serve the Region include the Union Pacific Railroad, the Burlington Northern Santa Fe Railway, the Kyle Railroad, and the Nebraska, Kansas, Colorado Railway. As Colorado's population and economy grows, there will be even greater demand for products from these key Eastern TPR industries. Alternative routing availability, maintaining roadways in winter weather conditions, and rail serviced industrial parks can play a significant role in economic development for the Eastern Region, supporting interests in manufacturing and industry.



Photo Credit: BurlingtonTrailways.com

Resiliency

Resiliency is the ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges and maintain quality of life, healthy growth, durable systems including the transportation system. Resiliency in the Eastern TPR is connected to alternative route availability and adequate and reliable winter maintenance. As extreme weather events increase in occurrence, the Eastern TPR should evaluate options to reduce risk and implement resilient design solutions.



Photo Credit: CDOT

InterRegional Transit

As the population of the Eastern TPR continues to age and older adults are unable to drive, the local, Regional, and interRegional transit services will be increasingly important. Local transit gives residents and visitors access to services such as grocery stores located in downtown areas. Regional and interRegional services increase connectivity to larger communities and provide access to necessary services like medical care and shopping. Providing reliable transit service maintains the overall well-being and increases the quality of life of all residents, especially older adults and people with disabilities.



Photo Credit: Colorado.com

Environmental Mitigation

Transportation, like all human activities, affects the environment. The rules governing the statewide and Regional planning process require CDOT to consider environmental impacts potentially caused by transportation projects. These planning regulations require plans and projects to be coordinated with other local, state, and federal agencies to identify and discuss how to maintain projects and/or restore the environments impacted by the transportation projects. For example, if a project is anticipated to worsen air quality, the project solutions should seek to avoid, minimize, or mitigate this impact. In this case, mitigation measures could include optimizing the traffic signal to improve traffic flow and reduce vehicle emissions. The state and federal requirements pertaining to environmental consultation have been followed in the creation of this Plan.

Vision & Goals

Vision:

The vision of the Eastern TPR is to enhance the unique character and quality of life found in northeast and east central Colorado by providing an efficient, safe and accessible transportation network. This is essential to support dynamic local and Regional economies based on agriculture, oil and gas production, domestic and international trade, recreation, and tourism.

