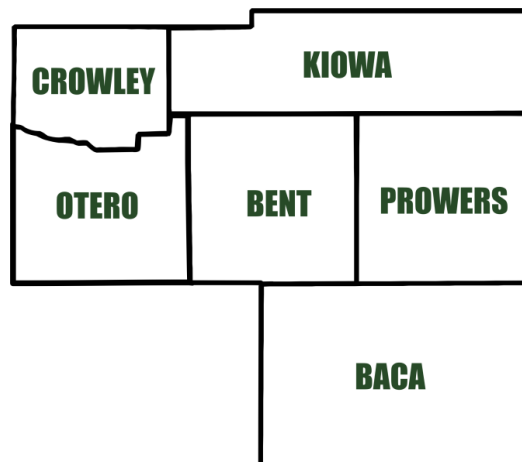




SOUTHEAST TRANSPORTATION PLANNING

**SECED Office
Lamar, CO**



APRIL 23, 2025

Southeast Transportation Planning Region / SECED, Inc.

Meeting Agenda

April 23, 2025

9:00 am-12:30 pm

Join this event via Zoom (see official email invite)

<https://us02web.zoom.us/j/87364828152?pwd=eOEZMA8txUa5SSvWYeBMmifMOeoNPM.1>

Meeting ID: **873 6482 8152** Passcode: **178250**

Phone Call-in information: 1-719-359-4580 Meeting & Passcode are same as above

1. Administrative – Minutes
 - a) Call to Order & Roll Call
 - b) Changes/Additions to Agenda
 - c) Review/Discussion –January 29, 2025 Meeting Minutes
Action Item: Approve January 29, 2025 minutes
2. Regional Coordinating Council & Mobility Facilitator & Transit Director Report – Charity Markus & Robin Daigle
3. Thriving Communities Program – Page McAlexander
4. Transportation Planning
 - a) TC Update
 - b) Legislative Update
 - c) HQ CDOT Updates -
 - d) 2050 Regional Transportation Plan (RTP)

If time allows:

- e) R2 CDOT Project Updates
 - f) CDOT Local Agency Project Updates
 - g) Maintenance Updates
 - h) Transit Updates
 - i) Questions/Comments – SE Transportation Planning Region Members & General Public
5. Administrative Discussions & Approval
 - Discussion:
 - **Action Item:**
6. Next Meeting – Date, Time, Topics?

Adjourn

Please note: Items on this agenda are subject to change (additions/deletions)

MINUTES

**MINUTES
SOUTHEAST TPR
SECED OFFICE
LAMAR, COLORADO
JANUARY 29, 2025**

CALL TO ORDER

Meeting called to order by Chair, Stephanie Gonzales at 9:09 a.m.

ROLL CALL

TPR Members / Guests (In Person or Online):

County/Municipal members attending in person or online:

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Race Chenoweth (Baca Cty) | <input checked="" type="checkbox"/> Troy Bishop (Baca Cty) | <input checked="" type="checkbox"/> Shiloh Freed (Baca Cty) |
| <input checked="" type="checkbox"/> Charles Shupe (City of Las Animas) | <input checked="" type="checkbox"/> Phil Hemphill (Bent Cty) | <input checked="" type="checkbox"/> Jennifer Scofield (Bent Cty) |
| <input type="checkbox"/> Vicky Powell (Crowley Cty) | <input type="checkbox"/> Roy Elliott (Crowley Cty)-ONLINE | <input type="checkbox"/> Terry McMillan (Crowley Cty) |
| <input checked="" type="checkbox"/> Mike Lening (Kiowa Cty) | <input checked="" type="checkbox"/> Donald Oswald (Kiowa Cty) | <input checked="" type="checkbox"/> Butch Robertson (Kiowa Cty) |
| <input type="checkbox"/> Danelle Berg (Otero Cty) | <input checked="" type="checkbox"/> Pamela Denahy (City of La Junta) | <input checked="" type="checkbox"/> Tim Knabenshue (Otero Cty) |
| <input checked="" type="checkbox"/> Ron Cook (Prowers Cty) | <input type="checkbox"/> Kirk Crespino (City of Lamar) | <input checked="" type="checkbox"/> Ty Harmon (Prowers Cty) |
| <input type="checkbox"/> Lex Nichols (Otero Cty) | <input checked="" type="checkbox"/> Spike Ausmus (Two Buttes) | <input checked="" type="checkbox"/> Rob Oquist (Otero Cty)-ONLINE |
| <input checked="" type="checkbox"/> Cindy McCloud (KCEDF) | <input type="checkbox"/> PJ Chenoweth (BCEDC) | <input checked="" type="checkbox"/> Tallie Harmon (PEP) - ONLINE |
| <input checked="" type="checkbox"/> Steve Sanchez (SECHD) | <input type="checkbox"/> Dawn Block (La Junta Transit) | <input type="checkbox"/> Christine Coffield |
| <input checked="" type="checkbox"/> Marilyn Stuart (PATS) | <input type="checkbox"/> Rebecca Gallegos (Inspiration Field) | <input checked="" type="checkbox"/> Pat Mason (Lamar) |
| <input type="checkbox"/> Duane Gurule (Rocky Ford) | <input type="checkbox"/> Stacey Milenski (Rocky Ford) | <input checked="" type="checkbox"/> Steve McKittrick (Wiley) |
| <input checked="" type="checkbox"/> Steve Sanchez (SEC Hospital) | <input checked="" type="checkbox"/> Jean Sykes (McClave) | <input checked="" type="checkbox"/> Rick Butler (Pritchett) |
| <input checked="" type="checkbox"/> Jonnie DeLeon (Inspiration Field)-ONLINE | | |

