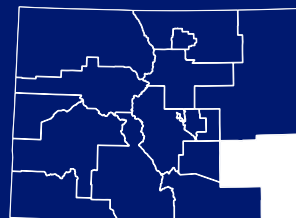


Southeast 2045 Regional Transportation Plan Adopted August 2020



Southeast



Counties:
Baca, Bent, Crowley, Kiowa,
Otero, Prowers



This Regional Transportation Plan (RTP) is the long-range transportation document that guides the continuing development of a multimodal transportation system for the Southeast Transportation Planning Region (TPR). The Plan recognizes current needs and identifies solutions to address changing conditions. The Plan communicates the Southeast TPR's transportation needs and priorities to the Colorado Department of Transportation (CDOT) and Colorado's Transportation Commission. This Plan reflects a data-driven process with input from the Southeast TPR members 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 Southeast Colorado today, tomorrow, and in the future.

The Southeast TPR is a large Region in Colorado bordering Kansas, New Mexico, and Oklahoma. It has a terrain of rolling plains, a semi-arid climate, and temperatures that vary widely. The people of the Southeast TPR value their rural way of life, which is supported by highly productive agriculture lands and a small-town lifestyle with nearby services. Communities are located far from each other, resulting in long travel distances to access jobs, medical services and shopping. The Southeast TPR's economic base includes agriculture, energy production, and advanced manufacturing: all of which rely on the transportation network for freight movement including US 287: Ports to Plains corridor which is an important conduit for trade in and through the Region. This Region contains three scenic byways as well as numerous recreational opportunities for residents and visitors.

Southeast TPR Members

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

Members include:

- Baca County
- Bent County
- Cheraw
- Crowley County
- Haswell
- Kiowa County
- Otero County
- Pritchett
- Prowers County
- Campo
- Eads
- Fowler
- Granada
- Holly
- La Junta
- Lamar
- Las Animas
- Manzanola
- Olney Springs
- Ordway
- Rocky Ford
- Sheridan Lake
- Springfield
- Sugar City
- Swink
- Town of Crowley
- Two Buttes
- Vilas
- Walsh
- Wiley



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.

Dear Neighbor,

As Chair of the Southeast Transportation Planning Region (SE TPR) representing Crowley, Kiowa, Otero, Bent, Prowers and Baca counties, it is my 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 this as it recognizes current needs and priorities, while formulating solutions to keep pace with regional trends, growth, and changing conditions, which will bolster resilience in Southeast Colorado

This document is the reflection of SE 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 plan is integrated into the Statewide Transportation Plan, demonstrating the important role that transportation in the Southeast region plays in the overall state transportation system. This RTP will help convey needs and 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 SE 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.

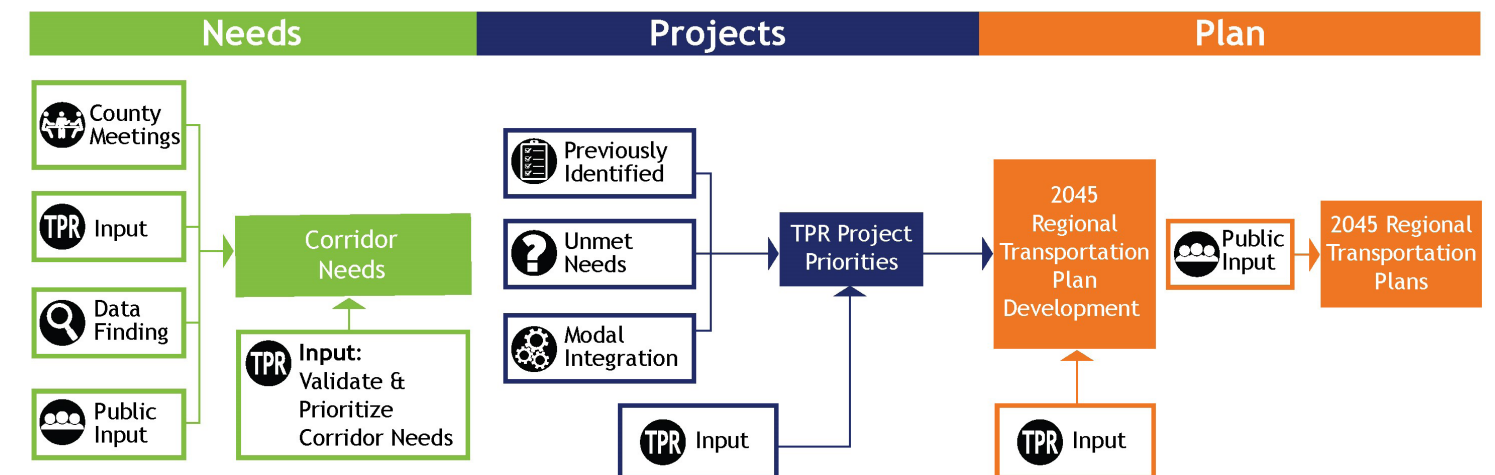
Your familiarity with our Region's transportation needs and priorities are important in helping us identify the challenges that we face now and into the future. Working collaboratively influences positive results so I encourage your participation in planned SE TPR meetings throughout the year. Your feedback is vital for sustaining an effective transportation system in our region. I invite you to review this plan and become more engaged in the Southeast Region's transportation future.