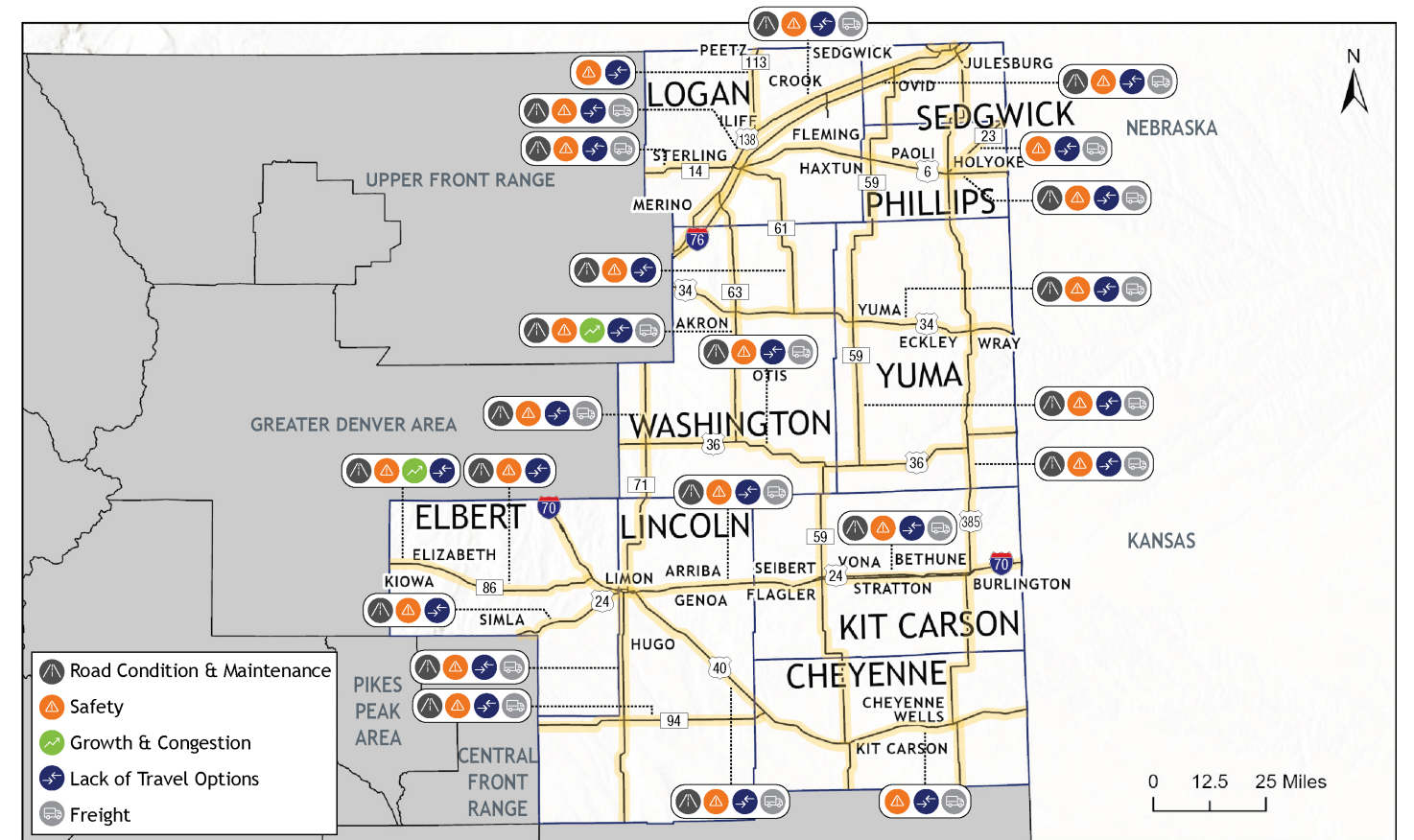


Photo Credit: Dave Hattan

Goals:

- Implement strategies to improve safety for all modes of transportation, such as the addition of shoulders, turn lanes and adequate winter road maintenance.
- Improve pavement conditions on interstates and state highways for more efficient farm-to-market movement of goods.
- Encourage proper routing for hazardous materials and oversized vehicles.
- Continue to seek increased funding for improving highway, air, rail, and transit systems and services.
- Promote vibrant communities while supporting agriculture and tourism.
- Provide transit service for the transit-dependent population within the Region.
- Enhance air freight and passenger service for the Region.
- Preserve rail service and facilities to promote the economic vitality of the Region.

Corridor Needs Map



Source: 2019 Your Transportation Plan MetroQuest Online Survey, County Meetings, Transportation Planning Region Meetings, Stakeholder Meetings, Telephone Town Hall

Through a significant public engagement process, we've taken what we heard from county officials, key stakeholders, and the public in the Eastern Region and compared it with key data findings (e.g., crash patterns, road condition, congestion points) to identify corridor transportation needs, as shown on the map. The corridor needs were used to develop specific projects to address the greatest needs of each highway. A range of multimodal transportation options were considered to address the corridor needs.

What We've Heard:

CDOT officials engaged local and Regional stakeholders and community members in the Eastern TPR – in person, over the phone, and online. As a result, we heard from many residents throughout the TPR and learned how they travel. Outreach in the Region included:

- County Meetings: Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington and Yuma
- Community Events: County Fairs and a “Shop & Stop Pop-Up” event in Limon
- Regional Planning Meeting: Akron
- Stakeholder Meetings: Pro15, Freight Advisory Committee, Colorado Motor Carriers Association
- MetroQuest Online Survey: 393 Responses
- A Telephone Town Hall

Through this stakeholder and public outreach, the highest priority transportation trends and issues in the Eastern TPR were identified as:

- Road Condition & Safety
- Freight
- Lack of Travel Option

Online Map Comments by Category

Survey respondents were asked to communicate personal transportation challenges on an interactive map. The pie chart shows the breakdown of comments by key categories in the Eastern TPR.



