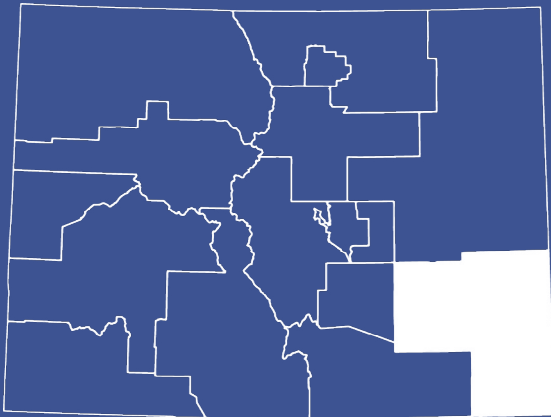


DRAFT



Southeast 2050 Regional Transportation Plan



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

The map to the left shows the location of the Southeast Transportation Planning Region within Colorado.

**YOUR
TRANSPORTATION**

PLAN

CONNECTION. CHOICE.
COLORADO FOR ALL.



COLORADO

Department of Transportation



Regional Plan Introduction



The map to the left shows the counties, state and interstate highways in the Southeast Transportation Planning Region.

This Regional Transportation Plan (RTP) is the long-range transportation planning document that guides the ongoing development of a multimodal transportation system for the Southeast Transportation Planning Region (TPR) in Colorado. This plan has been developed in compliance with state and federal standards, as outlined in the State and Federal Requirements section. Accompanying the RTP is the region's Coordinated Public Transit and Human Services Transportation Plan as an appendix, in accordance with all Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) planning requirements.

The plan communicates the Southeast TPR's evolving transportation needs and priorities to CDOT and Colorado's Transportation Commission. This plan reflects the TPR members' input, data and background information as well as public sentiment. While the plan looks out 25 years to 2050, it also helps to inform the development of the 10-Year Plan, which allows decision-makers to consider transportation investments in Southeast Colorado today, tomorrow and in the future.

The Southeast TPR is a large region within Colorado that shares borders with 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 agricultural 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. Major freight movement in the Southeast TPR includes traffic along the 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.



Letter from Region Chair

As chair of the Southeast TPR, representing Baca, Bent, Crowley, Kiowa, Otero and Prowers counties, it is my responsibility to ensure that our area's transportation needs and priorities are met and effectively communicated to the public and key transportation decision makers. This RTP accomplishes this by recognizing current needs and priorities and formulating solutions to keep pace with regional growth and changing conditions. which will bolster resilience in Southeast Colorado.

The Southeast TPR began transportation plan development in 2024. This document summarizes identified needs and resulting priorities, and is a direct reflection of TPR members' input, data analysis and public feedback received via online, printed surveys and town halls. This plan has been developed in tandem with CDOT's Statewide Transportation Plan. Ensuring connectivity between the Southeast TPR and the broader state transportation system is essential for regional mobility. Key elements of this plan will be integrated into the Statewide Transportation Plan to align regional and statewide efforts to create a cohesive and coordinated approach to transportation planning. Additionally, this plan aligns with ongoing planning efforts such as the Statewide and Regional Transit Plans and the Active Transportation Plan, supporting a multimodal

approach to network development and project identification. This coordination enhances regional connectivity, improves transportation efficiency, and ensures a seamless network that better serves communities across the Southeast TPR.

In this time of limited funding for transportation, it is vital that the plan reflects the overall priorities and needs for our area. As a result, this plan is expected to be a living document that informs the decisions CDOT makes about the state's transportation system. The intention of the plan is that it is periodically revisited by the TPR to ensure that we are on the right path to accomplish the vision and goals set forth in this plan. A list of the TPR's most important action items for implementation is catalogued in the final chapter. Your familiarity with our region's transportation needs, priorities and challenges is important both now and in the future. I invite you to review this plan and become more engaged in the Southeast region's transportation future.

Sincerely,



Stephanie Gonzales
SECED Executive Director

Southeast TPR Members

Composed of elected and appointed officials, the TPR's Regional Planning Commission is responsible for establishing regional priorities and needs, developing the multimodal RTP, and ongoing planning coordination with CDOT. Members include:

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



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 (referred to as Your Transportation Plan), which serves as a long-range planning tool and identifies regional and statewide trends and issues. Plans are developed to inform the Statewide Transportation Plan and to prioritize transportation projects in the region.

The Statewide Transit Plan, while not a federally-required document, is required by the State of Colorado. The supporting Regional Coordinated Human Services and Transportation Plans must be completed to be eligible for federal funding through the FTA. Key themes are integrated into the Southeast's plan, and the full plan is included in Appendix A.

Plan Development Process

This 2050 RTP was developed over approximately one year and included three primary phases: identification of transportation needs, verification of priority projects, and creation of the plan. The TPR and public input, along with a data-driven analysis, were critical to plan development.



1.
Identification of
Transportation Needs



2.
Verification of
Priority Projects



3.
Creation
of a Plan

Regional Transportation Story

The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this information highlights the uniqueness of the TPR and helps identify the greatest needs in the region.

Population & Employment

The population is expected to decline by 12 percent by 2050, while employment is expected to decrease by 6 percent.

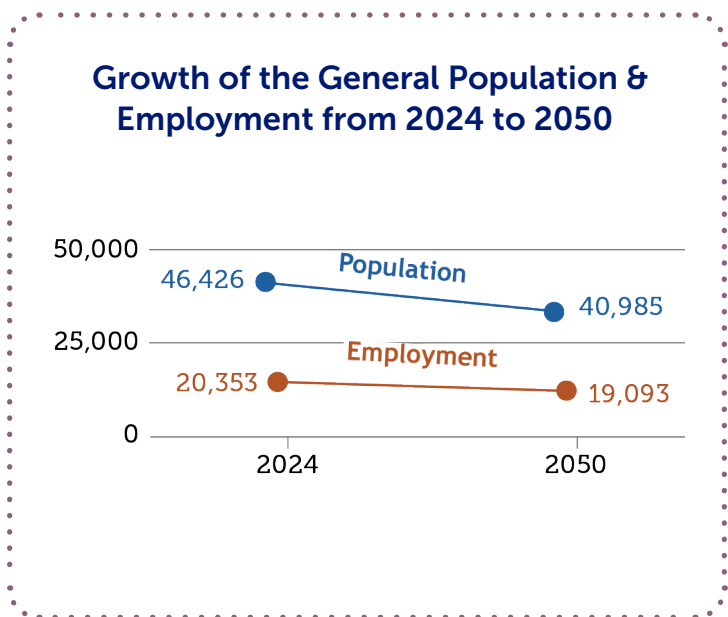


Figure 1. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.