Sincerely,

Stephanie Gonzales

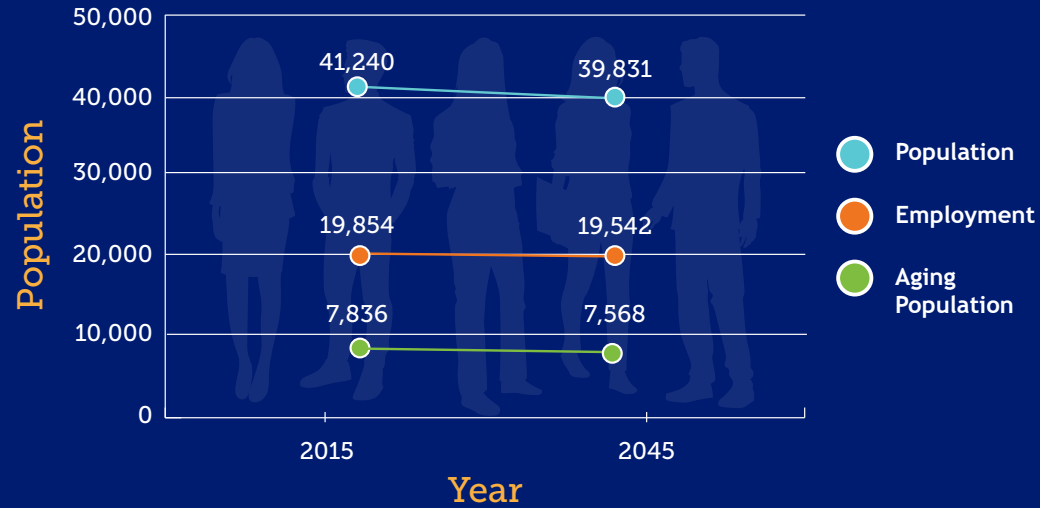
Plan Development Process

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.



Southeast 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

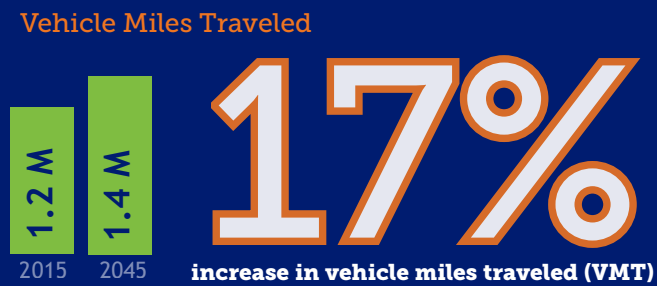
Across the Southeast TPR, employment is expected to remain stable through 2045. Population is anticipated to decline slightly by 2045.