Staff (In person):

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Stephanie Gonzales (TPR Chair) | <input checked="" type="checkbox"/> Charity Markus (Mobility Mgr.) | <input type="checkbox"/> Robin Daigle (SETran Dispatcher) |
| <input checked="" type="checkbox"/> Morgan Alba (SECED RGN) | <input checked="" type="checkbox"/> Teale Hemphill (SECED RHA) | <input type="checkbox"/> |

CDOT / TC / Guests (In Person or Online):

- | | |
|--|--|
| <input checked="" type="checkbox"/> Kathleen Collins (CDOT HQ Statewide Planning) | <input checked="" type="checkbox"/> Geoffrey Guthrie (CDOT Region 2-Transit Liaison) |
| <input checked="" type="checkbox"/> Shane Ferguson (Region 2 Director)-ONLINE | <input checked="" type="checkbox"/> Jennifer Sparks (CDOT South Program Engineer) |
| <input checked="" type="checkbox"/> Lindsey Jaquez (CDOT) | <input checked="" type="checkbox"/> Lachelle Davis (CDOT LA-Region 2) - ONLINE |
| <input type="checkbox"/> Matt Jagow (CDOT Region 2) | <input type="checkbox"/> Emily Barden (CDOT)-ONLINE |
| <input type="checkbox"/> Neil Mauch (CDOT Maintenance-Lamar) | <input type="checkbox"/> Mike Asbury (La Junta) |
| <input checked="" type="checkbox"/> Jeff VanMatre (CDOT R2 Maint) | <input checked="" type="checkbox"/> Rob Frei (CDOT R2) |
| <input type="checkbox"/> Darius Pazbak (CDOT) | <input checked="" type="checkbox"/> Aaron Willis (CDOT) |
| <input checked="" type="checkbox"/> Jason Nelson (CDOT) | <input checked="" type="checkbox"/> Scott Skinner (CDOT Transit Liaison) |
| <input checked="" type="checkbox"/> Terry Hart (TC District 10)-ONLINE | <input checked="" type="checkbox"/> Jamie Grim (CDOT OPGR)-ONLINE |
| <input checked="" type="checkbox"/> Crystal Armendariz (Local Govt CDOT HQ)-ONLINE | <input type="checkbox"/> Justin Snyder (CDOT HQ) |
| <input type="checkbox"/> Robin Bardmesser (CDOT HQ) | <input checked="" type="checkbox"/> Kacey Dykes (CDOT) |
| <input type="checkbox"/> Ajin Hu (FHWA), | <input type="checkbox"/> Ann Rajewski (CASTA)-ONLINE |
| <input type="checkbox"/> Todd Ausbun (Utilities & Railroad Coordinator) | <input type="checkbox"/> Jan Rowe (CDOT) |
| <input checked="" type="checkbox"/> Mike Duffy | <input checked="" type="checkbox"/> George Gromke (CDOT)-ONLINE |
| <input checked="" type="checkbox"/> Joe Kiely (Ports to Plains Alliance)-ONLINE | <input type="checkbox"/> Marsh Nelson (CDOT) |
| <input checked="" type="checkbox"/> Craig Blewitt-Stantec Consulting Services-ONLINE | <input checked="" type="checkbox"/> Page McAlexander (Governor's Office) |
| <input checked="" type="checkbox"/> Alyssa Dinberg (State of CO) | <input checked="" type="checkbox"/> Jacob Topping (Senator Bennet's office)-ONLINE |
| <input checked="" type="checkbox"/> Isabella Smith (CDOT) | <input checked="" type="checkbox"/> Christa Curtiss (CDOT-DTR) |