Historically Underserved Populations

Transportation – whether walking, rolling, 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 Southeast 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 have limited access to transportation services and facilities and the population totals in the Southeast TPR are outlined in the table below.

Total Population	Youth Population	Older Adult Population	People of Color	People with Limited English Proficiency	Veteran Population	Low-Income Population	Zero-Vehicle Households	People with Disabilities
46,463 (100%)	10,126 (22%)	9,103 (20%)	19,841 (43%)	2,033 (4%)	2,903 (6%)	3,861 (22%)	1,242 (7%)	8,195 (18%)

Figure 2. Source: U.S. Census Bureau, American Community Survey (2019-2023) Note: Data is sourced from the American Community Survey and will have discrepancies with data sourced from DOLA.

It is essential to consider historically underserved communities when improving transportation systems to promote equity and create a more accessible and connected region for all community members.



Creating an Equitable Transportation System

Colorado’s statewide transportation and transit planning efforts consider the needs of all communities through an equity framework, ensuring that equity is meaningfully integrated into the planning process. This approach acknowledges that communities face unique challenges and have varying needs, particularly those that have been historically underserved. An equitable transportation

network ensures convenient and affordable access to essential services such as jobs, medical care, education, groceries, and social or recreational activities. By addressing these unique needs, equitable access creates opportunities that can significantly improve personal health, well-being, and overall quality of life.



Where People Travel to Work (by County)