Source: Your Transportation Plan MetroQuest Online Survey (2019)

Eastern Transportation Projects

The Region's transportation project list is characterized by a mix of capacity, operational, multimodal transit, and asset management projects. The list also includes a number of safety-related projects that address shoulder deficiencies and passing lanes. The project list was developed by first aligning previously identified projects with the known corridor needs, adding new projects to address unmet needs, and then ranking the projects by relative importance. The final project list includes the projects best suited to meet the transportation needs of the Region between now and 2045.

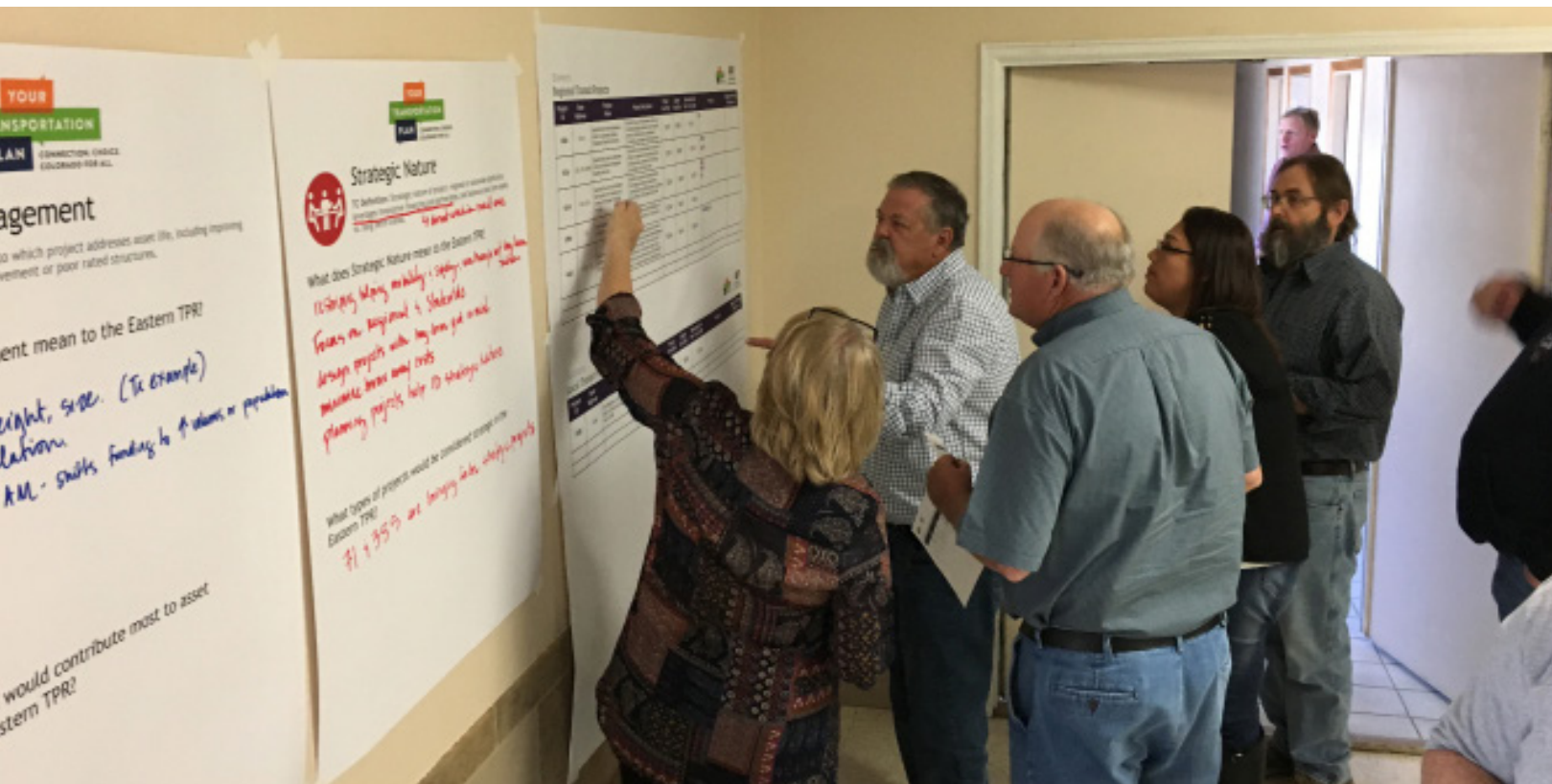
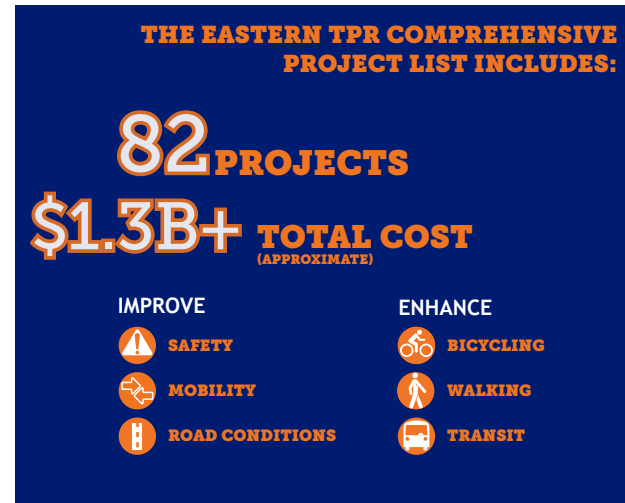