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. The aging population in the Southeast TPR is expected to decline by 2045. However, older adults will still account for approximately 19 percent of people and require special considerations in transportation planning

Vehicle Travel & Congestion

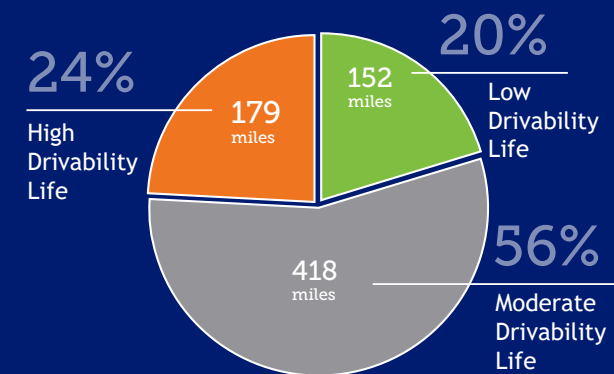
While the total vehicle miles traveled are anticipated to increase by 17 percent in the Region from 2015 to 2045, the travel experience is anticipated to remain at an acceptable level of service with minimal congestion compared to other highways around the state.



Source: CDOT Statewide Travel Demand Model, 2015 and 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.
- The majority of highways in the Southeast TPR have moderate (4-10 years) to high drivability life (>10 years). However, numerous highways have segments with low drivability life (<4 years).
- Drivability life is lowest on SH 10, SH 96, and SH 116. Highways with low drivability life are often rough on vehicles, create safety issues, and require resurfacing or reconstruction in the near-term



Source: CDOT Asset Management Database, 2019.

Safety

Understanding crash patterns helps to identify appropriate safety improvements. For example, safety improvements such as the addition of shoulders and passing 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

Colorado Freight Corridors are highway routes in Colorado that are critical for interRegional and interstate commercial vehicles to transport goods. These corridors have been identified as the most critical routes to facilitate the movement of goods into, out of, and within Colorado. Together, these corridors cover more than half of all State Highway System lane-miles. Four Colorado Freight Corridors pass through this TPR: SH 10, US 287, US 50, US 160.

Transit

The Southeast TPR transit providers operate fixed-route bus, deviated fixed-route bus, demand response, and specialized services. Public intercity transit services that run through the Region include Amtrak and Greyhound. InterRegional public transit connects the Southeastern TPR with other parts of the state. Bustang Outrider connects Lamar, Colorado Springs and Pueblo, with eight stops on the route located within the Southeast TPR. Local and Regional transit services offered in this Region are operated by Prowers Area Transit Services, City of La Junta, Bent County Transit and Golden Age Transportation Services, and Kiowa County Transit. Human service transportation providers in the Region include Baca County Seniors Van, Daybreak, RSVP of Otero, Golden Gate Transportation Services, Bent and Crowley Counties, Inspiration Field, Medride, Prowers County Veterans Service Office, Southeast Health Group, and Southeastern Developmental Services Inc. Passenger eligibility varies by human service provider.

Airports

The Southeast TPR has 6 general aviation airports; including, Eads, La Junta Municipal, Lamar Municipal, Las Animas/Bent County, Springfield Municipal and Holly Municipal.

Bicycling & Walking

A High Demand Bicycle Corridor is a designation used by CDOT to plan and prioritize bicycle investment and maintenance around the state. Corridors include US 287 (from Eads to US 287), SH 96, and SH 71. The American Discovery Trail is a non-motorized trail that offers spectacular scenery. Starting in the Eastern Plains of Colorado following paths of explorers and pioneers, it connects to the Rocky Mountains and travels through six national forests.



Photo Credit: CDOT

State highways serve as “Main Street” through Campo, Lamar and Springfield (US 287), Holly, Granada, Las Animas, Rocky Ford and La Junta (US 50), Olney Springs and Eads (SH 96), Pritchett (US 160), Fowler (SH 167), and Manzanola (SH 207). 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.

Scenic Byways

Scenic byways are designated routes that have unique features that do not exist elsewhere in the US; these byways often promote tourism and economic development adjacent to the corridors. Scenic byways in the Region include the US 50, US 350, and the Santa Fe Trail.

Economic Vitality

Transportation plays a key role in economic development and the vitality of the Southeast Region. In the Southeast TPR, top industries such as agriculture, energy and natural resources, advanced manufacturing, and tourism are economic generators that depend on transportation to move goods and support visitor access. Recreational opportunities for residents and tourists that contribute to economic vitality include Bent’s Old Fort, John Martin Reservoir and State Park, several lakes, Comanche National Grasslands, Granada War Relocation Center (Camp Amache), and the Santa Fe Trail Scenic and Historic Byway.

Southeast 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 Southeast TPR when it comes to transportation.