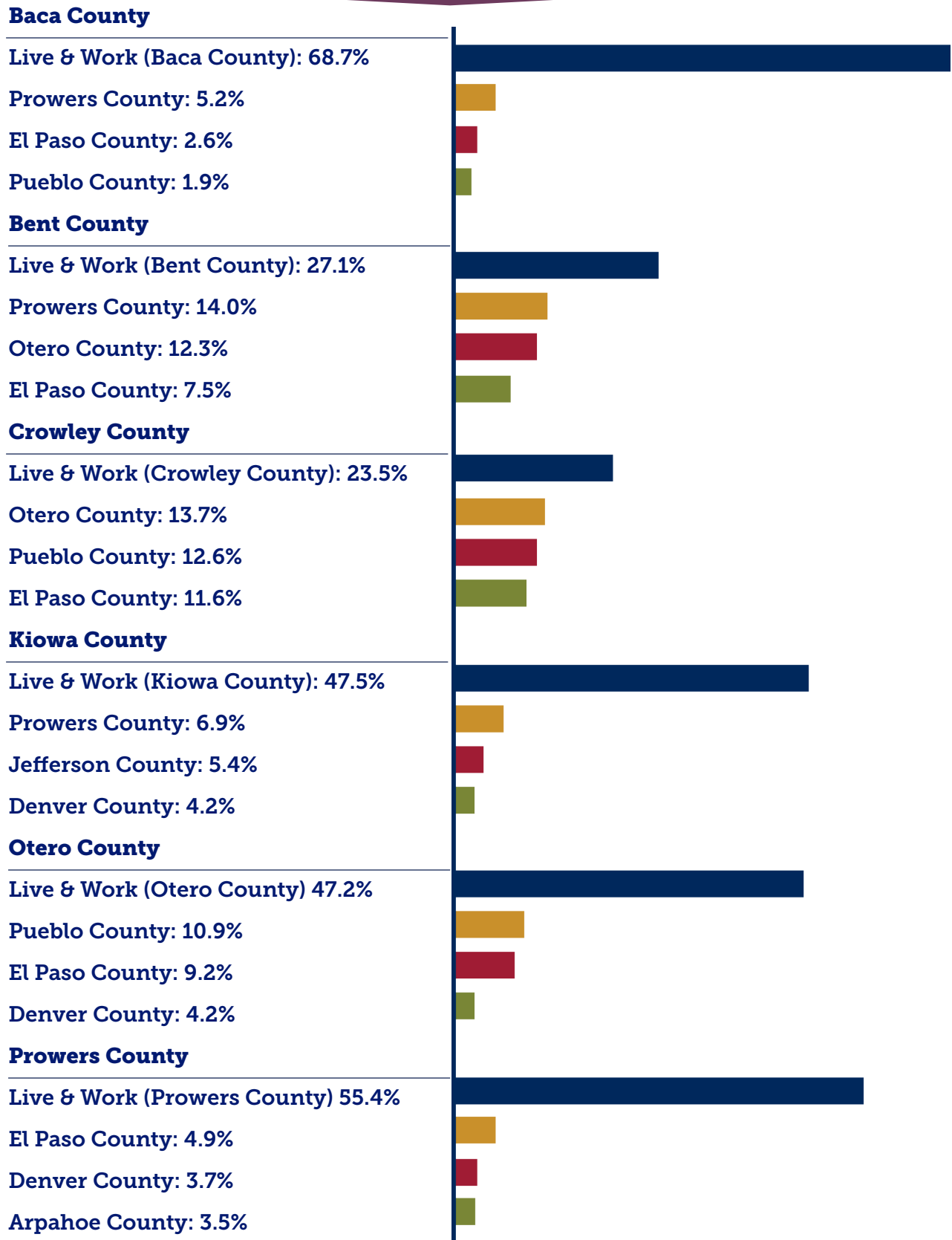
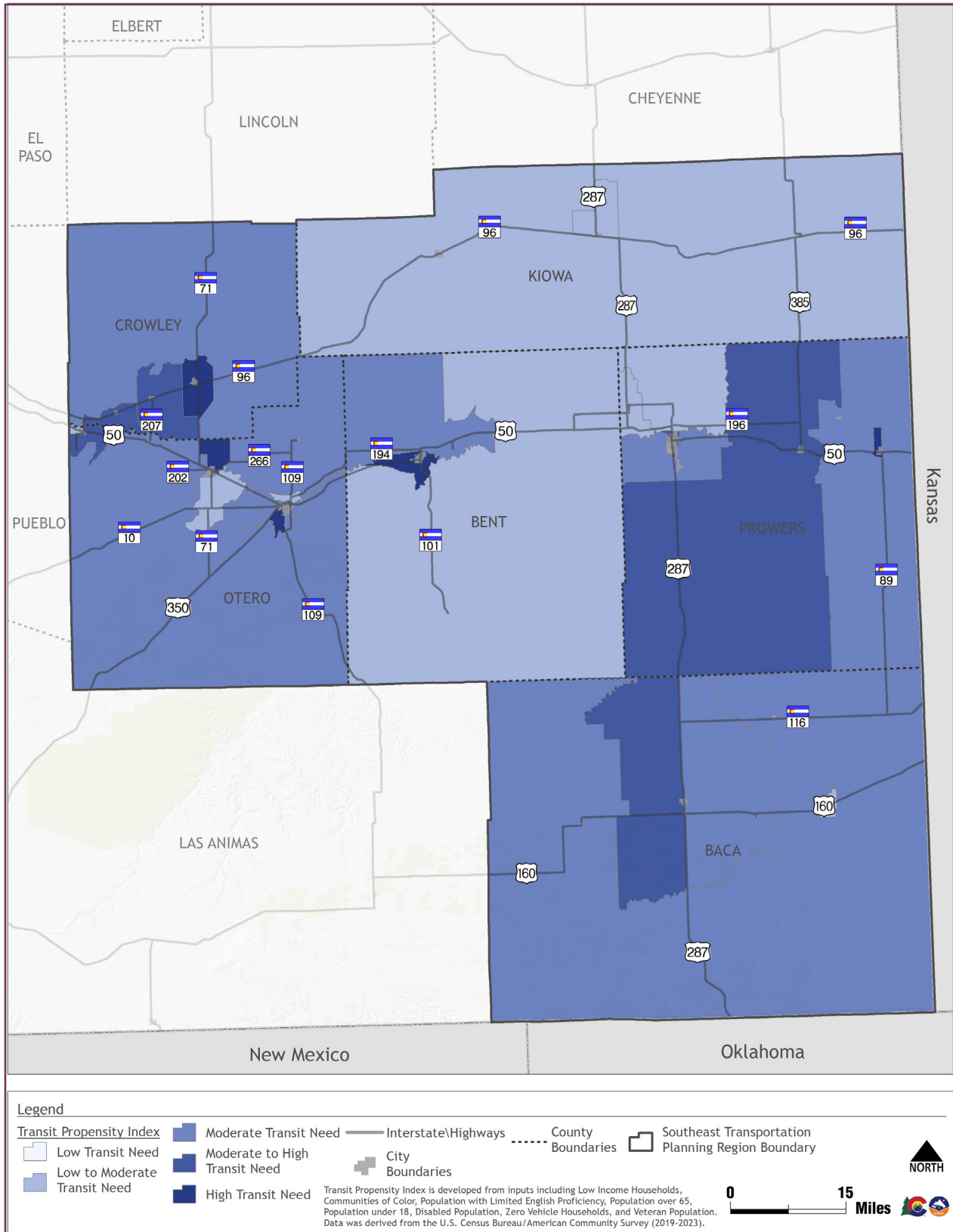


Figure 3. Source: U.S. Census, Longitudinal Employer-Household Dynamics, 2022

Identified Transit Need



Source: U.S. Census Bureau / American Community Survey (2019-2023)

Aging Population

Aging adults have unique travel needs. Often, they need public transportation services as alternatives to driving, as well as roadway improvements such as better signage, striping and lighting. The aging population in the Southeast TPR is expected to decline 16% by 2050. This growth pattern will require special considerations when planning for a more accessible and connected transportation system in the region.

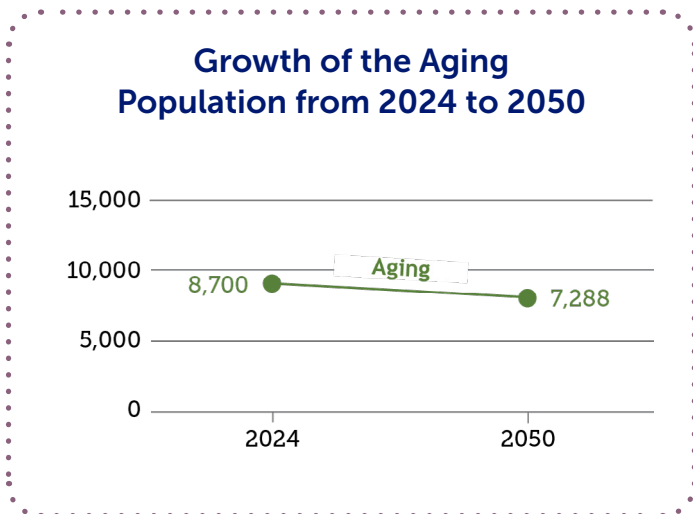


Figure 4. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.

Vehicle Travel & Congestion

While the total Vehicle Miles Traveled are anticipated to increase by 16% in the Southeast TPR from 2024 to 2050, the travel experience is anticipated to remain at an acceptable level of service with minimal congestion compared to other highways around the state.