Photo Credit: CDOT

Regional Priorities

The Colorado Transportation Commission's guiding principles of Safety, Mobility, Economic Vitality, Asset Management, Strategic Nature, and Regional Priorities are the basis for project selection in Colorado. The Eastern TPR established Regional Priorities by ranking projects based on each project's ability to meet the project criteria, as defined specifically for the Eastern TPR below.

Safety



Safety in the Eastern TPR must consider how trucks and other vehicles work together on roadways and consider the population of aging adults. Enhanced transit options facilitate the mobility of aging adults. The addition of shoulders, turning lanes, passing lanes, appropriate signage, and widening of roadways accommodates trucks and enhances the safety for all road users.

Mobility



Keeping trucks and transit moving and able to travel in a range of weather conditions will enhance mobility in the Eastern TPR. Addressing road conditions, such as expanding roadways to four lanes, snow plowing and improving the interface between freight and the general public all represent significant priorities. Expanding options for travel, such as Transit Express would enhance mobility in the Eastern TPR.

Economic Vitality



The Eastern TPR plays an important role in Colorado's freight industry and has 11 freight corridors including US 287, the Ports-to-Plains Corridor. The multimodal freight systems benefit our daily lives by delivering the goods we order and the things we need and depend on, on time, every day, no matter where. Businesses also expect reliable service and dependable delivery. Grocery stores, hospitals, manufacturers, restaurants, and retail stores rely on our multimodal freight systems to deliver sales inventory, critical supplies, and essential products.

Asset Management



Managing roads through consistent mowing, snow plow operations, addressing pavement conditions, and drivability life is important to the Eastern TPR. Maintaining roadways in good condition increases the efficiency, reliability, and safety for road users.