Photo Credit: Dave Hattan

Road Conditions

Well maintained roads are essential to the quality of life for residents, employers, and visitors to the Southeast 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 to essential services. 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

Freight and Rail

The Southeast TPR 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. Of the 20 corridors identified by CDOT in the Southeast TPR, four are designated as Colorado Freight Corridors including, US 50: Kansas state line to Pueblo, SH 10: connecting to US 50, US 160: from the Baca County/Las Animas County to the Kansas state line and US 287: the Ports to Plains Corridor which is an important conduit for trade in and through the Region. Freight rail is also a key mode for commodity import and export. Freight rail in the TPR includes the movement of goods along the Victoria Southern, Cimarron Valley, and the Burlington Northern Santa Fe Railway. There are several critical industries that rely on truck traffic and rail for freight movement in the Southeast TPR. Agriculture is the primary industry that contributes to goods movement; however, energy production and advanced manufacturing are also key components to the Region's economy. These industries rely on a strong transportation network to get products to market. As Colorado's population and economy grows, there will be even greater demand for products from

these key Southeast TPR industries. There are several corridors within the Region with a high percentage of truck traffic. The total daily truck miles traveled in the Southeast TPR is 290,867 miles or approximately 106 million miles in a year. US 287 accommodates more than 50,000 miles of truck traffic every day while US 50 carries approximately 40,000. Infrastructure improvements play a large role in the capacity for freight movement. For example, the improvements made along the US 287: Ports to Plains Corridor, Super 2 in the late 90s-early 2000s, has accommodated a 62% increase in truck traffic from 1999 to 2018. Freight rail in the Region includes the Victoria Southern, Cimarron Valley, and the Burlington Northern Santa Fe Railway.



Photo Credit: Kiowa County Transit

Regional Transit

In the Southeast TPR, connecting local transit networks to the larger Regional network is important to support aging populations and connect people to necessary services such as medical care and grocery stores. Providing reliable transit service is one way to maintain the overall well-being and quality of life of all residents, especially older adults and people with disabilities. Regional transit also supports the tourist economy in the Region and gives locals travel options for recreational opportunities.

Sustainability

Sustainability to the Southeast TPR is tied to addressing roadway conditions and maintaining safe travel in and through the Region. Roadways must be able to provide reliable transit services, access to goods and services, and support freight movement in a variety of weather conditions. The sustainability of pavement conditions and strategic use of limited maintenance resources must support the economic vitality and access and mobility for communities.



Photo Credit: Dave Hattan



Photo Credit: UncoverColorado.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:

Provide a safe, convenient, reliable, and efficient transportation network to support the Region's multimodal needs.



Photo Credit: CDOT

Goals:

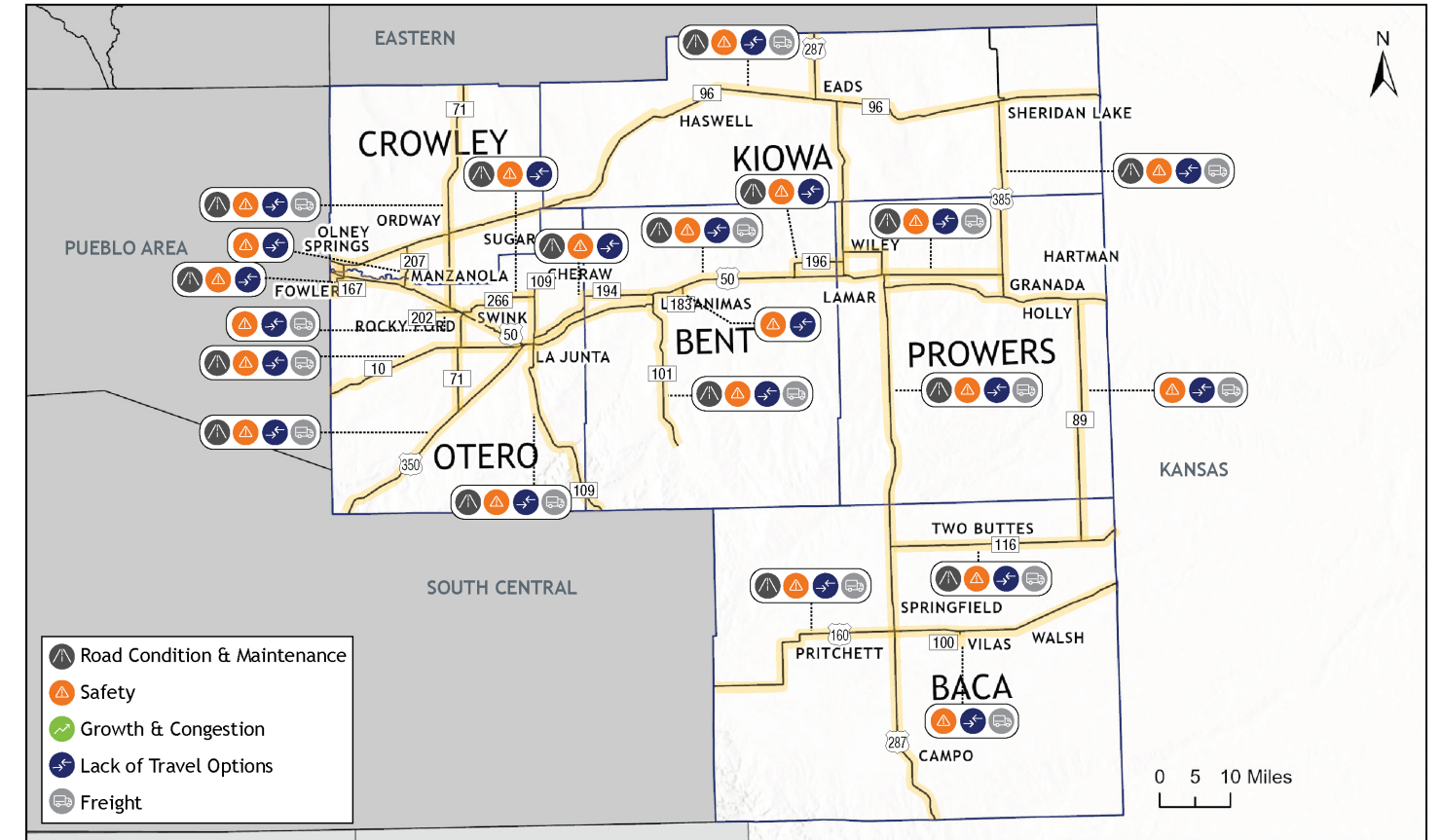
Strengthen the economic vitality of the Region.

- To maintain the Region's agricultural-based economy through development of the transportation infrastructure
- To enhance tourism and recreational opportunities for residents and visitors to the Region through development of transportation infrastructure

Develop multimodal transportation options to improve mobility and support economic development.

- To improve east-west linkages to connect the Region to its markets in Colorado and Kansas and other areas of the country
- To create better north-south linkages to access markets in Canada and Mexico
- To improve air, rail, intercity, bus, public transit, and bikeway facilities and services throughout the Region, in addition to highways
- To support and advocate for the preservation, enhancement, and continued operation of the Southwest Chief passenger rail service through southern Colorado

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 Southeast TPR 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 Southeast 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 TPR included:

- County Meetings: Baca, Bent, Crowley, Kiowa, Otero, and Prowers
- Community Events: Arkansas Valley Fair and Downtown Lamar Pop-Up
- Regional Planning Meetings: Lamar
- MetroQuest Online Survey: Over 75 responses
- Telephone Town Halls: Regionwide

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

- Lack of Travel Options
- Road Condition and Safety
- Freight

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 Southeast TPR.



Source: Your Transportation Plan MetroQuest Online Survey (2019)

Southeast Transportation Projects

The TPR's transportation project list is characterized by a mix of transit, passing lane, widening, and intersection improvement projects. The project list was developed by first aligning previously identified projects with the known corridor needs and then adding new projects to address unmet needs. The full project list includes the projects best suited to meet the transportation needs of the Region between now and 2045.

THE SOUTHEAST TPR COMPREHENSIVE PROJECT LIST INCLUDES:

62 PROJECTS

\$680M TOTAL COST
(APPROXIMATE)

IMPROVE	ENHANCE
SAFETY	BICYCLING
MOBILITY	WALKING
ROAD CONDITIONS	TRANSIT



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 Southeast TPR established Regional Priorities by ranking projects based on each project's ability to meet the project criteria as defined specifically by the Southeast TPR members, shown below.