Vehicle Miles Traveled in the TPR in 2024 Versus Estimated VMT in 2050



Figure 5. CDOT DTD, Travel Modeling Unit, 2024

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
- Roadways classified with high drivability life account for 43% of the total, while those with moderate drivability life make up 32%, and roadways in low drivability life at 25%
- The Southeast TPR road conditions are categorized in the graphic on the bottom based on 2023 data

Percentage of Highways in the Region with Various Levels of Drivability Life

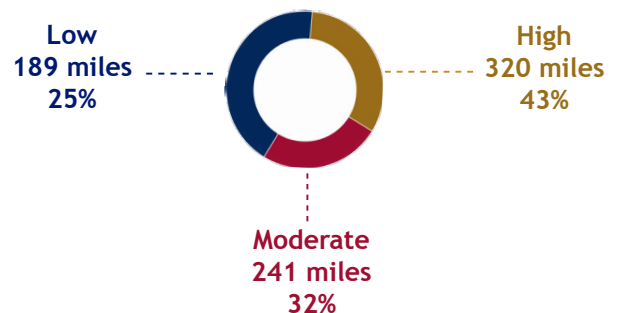
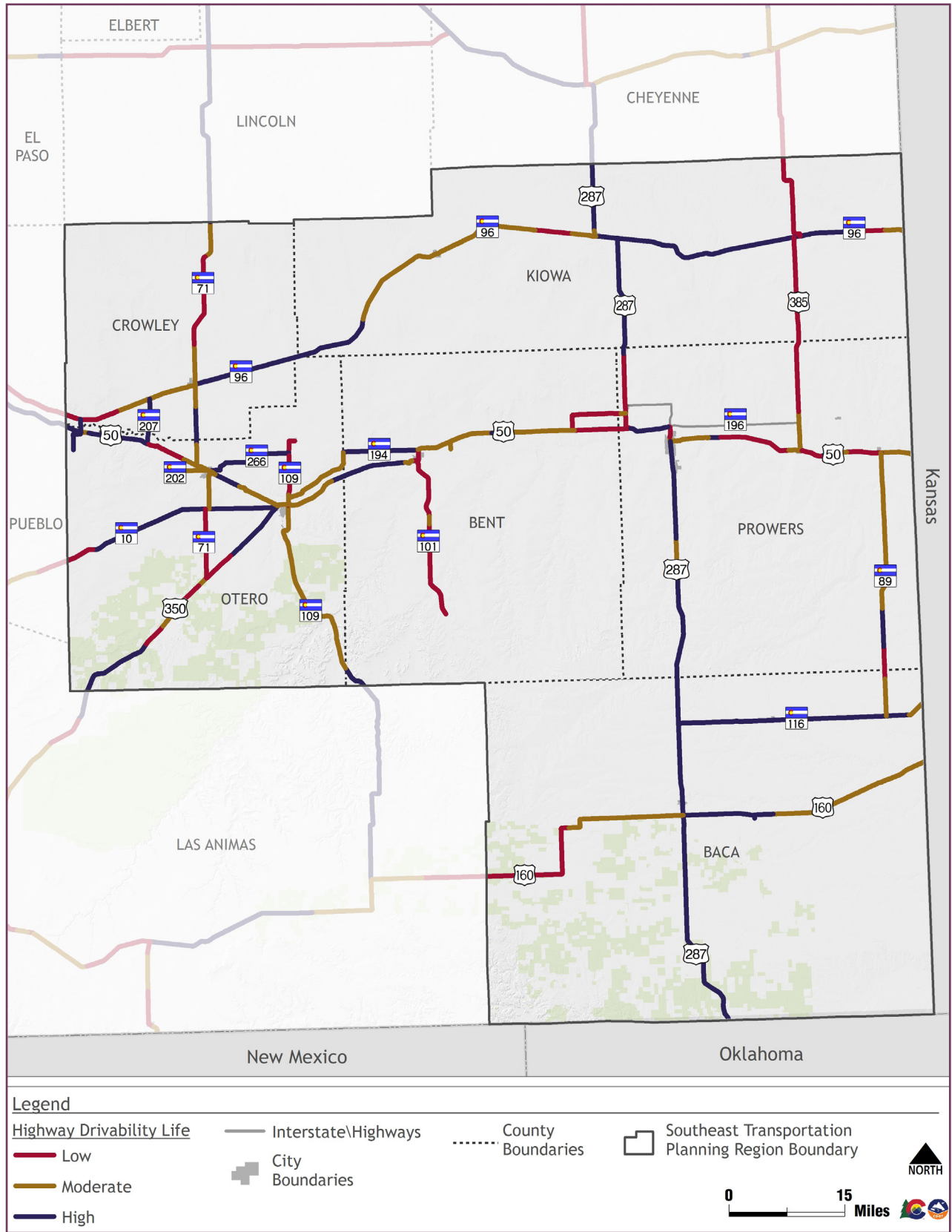


Figure 6. Source: CDOT Asset Management Database, 2023. Note: Due to rounding, figures may not total exactly to 100%

Highway Drivability Life



The map above depicts highway drivability life in the Southeast TPR. It is used to identify the remaining service life of roadways that need maintenance or improvements.

CDOT's Advancing Transportation Safety

Colorado's Advancing Transportation Safety (ATS) initiative is a statewide collaboration of public and private partners dedicated to improving transportation safety. Developed under the 2020-2023 Strategic Transportation Safety Plan, ATS builds on the Moving Toward Zero Deaths effort, and advocates for a unified, coordinated approach to key safety issues. The initiative aims to foster a strong safety culture and reduce fatalities and serious injuries on Colorado roadways through long-term investment and commitment.

Vulnerable Road Users (VRU)

VRU are defined as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), using personal mobility devices (e.g. walkers or wheelchairs), and those on foot in work zones. The 2021 Bipartisan Infrastructure Law (BIL) requires each state to identify areas where people who ride bikes and walk are at higher risk of being involved in a crash that results in a death or serious injury, and work towards making those locations and populations safer. CDOT is committed to this effort, actively working with local partners to implement data-driven safety improvements and ensure safer travel for users of all modes.