Strategic Nature

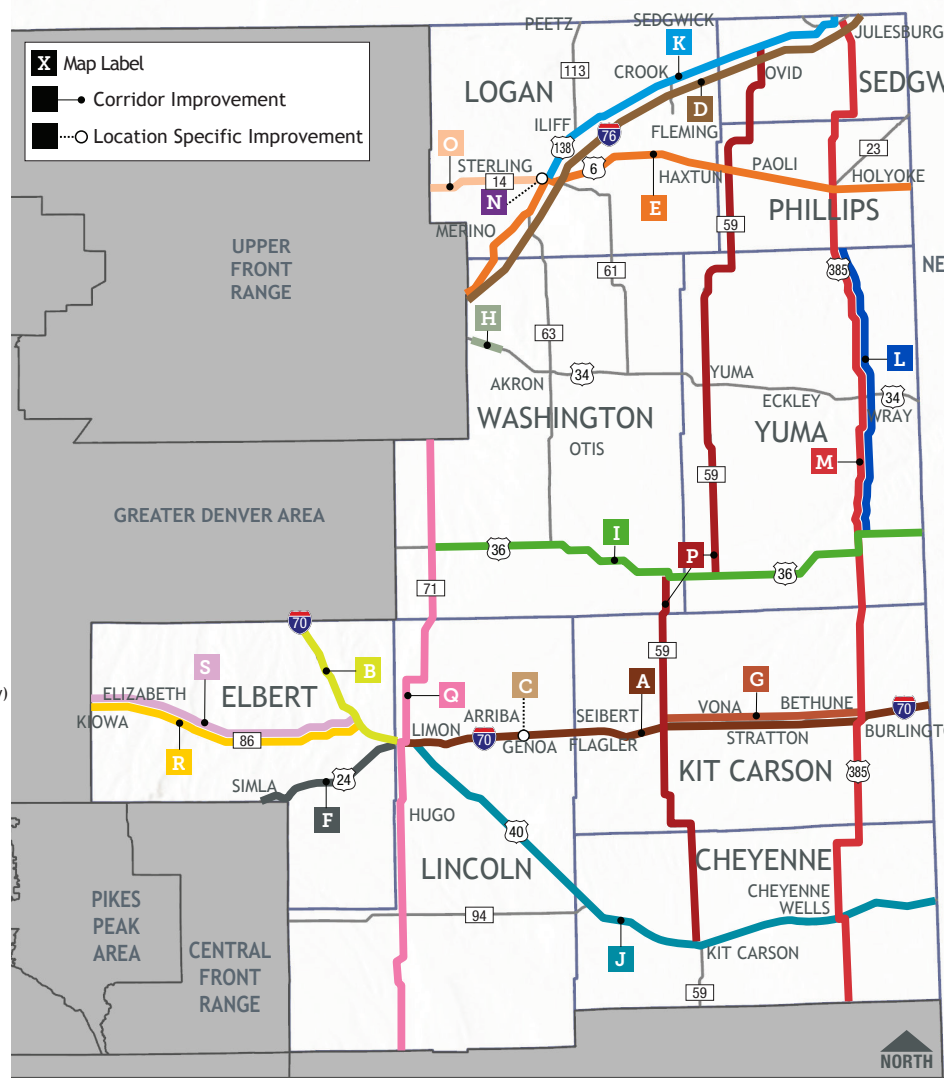


Restriping the corridors in the Eastern TPR has helped with mobility and safety in the TPR, but it is not a long-term solution. Planning projects with long term goals can help identify strategic design projects that minimize throwaway costs.

Eastern TPR's Top Project Priorities

The top projects for the Eastern TPR are estimated to cost just over \$920 million. The top project is the replacement of failing pavement on I-70. Other top projects are capital projects and major reconstruction projects; resurfacing priorities include SH 94, SH 63 (south of Akron), SH 113, and SH 61. Transit project priorities are provided in the Eastern TPR Transit Plan. The full project list can be found in Appendix B.

- A** I-70 replacement of failing pavement and safety improvements between Limon and Burlington
- B** Increase truck parking between Bennett and Limon
- C** I-70 Arriba rest area - add commercial and private vehicle capacity
- D** I-76 pavement preservation, safety, operational and ITS improvements from Morgan/Washington CL to Nebraska
- E** US 6 Shoulder Study and associated priority shoulder widening
- F** US 24 installation of fiber-optics and ITS devices between Colorado Springs and Limon
- G** US 24 Shoulder Study and associated priority shoulder widening
- H** US 34 passing lanes
- I** US 36 Shoulder Study and associated priority shoulder widening
- J** US 40/US 287 passing lanes
- K** US 138 Shoulder Study and associated priority shoulder widening
- L** US 385 "Do Not Pass" Warning on 2-lane truck route
- M** US 385 priority improvements as identified in the US 385 Corridor Study (operations, passing lanes, safety)
- N** SH 14, US 6, and US 138 S-curve safety and operational improvements in Sterling
- O** SH 14 Shoulder Study and associated priority shoulder widening
- P** SH 59 Shoulder and Safety Study and associated priority shoulder widening
- Q** SH 71 reconstruction to Super 2 configuration, safety, operational and ITS components from Limon to Nebraska state line
- R** SH 86 surface treatment and intersection improvements from Castle Rock east to I-70
- S** SH 86 Corridor Study to identify needed operational, mobility, and safety improvements from I-25 to I-70