Safety



Safety in the Southeast 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 in a variety of weather conditions. The addition of shoulders and widening of roadways accommodates trucks and enhances the safety for all road users.

Mobility



Keeping trucks moving and maintaining the ability to travel in a range of weather conditions will enhance mobility in the Southeast TPR. Addressing road conditions, such as expanding roadways to four lanes can address this need.

Economic Vitality



In the Southeast TPR, the transportation system needs to support economic generators such as farming, manufacturing and tourism. Maintenance and enhancement of the transportation systems support efficiency, reliability, and safety for freight movement and road users.

Asset Management



Managing roads through consistent mowing operations and addressing pavement condition needs is important to the Southeast TPR. Connecting local transit to the larger Regional transit network increases mobility and access for aging adults and visitors. Maintaining roadways and bridges in good condition for cars and trucks increases the efficiency, reliability, and safety for road users.

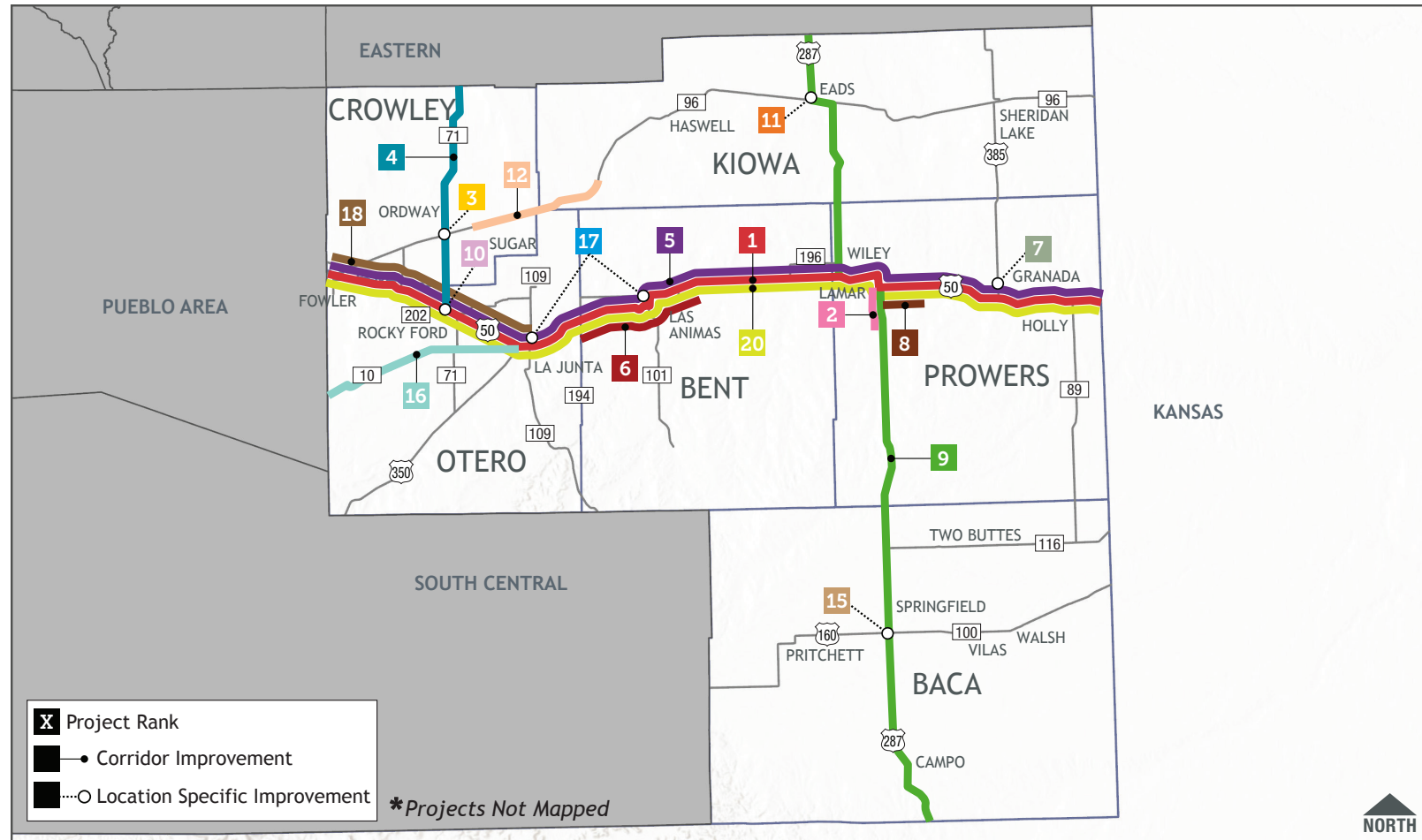
Strategic Nature



Strategic Nature in the Southeast TPR is about creating community partnerships and enhancing the roadway network to support movement of freight, economic development and the vitality of our communities. Working with the Regional Coordinating Council and communication with Colorado's Transportation Commissioners are key.

Southeast TPR's Top 20 Project Priorities