Top Three Crash Factors Resulting in Injury or Death (2023)

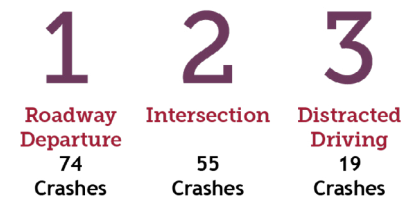


Figure 7. Source: CDOT Crash Database, 2025

VRU Crashes Recorded Resulting in Serious Injury or Death (2023)



Figure 8. Source: CDOT Crash Database, 2025

During the development of the 2025 Strategic Highway Safety Plan, the following concerns were identified by local stakeholders:

- **Community Challenges:** grant navigation and staff support
- **Driver Behavior and Education:** distracted and impaired driving, speeding, crash data gaps, need for accessible, early, and comprehensive education, Colorado roads and rules, engineering as a profession, collective programming
- **Enforcement and Policy Gap:** explore automated enforcement, judicial accountability, workforce shortage, stronger penalties and policies (e.g. seat belts and helmets)
- **Infrastructure and Design Gaps:** multimodal infrastructure need, rural roadway design (e.g. lighting, shoulders and signage), wildlife fencing, land use
- **Innovation:** data-driven solutions, technology integration, grant partnerships, collaboration with different entities, policies and planning (Right of Way coordination, lane diets (Reconfiguring lanes to enhance safety, accommodate other modes of travel, and increase overall mobility), Americans with Disabilities Act (ADA) engagement), intersection safety
- **Safety Culture:** differences between generations, social factors affect driving behaviors and safety awareness, work with youth



Colorado Freight Corridors

Colorado Freight Corridors are key transportation routes in Colorado that are critical for local, regional and national goods movement. These corridors have been identified as the most critical routes to facilitate the movement of goods into, out of and within Colorado. Highways that have been identified as Freight Corridors are critical because they support Colorado's economy by connecting industries to markets, integrating multimodal networks like rail and air, and ensuring reliable, cost-effective movement of goods.

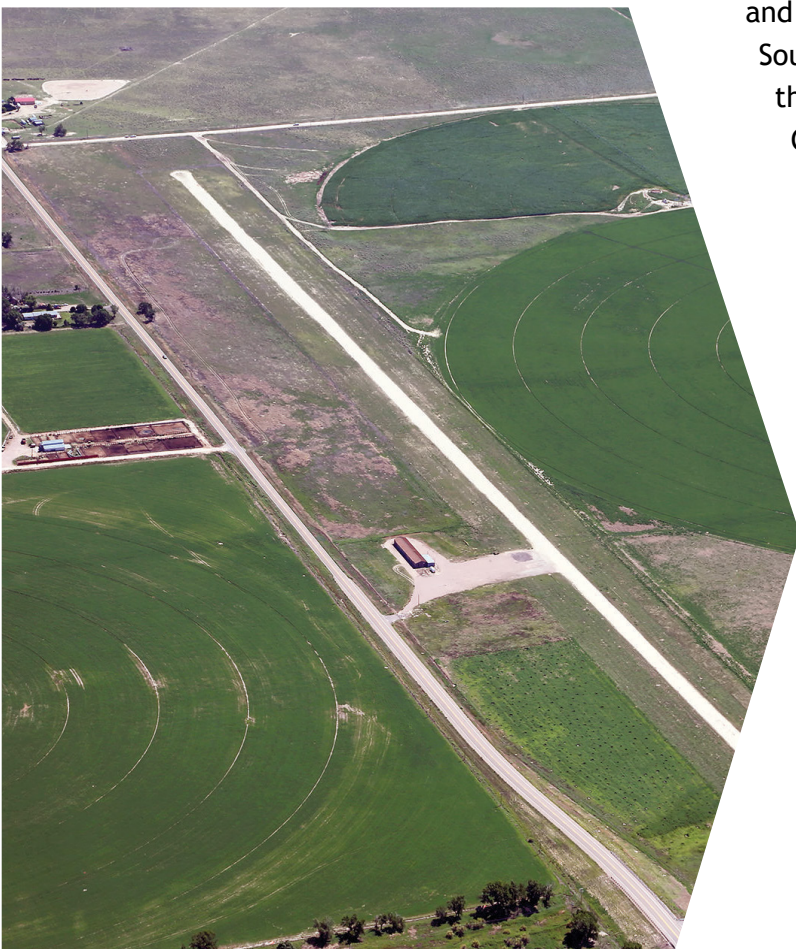
Together, these corridors cover more than half of all State Highway System lane-miles. There are four Colorado Freight Corridors that pass through this TPR, including: CO 10, US 50, US 160 and US 287.

Transit

Transit providers in the SE TPR operate deviated fixed-route, demand-response, and specialized transit services. Public intercity transit services that run through the Region include Amtrak and Greyhound. Interregional public transit connects the Southeast 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, 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, Crowley County, 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 six general aviation airports, including: Eads, La Junta Municipal, Lamar Municipal, Las Animas/Bent County, Springfield Municipal and Holly Municipal.



Bicycling & Walking

High Demand Bicycle Facility/Active Transportation Facility mileage statistics are based on a 2017 CDOT inventory that documented striped bike lanes, bikeable shoulders, shared-use paths, and sidewalks along Colorado's state highways. High bicycling activity corridors were identified using 2023 Strava data, which tracks annual trip activity by roadway segment. Segments ranking in the top quartile of activity within each TPR are classified as high bicycling activity.