Eastern TPR Priority Project List

Map Label	Planning Project ID	Highway(s)	Project Name	Cost (\$M)	Primary Project Type	Additional Project Benefits	SWP Goal Areas
A	1095	I-70	I-70 Replacement of failing pavement and safety improvements between Limon and Burlington	\$175.00	Asset Management	Economic Vitality, Safety, Freight	Safety, Asset Management
B	1570	I-70	Increase Truck Parking between Bennett and Limon	\$0.88	Freight	Economic Vitality, Safety	Safety, Asset Management
C	1572	I-70	I-70 Arriba rest area - add commercial and private vehicle capacity	\$2.00	Asset Management	Freight	Asset Management
D	1022	I-76	I-76 pavement preservation, safety, operational and ITS improvements from Morgan/Washington CL to Nebraska	\$200.00	Safety, Asset Management	Economic Vitality, Safety, Freight	Safety, Asset Management, Mobility
E	2500	US 6	US 6 Shoulder Study and associated priority shoulder widening	\$TBD	Safety	Bike, Freight	Safety, Asset Management
F	1007	US 24	US 24 Installation of fiber-optics and ITS devices between Colorado Springs and Limon	\$11.00	Operations	Safety, Freight	Safety, Asset Management
G	2504	US 24	US 24 Shoulder Study and associated priority shoulder widening	\$TBD	Safety	Freight, Bike	Safety, Asset Management
H	2421	US 34	US 34 Passing lanes	\$2.00	Capacity	Economic Vitality, Safety, Asset Management, Freight	Safety, Asset Management, Mobility
I	2499	US 36	US 36 Shoulder Study and associated priority shoulder widening	TBD	Safety	Bike, Freight	Safety, Asset Management
J	1017	US 40, US 287	US 40/US 287 passing lanes	\$20.00	Capacity	Economic Vitality, Safety, Freight	Safety, Asset Management
K	2502	US 138	US 138 Shoulder Study and associated priority shoulder widening	TBD	Safety	Bike, Freight	Safety, Asset Management
L	1090	US 385	US 385 Do No Pass Warning on 2-lane truck route	TBD	Safety	Freight	Safety
M	2416	US 385	US 385 Priority Improvements as identified in the US 385 Corridor Study (operations, passing lanes, safety)	\$200.00	Safety, Operations	Economic Vitality, Safety, Asset Management, Freight	Safety, Asset Management, Mobility
N	1543	SH 14, US 6, US 138	SH 14, US 6, and US 138 S-curve safety and operational improvements in Sterling	\$25.00	Safety, Operations	Freight	Safety, Asset Management
O	2501	SH 14	SH 14 Shoulder Study and associated priority shoulder widening	TBD	Safety	Bike, Freight	Safety, Asset Management
P	2498	SH 59	SH 59 shoulder and safety study and associated priority shoulder widening	\$50.00	Safety	Bike, Safety, Asset Management, Freight	Safety, Asset Management, Mobility
Q	1023	SH 71	SH 71 Reconstruction to Super 2 configuration, safety, operational and ITS components from Limon to Nebraska state line	\$200.00	Safety, Asset Management	Economic Vitality, Safety, Asset Management, Freight	Safety, Asset Management, Mobility
R	1015	SH 86	SH 86 Surface treatment and intersection improvements from Castle Rock east to I-70	\$35.00	Asset Management	Safety	Safety, Asset Management, Mobility
S	2413	SH 86	SH 86 Corridor Study to identify needed operational, mobility, and safety improvements from I-25 to I-70	\$3.00	Safety, Operations	Asset Management	Safety, Asset Management, Mobility