The top 20 projects for the Southeast TPR are estimated to cost just over \$450 million. The top project is the widening of US 50 East from Pueblo to Holly, the second project is the Lamar Reliever Route for US 287. These two projects are the highest priority for the TPR. Remaining projects include a bridge replacement on US 385, expanding transit services, adding passing lanes, intersection improvements, and the resolution of drainage issues. Seven of the top 20 projects relate to increasing roadway capacity and six projects relate to expanding transit services. The full project list can be found in Appendix B.



- 1** US 50 East widening from Pueblo to Holly
- 2** US 287 Lamar Reliever Route; construction of new two-lane route and realignment of US 50
- 3** Intersection improvements including turn lanes at SH 96 & SH 71 and SH 96 & SH 71 / CR G
- 4** SH 71 passing lanes between Rocky Ford and Lincoln County Line
- 5** Additional US 50 passing lanes
- 6** US 50 passing lanes, overlay and street repair west of Las Animas
- 7** Bridge replacement (L-27-N) and roadway realignment
- 8** Realign US 50 as part of US 287 Reliever Route project
- 9** US 287 passing lanes at 8 locations between the state line and Kit Carson
- 10** Intersection improvements including traffic signal at US 50 & SH 71
- 11** Kiowa County bus storage facility (metal, heated, for 2-4 vehicles)
- 12** SH 96 shoulder widening from Sugar City to Arlington
- 13** New regional transit service between Campo and Lamar and expanded Baca County demand response services
- 14** Expanded regional Kiowa County transit service (service 7 days/week; purchase 15 buses)
- 15** Baca County bus facility (metal, heated, for 2-4 vehicles)
- 16** SH 10 shoulder widening in select areas from county line to La Junta
- 17** Fix drainage issues near US 50/SH 194 near Bents Fort and SH 194/SH 109
- 18** La Junta to Fowler fixed-route transit service (2 R/T routes/day; purchase 15 buses)
- 19** Expand non-emergency transit service operations and vehicle expansion (7 days/week; purchase 15 buses)
- 20** US 50 corridor drainage improvements