Facility Mileage

- 0 miles of shared-use path
- 0 miles of striped bike lanes
- 11 miles of sidewalks
- 311 of bikeable shoulder
- 750 miles of highways

High Bicycle Activity Corridors

- CO 96 between Eads and Colorado/Kansas state line
- US 160 between east TPR boundary and Colorado/Kansas state line



Scenic Byways

Colorado's 26 Scenic and Historic Byways are officially designated routes each having irreplaceable and distinctly characteristic intrinsic qualities, which include scenic, historic, recreational, cultural, archaeological and natural. The byway corridor includes the right-of-way and adjacent areas such as viewsheds, main streets, points of interest, overlooks, sites and attractions within the region. Each byway has its own Corridor Management Plan outlining the byway's goals, strategies and responsibilities, as well as protecting their intrinsic qualities – specifically for community livability and visitor experience. Included in Southeast TPR is the Santa Fe Trail (America's Byways and National Historic Trail) located on US 50 and US 350.



Economic Vitality

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. Key economic drivers in the TPR also include federal and state government employment, with job opportunities in higher education, agriculture, and public sector roles, particularly in the counties of Prowers and Otero. 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.

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Southeast TPR's Transportation Focus Areas

Because of the unique transportation opportunities and challenges that Southeast TPR residents, employees and visitors face, TPR members identified the following focus areas that highlight the most important needs and considerations for the region.

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 and 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.



Freight & Rail

Freight movements on Colorado infrastructure are substantial, with 382 million tons of freight worth nearly \$472 billion moved in 2021. Of the 20 corridors identified by CDOT in the Southeast TPR, four are designated as Colorado Freight Corridors including; CO 10 (connecting to US 50), US 160 (from the Baca County/Las Animas County to the Kansas state line), US 287 (Ports to Plains Corridor, which is an important conduit for trade in and through the region) and US 50 (Kansas state line to Pueblo).

Freight rail is also a key mode for commodity import and export. Freight rail in the TPR includes the movement of goods along the BNSF Railway, Cimarron Valley and Colorado Pacific Railroad, which operates the Towner Line along CO 96. 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 connected and reliable 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. Between 2022 and 2050, the annual value of freight transported by trucks in Colorado is projected to increase by 104% (inflation-adjusted), marking the sixth-highest growth rate in the U.S.

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 to early 2000s, has accommodated a 62% increase in truck traffic from 1999 to 2018.

Regional Transit & Connectivity

As transit services grow in the Southeast TPR, strengthening connectivity between local and regional networks will be essential to ensuring that all residents, regardless of location, have reliable access to the services and opportunities they need. Seamless connections between transit systems will allow for easier travel across county lines, ensuring that older adults, people with disabilities, and those without personal vehicles can reach healthcare facilities, grocery stores, jobs, and other essential destinations without barriers. A critical aspect of making transit a safe and viable option for people of all ages and abilities is ensuring first- and last-mile connectivity. This connectivity ensures that individuals can easily access transit stations from their starting points and reach their final destinations once they disembark, making transit more accessible and practical for everyone. Additionally, regional transit will provide greater economic opportunities by linking residents to employment hubs and educational institutions. Improved transit connectivity will also enhance mobility for visitors, further supporting the Region's tourism economy while reducing reliance on single-occupancy vehicles. Prioritizing regional transit and connectivity will be key to fostering a more resilient Southeast TPR.





Sustainability

Sustainability of 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 economic vitality, access, and mobility for communities.

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 reduced point source emissions. The state and federal requirements pertaining to environmental consultation have been followed in the creation of this plan.



Community Development & Tourism

Community development and tourism play a vital role in ensuring Southeast Colorado remains a vibrant and resilient region, even as populations age and demographic shifts occur. As younger generations move away and economic landscapes change, investing in local businesses, cultural heritage and tourism-driven initiatives can help sustain the region's economy while preserving its rural character. Additionally, enhancing downtown/main street walkability creates a more inviting and accessible environment for tourists and locals alike, encouraging people to explore the area, support local businesses, and experience the community's unique charm firsthand. With continued efforts to develop housing for all generations across the region, the priority is to plan it around or near transit access, further encouraging livability and community vitality. Fostering strong, connected communities with access to essential services, housing and transportation will help older residents age in place comfortably. By prioritizing sustainable growth that aligns with the region's rural values, the Southeast TPR can continue to thrive while adapting to the evolving needs of its community members.



Southeast TPR Vision & Goals

Vision

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

Goals

- Strengthen the economic and community 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 Amtrak Southwest Chief passenger rail service through southern Colorado



What We've Heard

Building on the extensive outreach conducted during the last plan update, CDOT officials reached out to local and regional stakeholders and community members through a wide range of public engagement activities. These outreach efforts included in person meetings, phone calls via Telephone Town Halls, and online through social media. We heard from many residents throughout the Southeast TPR and obtained the opinions and knowledge of those who live and work in this area, and as a result outlined the following priorities:

Fix Our Roads

- Improving the condition of our roads, which includes addressing potholes and surface damage to pavement, ranked as the most important priority.

Advancing Transportation Safety

- Identified local and rural road safety and distracted driving as the highest safety concerns for the region.

Sustainably Increase Transportation Choice

- Expanding the availability of safe and convenient sidewalks, bicycle paths and crosswalks, as well as more transit options and access were identified as high priorities for increasing transportation choice for the region.



Policy Guiding Statewide Transportation Plan Goals & Performance Measures

CDOT Policy Directive (PD) 14 was designed to help guide the development of CDOT’s long-range statewide plan, as required by federal statute. The goals listed in the policy include: Advancing Transportation Safety, Fix Our Roads and Sustainably Increase Transportation Choice. PD 14 provides a guiding framework, allowing regions to adapt their project prioritization and planning processes to best reflect their unique needs.

PD 14 will be reevaluated annually to ensure its guidance remains aligned with legislative changes. This regular review will also help integrate updated information into the annual budget, the Statewide Transportation Improvement Plan, the 10-Year Plan and related amendments.



Complete Projects

What is a “complete project?” A complete project considers and prioritizes both people and places, ensuring transportation solutions fit the surrounding context to deliver context sensitive mobility solutions. Complete projects integrate as many project components as feasible to make the project more competitive for evaluation related to as many elements as possible – such as roadway improvements, safety measures, transit and active transportation – to create well-rounded, multimodal projects.