ADMINISTRATIVE – MINUTES

The minutes of October 23, 2024 were presented for review and approval. Donald Oswald made the motion to approve. Tim Knabenshue seconded, Motion passed.

ELECTION OF OFFICERS

Stephanie gave the members the list of the currently appointed members. They were as follows:

Stephanie Gonzales, TPR Chair

Ron Cook, STAC Representative

Stephanie Gonzales, STAC Alternate

Tim Knabenshue made the motion that the appointees stay the same. Donald Oswald seconded. Motion passed.

RCC/LCC Report – Charity Markus

Stephanie informed the board that the SETran Operating Procedures, Code of Conduct and FTA Drug Alcohol policies were provided in the online version for review. They were not included in the printed packet but would be in the official board packet book. Charity mentioned that some of the operating changes were more to reflect the deviated fixed route and the connections with the local services to make smooth connections. We updated items such as the number of bags a rider can bring on a bus, the number of trainings that a driver must have per FTA, and all of the rates are now included in the procedures. Stephanie asked for approval of the three documents so that they can be uploaded on the SETran website for easy access.

- Mike Lening made the motion to approve the policies. Steve Sanchez seconded the motion. Motion passed.

Charity gave a brief report on the CDL training school that we have in place. There were 168 CDL students enrolled and 298 CDL students who have completed their training.

SETran routes have now increased from 2 routes to now 3 routes to meet the demand for return trips during the day, mainly for Walmart trips. We began service April 15, 2024 and it was a slow start, but now have consistent riders 161 riders average for the month, 1854 riders for the year, drove 58,000 miles and drivers drove 3,654 hours.

CHAIR / STAC REP REPORT – INFORMATIONAL

Terry Hart, Transportation Commissioner, gave a brief presentation to the board highlighting the budget work to the FY25/26 budget, with updates to the revenues and financial information for consideration of approval in June. He mentioned revenues are down. HUTF money and federal money is down. In the process of adjusting that to be reflected in the new budget. The current budget year, adjustments are being made to transfer to support a federal grant that will be coming out to match \$5M to a \$21M grant for geo-hazards with avalanche control. There was a fuels impact enterprise program, in which Otero County is involved, and was more of an educational process to know where we are and how much money is collected and focuses on the safe transfer of fuels. Considering the adoption of a speed/safety camera program that would install speed cameras in work/construction zones to help protect staff. The bridge and tunnel enterprise ten-year funding was reviewed for future adoption. Working on a public/private initiative to free up more corridors for the transfer of electric transportation systems. Renewable energy is produced in one location but used in another location and coordinating the use of CDOT right of ways to create a way to move the power more efficiently. Legislative report was provided to the TC. Greenhouse gas plans were presented, recognitions of folks who worked on the Hwy 50 bridge, and finally the Statewide 2050 plan progress report was provided to TC with discussion for handling amendment requests to PD14.

LEGISLATIVE UPDATE

Crystal Armendariz provided the legislative update which included a review of the following bills that are being or have been introduced this session that CDOT is monitoring:

* HB 25-1007 Paratransit Services requirements for transit agencies and creates a paratransit task force under CDOT.

* SB 25-069 Tire Chain Traction Control Device Permit which has CDOT administer a permit system for vendors to administer traction devices for vehicles.

* SB25-051 Regional Transportation District Operating Costs which changes the definition of “operating costs” to mean all operating expenditures, excluding depreciation.

*HB 25-1048 State Tax Expenditure & Grant Database which creates an online database management by the DOR that includes information on all qualifying state tax expenditures and state grant opportunities.

*HB 25-1039 Commercial Vehicle Muffler Requirements requiring CDOT to include language in all construction contracts stating that a contractor’s or subcontractor’s CMVs that enter a public project site must comply with the new muffler requirements.