Southeast TPR Priority Project List

Rank	Planning Project ID	Highway(s)	Project Name	Cost (\$M)	Primary Project Type	Additional Project Benefits	SWP Goal Areas
1	1291	US 50	US 50 East widening from Pueblo to Holly	\$100.00	Capacity	Economic Vitality, Safety, Resilience, Freight	Safety, Mobility
2	1282	US 287	US 287 Lamar Reliever Route; construction of new two-lane route and realignment of US 50	\$211.07	Capacity	Economic Vitality, Safety, Resilience, Freight	Safety, Mobility
3	1625	SH 69	Intersection improvements including turn lanes at SH 96 & SH 71 and SH 96 & SH 71 / CR G	\$0.80	Operations	Asset Management	Safety, Mobility, Asset Management
4	1633	SH 71	SR 71 passing lanes between Rocky Ford and Lincoln County Line	\$4.00	Capacity	Economic Vitality, Safety, Resilience, Freight	Safety, Mobility, Asset Management
5	1614	US 50	Additional US 50 passing lanes	\$15.00	Capacity	Economic Vitality, Safety, Resilience, Freight	Safety, Mobility, Asset Management
6	1619	US 50	US 50 passing lanes, overlay and street repair west of Las Animas	\$1.50	Capacity, Operations	Economic Vitality, Safety, Resilience, Freight	Safety, Mobility, Asset Management
7	1630	US 385	Bridge replacement (L-27-N) and roadway alignment	\$3.00	Operations	Safety	Safety, Mobility
8	1617	US 50	Realign US 50 as part of US 287 Reliever Route project	\$34.20	Capacity	Economic Vitality, Safety, Resilience, Freight	Safety, Mobility, Asset Management
9	1607	US 287	US 287 passing lanes at 8 locations between the state line and Kit Carson	\$25.00	Capacity	Economic Vitality, Safety, Resilience, Freight	Safety, Mobility
10	1632	SH 71	Intersection improvements including traffic signal at US 50 & SH 71	\$0.80	Operations	Safety	Safety, Mobility
11	1281	US 287	Kiowa County Bus Storage Facility (metal, heated, for 2-4 vehicles)	\$0.20	Transit	Asset Management	Safety, Mobility
12	1621	SH 96	SH 96 shoulder widening from Sugar City to Arlington	\$20.00	Operations	Quality of Life, Resilience	Safety, Mobility
13	1049	Non-Corridor Specific	New Regional transit service between Campo and Lamar and expanded Baca County demand response services	\$0.50	Transit	Quality of Life, Resilience	Safety, Mobility
14	1047	Non-Corridor Specific	Expanded Regional Kiowa County transit service (service 7 days/week; purchase 15 buses)	\$0.40	Transit	Quality of Life, Resilience	Safety, Mobility
15	1048	US 287	Baca County Bus Facility (metal, heated, for 2-4 vehicles)	\$0.40	Transit	Asset Management	Safety, Mobility
16	1626	SH 10	SH 10 shoulder widening in select areas from county line to La Junta	\$20.00	Operations	Economic Vitality, Quality of Life, Resilience, Safety, Freight	Safety, Mobility, Asset Management
17	1629	SH 194	Fix drainage issues near US 50/SH 194 near Bents Fort and SH 194/SH 109	\$2.50	Operations	Resilience	Safety, Mobility, Asset Management
18	1287	US 50	La Junta to Fowler fixed-route transit service (2 R/T routes/day; purchase 15 buses)	\$0.60	Transit	Quality of Life, Resilience	Safety, Mobility
19	1278	Non-Corridor Specific	Expand non-emergency transit service operations and vehicle expansion (7 days/week; purchase 15 buses)	\$0.38	Transit	Quality of Life, Resilience	Safety, Mobility
20	1620	US 50	US 50 corridor drainage improvements	\$10.00	Operations	Resilience	Safety, Mobility, Asset Management

KEY

PROJECT TYPES:	PROJECT BENEFITS:	YOUR TRANSPORTATION PLAN GOAL AREAS:
<ul style="list-style-type: none"> Safety Freight Operations Capacity 	<ul style="list-style-type: none"> Asset Management Transit Economic Vitality Public Health Tourism Mobility Options Asset Management 	<ul style="list-style-type: none"> Quality of Life Bike Resilience Safety Freight Safety Mobility Asset Management

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 Southeast TPR's project priorities were discussed at a joint meeting with the CDOT Region 2 Regional Transportation Director and the TPR Chairs from the Region. This meeting enabled the Southeast 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: CDOT

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 Southeast TPR:

- Comprehensive list of project needs in the Region (Appendix B)
- TPR's priority projects (pages 12-13)
- Southeast 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 \$125 million for projects in the Southeast TPR. This funding level is based on what could reasonably be delivered in that timeframe, recognizing the needs statewide and in other TPRs. The Southeast projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort among CDOT Region 2 and the TPRs within the CDOT Region.

For the longer term, 25-year planning horizon, the Southeast 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.

Southeast 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 Southeast 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:

- Top two projects are critical priorities that have been advocated for years, the US 50 B East Widening and the US 287 Lamar Reliever Route. Southeast TPR members would like to see all available funding to go toward the implementation of these two projects.
- Address safety related issues including lack of shoulders and passing lanes.
- Maintain roadways, including mowing operations, to mitigate roadway departures and wildlife crashes.
- Support efforts to keep the Amtrak Southwest Chief on its current alignment through southeastern Colorado.
- Increase coordination between CDOT and local governments throughout project development and delivery.
- Explore new funding opportunities.



TO LEARN MORE:

YourTransportationPlan.com