This approach supports PD 14 and enhances competitiveness for and inclusion in the 10-Year Plan and other available discretionary funding, along with maximizing modal integration and improving cost effectiveness. Additionally, complete projects support improved access and connectivity between travel modes for projects across the state (e.g. walking access to a transit station). The goal of a complete project is to integrate roadway, safety, transit, active transportation and other modal components into projects to make them complete.

Complete Projects Concepts



People



Safety



Cost Effectiveness



Mobility



Choice



Demand



Context





Southeast Transportation Projects

The TPR's transportation priority project list is characterized by a mix of transit, passing lane, widening, and intersection improvement projects. TPR members reviewed the project list from the previous statewide and regional planning effort to assess which projects had been completed and identify which projects should be advanced. New projects were also added to address emerging or growing needs since the last update. TPR members designed their own criteria to prioritize the TPR list of projects for consideration in the 10-Year Plan update.

The full project list includes the projects best suited to meet the transportation needs of the region between now and 2050.



Regional Priorities

To ensure projects align with regional and statewide priorities, the Southeast TPR utilized region-specific prioritization criteria to guide project selection for this plan. These criteria help evaluate and prioritize investments based on key transportation needs, ensuring a connected, safe and resilient transportation system. The Southeast TPR prioritization criteria included:

- Advancing Transportation Safety (PD 14)
- Community Development
- Cost-Effectiveness
- Economic Vitality: Freight and Rail
- Environmental Mitigation
- Fix our Roads (PD 14)
- Sustainably Increase Transportation Choices (PD 14)
- Tourism



Southeast TPR's Top Project Priorities

Southeast TPR stakeholders met in February 2025 and selected their top 26 priority projects to highlight in their 2050 RTP. They reviewed the project list from their previous plan, reviewed the current project status, and confirmed which projects were still a priority, and which projects were new priority projects. The full project list can be found in Appendix B.



Southeast TPR's Highway Project Priorities Map



- 1291** Widening of US 50 (likely to four lanes) from Pueblo to Holly
- 1625** CO 71 Ordway Intersection Improvements at CR G and CO 96
- 1614** US 50 Passing Lanes Fowler to Kansas
- 1047/1049** New On-Demand Regional Transit Service for US 287
- 1048** Baca County Truck Parking
- 1626** CO 10 Shoulder Widening and Safety Improvements
- 1287** US 50 Lamar to Fowler Deviated Fixed Route Service
- 1289** Expand Deviated Fixed Route Services in La Junta
- 3176** CO 96 Sheridan Lake Resurfacing
- 1285** La Junta Multimodal Transit Center
- 1284** Stop Sign Gap Assist
- 2628** US 385 Resurfacing North of Sheridan Lake
- 1288** La Junta Bus Barn Rehabilitation
- 1631** US 385 Passing Lanes
- 1294** Expand Transit Service into Crowley County
- 3004** US 287 Concrete Preventative Maintenance
- 2624** CO 10 Huerfano County East Resurfacing
- 3003** US 50/US 287 Lamar Concrete Pavement
- 1621** CO 96 Shoulder Widening Sugar City to Arlington
- 1278** Expand Non-Emergency Transit Service Operations and Vehicle Expansion
- 1282/1617** US 287 Lamar Reliever Route
- 3177** US 287 & CR NN Wiley Intersection Safety Improvements
- 3001** US 50 Bent County Surface Treatment
- 3002** US 50 Prowers County Surface Treatment
- 3005** CO 96 Ordway Resurfacing
- 2627** US 350 Otero County Resurfacing

Southeast TPR Priority Project List

ID	Project Type	State Highway	Project Name	Project Description
SE06	Highway	US 160	US 160 Baca County Truck Parking	Dedicated truck parking for weather-related events in Baca County on US 160.
1278	Transit	Non-Corridor Specific	Expand Non-Emergency Transit Service Operations and Vehicle Expansion	Support for five days per week and extended service times, including operations and vehicle expansion for non-emergency transit.
1284	Highway	US 287	Stop Sign Gap Assist	Stop Sign Gap assist alerts drivers when it is not safe to enter a stop sign-controlled intersection. This is intended to improve safety at non-signalized intersections where only the minor road has posted stop signs. It includes both onboard (for connected vehicles) and roadside signage warning systems (for non-equipped vehicles).
1285	Transit	US 50	La Junta Multimodal Transit Center	Design and construction of a new multimodal passenger rail and transit center and Park-n-Ride in La Junta at Santa Fe Avenue and in San Juan on 1st Street.
1287	Transit	US 50	US 50 Lamar to Fowler Deviated Fixed Route Service	New vehicle purchase and operating costs to implement roundtrip deviated fixed-route service from Lamar to Fowler.
1288	Transit	US 50	La Junta Bus Barn Rehabilitation (funds being moved to the La Junta Multimodal Center Project 1285)	Construction of the a new bus barn in the La Junta. (funds to be moved to La Junta under 1285)
1289	Transit	US 50	Expand Deviated Fixed Route Services in La Junta	Includes the purchase of a new vehicle and operational costs to expand service hours of the existing deviated fixed-route service in La Junta.
1291	Highway	US 50	US 50 East Widening	Widening of US 50 (likely to four lanes) from Pueblo to Holly.
1294	Transit	CO 96	Expand Transit Service to Crowley County	Expand support for five days per week transit service, including operations and vehicle expansion, on CO 96 in Crowley County.
1614	Highway	US 50	US 50 Passing Lanes Fowler to Kansas	Construct additional passing lanes along US 50 between Fowler and the Kansas state line to provide safe areas to pass along the heavily traveled freight corridor.
1621	Highway	CO 96	"CO 96 Shoulder Widening Sugar City to Arlington	Widen CO 96 shoulders to six feet on each side from Sugar City to Arlington.
1625	Highway	CO 96	CO 71 Ordway Intersection Improvements at CR G and CO 96	Implement intersection improvements on CO 71 at County Road G and CO 96.