*HB 25-1046 Increase Maximum Number of Transportation Planning Regions which increases TPRs from 15 to 16. Jamie Grim then provided the update that the bill was introduced and failed. The question was raised then regarding the consolidation of the two regions as was being proposed and if that would remain the plan or if things would stay the same? Jamie explained that the TC will take a look at the boundaries and decide on whether things will remain the same. Terry then explained the issue has not been revisited at this time at the TC and he is unsure if action, if any, will be taken in regards to the study recommendation.

With no further questions, Stephanie and the members thanked Terry for his report and his support of the Southeast.

Region 2 Presentations

RPP Funding Discussion/Approval

Rob Frei presented the Regional Priority Programming (RPP) which is allocated to the planning areas based on a formula. Rob presented the FY 2029 addition of funding to the Statewide Transportation Improvement Program (STIP) which included the Hwy 50 Passing Lanes between Las Animas and Hasty at an amount of \$4.85M and \$350K to US 287 Safety Improvements.

- Donald made the motion to approve the FY 2029 funding to the STIP and Tim seconded the motion. Vote was unanimous. Motion passed.

There was not a report on the multimodal options funding (MMOF). Geoff Guthrie indicated that only a small amount of funding is available for this round. Discussion to be held at a later date on how to move forward with MMOF.

(See recording: https://drive.google.com/file/d/1Ylw2Qt8GRzIB6Lx9exvt0rHok17al26L/view?usp=drive_link)

A robust discussion was held regarding the SE TPR 2050 Regional Transportation Plan and the planning process. This was the 3rd planning meeting during which priority projects from the last meeting were reviewed, marked on the list as completed and a new list formulated. Aaron Willis began the conversation giving another overview of the planning process for the new members of the board.

Aaron reviewed the Project Identification and the meeting purpose, which included a refresher, recap of meeting #2, update to the activities that occurred (member review of projects) between meeting #2 and the current meeting #3. The purpose would be to rank our priority projects to be part of the appendix.

Aaron gave an update on the how Regional plans feed into the Statewide Transportation & Transit Plans and the 10-Year Plan and 4-Year Stip. The last planning process was very interactive and had stakeholder and community input.

New guiding principles include Advancing Transportation Safety, Fix Our Roads and Sustainably Increase Transportation Choice, which are all part of the Policy Directive (PD) 14. The CDOT Funding Priorities are driven by the PD 14 & Regional Needs and should help with Project Identification in the 10-Year Plan. Other Funding Opportunities are driven to help fund TPR Vision/Goals that help identify TPR Priorities.

Aaron reviewed the Vision, Goals and Focus Areas of the SE TPR. During TPR Meeting #1 and #2, we decided TPR Ranking Criteria should include PD 14 Advancing Transportation Safety, Fix our Roads, Sustainably Increase Transportation Choice, but also include economic vitality/freight and cost effectiveness. SETPR Project prioritization framework was reviewed.

The TPR members then went through the list of priority projects. After lengthy discussion, the TRP members decided to allow additional time to review the identified priorities. Commissioner Knabenshue stressed the importance to each county/municipality member to review the priorities on the list. The date of February 19, 2025 was set as the cut off date for review by each member. The TPR members then respectfully asked that the CDOT representatives return in February to review the project list. The group scheduled the next meeting of the TPR to be held February 26, 2025 in-conjunction with SECED's meeting to then complete the exercise of ranking the projects.

TPR members thanked the CDOT for their patience while we work through this process.

THRIVING COMMUNITIES PROGRAM

Stephanie introduced Page McAlexander from the Governor's office who is the Thriving Communities Program (TCP) program manager and Alyssa Dinberg, the Director overseeing the Thriving Communities Program. Page explained the partnership with SECED through the grant award and indicated she had met some of the members already through outreach efforts. She went on to explain the program and how it fits well with the efforts already being made by TPR through CDOT to enhance transportation and transit needs. The TCP program is more on a level that focuses on identifying grant capacity challenges per community and per county. She then informed the board that they have grant consultants through Stantec, who offers grant writing, technical assistance, engineering expertise to help guide communities and counties in the pursuit of federal funding opportunities. Page and the TCP program is focused on first identifying the challenges and then connecting people to tangibly address the need through grant applications.

She went on to explain that more individualized outreach would be coming in the next few months. The end goal is to get lists of projects identified, local roads, curbs, sidewalks, studies, etc. They must be transit related. Alyssa added that the consultants can also help with State funding opportunities.