KEY

PROJECT TYPES:	PROJECT BENEFITS:	YOUR TRANSPORTATION PLAN GOAL AREAS:
<ul style="list-style-type: none"> Safety Freight Operations Asset Management Capacity 	<ul style="list-style-type: none"> Economic Vitality Asset Management Bike Safety Freight 	<ul style="list-style-type: none"> Safety Asset Management Mobility

Relation to the Colorado Statewide Transportation Plan

This RTP is a standalone document that identifies transportation needs and priorities for the Region. The Statewide Transportation Plan (Your Transportation Plan) integrates and consolidates the 15 RTPs from around the state, and the RTPs are appendices in Your Transportation Plan. The Eastern TPR's project priorities were discussed at a joint meeting with the CDOT Region 4 Regional Transportation Director and the TPR Chairs from the Region. This meeting enabled the Eastern TPR Chair to advocate for inclusion of the Region's priority projects in the 10-Year Strategic Project Pipeline, a primary outcome of Your Transportation Plan. This method of planning helps ensure that Your Transportation Plan addresses multiple levels of the transportation network. The RTPs identify contextual solutions that support the statewide vision and initiatives. This approach is key to delivering a comprehensive and cohesive plan customized to the unique needs of each region.



Photo Credit: Gazette.com

This approach is key to delivering a comprehensive and cohesive plan customized to the unique needs of each region.

Transportation Funding

There are three sets of projects that pertain to the Eastern TPR:

- Comprehensive list of project needs in the Region (Appendix B)
- TPR's priority projects (pages 12-13)
- Eastern projects included in the [10-Year Strategic Project Pipeline](#).

CDOT relies primarily on state (\$0.22 per gallon) and federal (\$0.184 per gallon) fuel taxes for long-term funding, which have not increased since 1991 and 1993, respectively. CDOT also funds transportation improvements with federal and state transportation funds, including state funds established through FASTER legislation in 2009. Stagnant revenue sources, declining purchasing power of the current fuel tax rate, and increasing vehicle fuel efficiency has gradually diminished CDOT's ability to fund the maintenance and improvement of the state's transportation system.

Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a 10-Year Strategic Project Pipeline. The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended. It also puts Colorado in a good position, with ready projects, in the event of a future economic stimulus package. The 10-year pipeline includes projects in years 1 through 4 that are anticipated to be funded, and projects for years 5 through 10 that are currently unfunded. The aspirational funding for years 5 through 10 would enable an estimated \$220 million for projects in the Eastern TPR. This funding level is based on what could reasonably be delivered in that timeframe, recognizing the needs statewide and in other TPRs. The Eastern projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort among CDOT Region 4 and the TPRs within the CDOT Region.

For the longer term, 25-year planning horizon, the Eastern TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2030 and the conclusion of the proposed 10-Year Strategic Project Pipeline. Without the additional funding envisioned in the 10-Year Strategic Project Pipeline, CDOT would continue to focus on maintaining the existing system. Subsequently, funding for roadway, freight, and transit improvements would be greatly reduced.

Eastern TPR's Implementation Strategies

The following discussion contains information about actions that the TPR will take to implement its RTP. Implementation actions are meant to be near-term, practicable measures related to the Eastern TPR's vision, goals, and priority projects. The following actions have been developed as a way for the TPR members to actively promote the RTP:

- Advocate for full funding of the Eastern TPR's top priority projects
- Develop strategies to advance the understanding of the importance of the transportation system in the Eastern TPR on the economic vitality of the Front Range
- Develop strategies to increase economic development and address the impacts from the pass-through of truck freight and passenger car movement
- Improve communication between CDOT, cities, counties, and Regional transit partners concerning planned transportation improvements
- Improve communication between CDOT and State Patrol related to roadway closures and incident management messaging
- Consider opportunities to partner with broadband providers
- Expand transit service to maintain the quality of life for residents, particularly those older residents who desire to age in place and continue to live in the Region
- Expand maintenance operations, including snow plowing efforts during adverse weather conditions, for emergency vehicle and transit service mobility



TO LEARN MORE:

YourTransportationPlan.com