Southeast TPR Priority Project List (Continued)


ID	Project Type	State Highway	Project Name	Project Description
1626	Highway	CO 10	CO 10 Shoulder Widening and Safety Improvements	Shoulder widening and other safety improvements along CO 10 between La Junta and the Pueblo County line as determined by crash data and safety study.
1631	Highway	US 385	US 385 Passing Lanes	Addition of passing lanes on US 385 between Granada and Sheridan Lake.
2624	Rural Paving	CO 10	CO 10 Huerfano County East Resurfacing	Rural road resurfacing to improve the condition of the pavement on CO 10 from the Pueblo and Huerfano county lines into Otero County. Includes upgrading guardrails, striping and rumble strips.
2627	Rural Paving	US 350	US 350 Otero County Resurfacing	Rural road resurfacing to improve the condition of the pavement on US 350 in rural Otero County, including upgrading guardrails, striping and rumble strips for safety.
2628	Rural Paving	US 385	US 385 Resurfacing North of Sheridan Lake	Rural road resurfacing from north of Sheridan Lake to the Kiowa/Cheyenne county lines.
3001	Rural Paving	US 50	US 50 Bent County Resurfacing	Rural road resurfacing to improve the condition of the pavement on US 50 in Bent County. Includes upgrading guardrails, striping and rumble strips.
3002	Rural Paving	US 50	US 50 Prowers County Resurfacing	Rural road resurfacing to improve the condition of the pavement on US 50 in Prowers County. Includes upgrading guardrails, striping and rumble strips.
3003	Highway	US 50, US 287	US 50/US 287 Lamar Concrete	Update concrete pavement of US 50/US 287 from Colonia Avenue north through downtown Lamar.
3004	Rural Paving	US 287	US 287 Concrete Preventative Maintenance	Replace damaged and shifted concrete pavement panels.
3005	Rural Paving	CO 96	CO 96 Ordway Resurfacing	Rural road resurfacing to improve the condition of the pavement on CO 96 in Crowley County. Includes upgrading guardrails, striping and rumble strips.
1047/1049	Transit	Non-Corridor Specific	New On-Demand Regional Transit Service for US 287 (Funds being moved to the La Junta Multimodal Center project # 1285)	On demand regional transit service on US 287, with expanded Demand Response services to Baca and Kiowa Counties with an ADA-compliant transit vehicle.
1282/1617	Highway	US 287	US 287 Lamar Reliever Route	Phase I and II includes realignment of US 50 to the south for future US 50/US 287 Interchange. Phase II is the construction the new, two-lane reliever route.
New	Rural Paving	CO 96	CO 96 Sheridan Lake Resurfacing	Complete paving from Plainview School (Sheridan Lake) to the Kansas State line.
New	Highway	US 287/CR NN	US 287 & CR NN Wiley Intersection Safety Improvements	Implement speed limit mitigation measures at US 287 and Prowers County Road NN in Wiley.

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 joint meetings with the CDOT Region 2 Regional Transportation Directors and the TPR chairs. These meetings enabled the Southeast TPR chair to advocate for inclusion of the TPR'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.



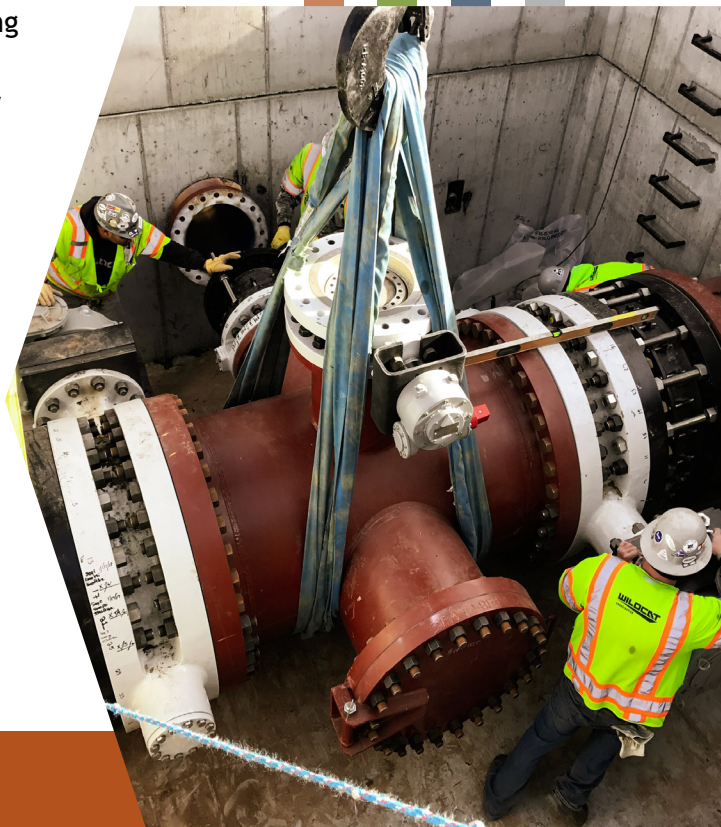
Transportation Funding

There are three documents, with varying detail, that outline the projects that will pertain to the Southeast TPR:

- Comprehensive list of project needs in the region (Appendix B)
- TPR's priority projects (Pages 25 & 26)
- 10-Year Plan Update (Strategic Funding – if TPR projects are selected during the update process)

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. The Southeast TPR projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort. For the longer term, 25-year planning horizon, the Southeast TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2035.

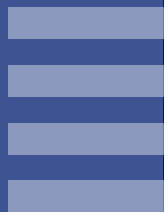


Southeast TPR's Implementation Strategies

The following section contains information about actions that the TPR recommends 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 TPR members to actively promote the RTP:

- 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
- Continue to explore new funding opportunities





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To Learn More
go to the 10-Year Vision Plan
on the CDOT website.