Stephanie thanked Page and Alyssa for their presentation and encouraged members to be ready to meet with Page and Morgan to brainstorm for projects needed in their communities.

CDOT REGION 2 PROJECT UPDATES

Jennifer Sparks with Region 2 reviewed the list of projects that are being worked on in the region. She gave an update to which projects were in the design phase, construction and/or have been closed. The following was the list that she went over.

| Southeast (SE) Transportation Planning Region (TPR) | | | | | |
|--|--|--|-----------------------------------|---|--|
| Colorado Department of Transportation (CDOT) Project Updates | | | | | |
| January 2025 | | | | | |
| Project Control Number (PCN) | Description | Scope | Phase | Schedule/Status Update | Funding Amount in Thousands (K) and Millions (M) |
| Engineering | | | | | |
| 23558 | Region 2 (R2) Bridge Bundle Design Build | Multiple structure replacements in Region 2 on US350, CO9, and US24. | Landscape Establishment/ Warranty | Project Complete; Currently in Landscape Establishment Period. | \$43M |
| 23592R | US 50 Surface Treatment, Drainage, and Americans with Disabilities Act (ADA) Ramps | Asphalt overlay, drainage feature replacements/improvements, and ADA ramp upgrades on US 50 through Las Animas | Construction | Drainage and ADA ramp work remaining only at Locust. Barrier wall and traffic devices will be removed for winter shutdown period (Jan.-Mar.). Daily lane closures allowed for work during favorable weather. Paving from west end of project to 6th St. beginning Spring '25. | \$8.9M |
| 25974 | R2 SE Timber Bridge Retrofit | Add sister beams to freight and non-freight corridor timber bridges in various locations. | Closure | Construction is completed, and project is in the closure process. | \$3.8M |
| 25921 | US50B Las Animas Structures L-24-A/L-24-D | Major structure repairs to the bridges over the Arkansas River | Construction | Demolition and removal of west-most bridge is in progress. Both directions of traffic will remain on the east-most bridge during this work. | \$13.3M |
| 25542 | CO160 Surface Treatment, Kim to Pritchett | Overlay of CO160 from Mile Posts (MP) 423 to 451 | Closure | Construction is completed, and project is in the closure process. | \$14.8M |
| 24703 | US350 MP 46.7 - 63.7 (La Junta to Delhi Rural Paving) | Mill and fill with safety improvements | Design | Design in progress. Final Office Review (FOR) in August 2024. Advertisement in October 2025. | \$10.1M |
| 22225 | US50B Corridor SE TPR | Passing lane east of Fowler on US50B | Design | Applied for Rural and Infrastructure for Rebuilding America (INFRA) grants. Waiting for results. | \$5.6M |
| 25538 | CO71 Ordway Passing Lane MP 17-26 | 10 Year Plan (10YP) Project: Adding ~1 mile passing lane between the Arkansas River and County Road (CR) C | Construction | Concrete Concepts is awarded contractor. Construction Spring-Summer 2025 | \$6M |
| Traffic | | | | | |
| 25539 | CO71 Ordway Intersection Improvements at County Rd G & CO96 | Intersection improvements at both CO71 & CO96 intersections in Ordway. | Design | Design in progress. Final Office Review (Jan 2025) Advertise Feb 2025 to April 2025 Construction Summer 2025 - Fall 2025 | \$1M |
| 26304 | FY25 Lamar Signal Replace | Replacement of existing traffic signals at US50B & Maple St, US287 & Cedar St (Lamar), US287 & Savage St (Lamar) | Design | Design in progress, Final Office Review in Jan 2025. Advertisement Feb / March 2025 Construction Spring / Summer 2025 | \$1.3M |

CDOT LOCAL AGENCY

Lachelle Davis, Region 2 Local Agency, reviewed the projects that are still being worked on for the MMOF program. She gave a brief project overview. They were included in the packet.

MAINTENANCE UPDATES

Jeff VanMatre, Region 2 Maintenance gave a brief update on their activities. He mentioned they were very busy during the snow storm.

He spoke to their focus on a culvert replacement plan and have verified that there are 36 of them and determining their condition.

The Holly rest area is being looked at to replace plumbing but mostly it is in pretty good condition. It'll be in even better condition in about 45 days.

Hwy 287 has been treated with a material that is more specific to concrete to repair the cracks. It cost a little more expensive but will be better in the long run with the return on the investment with fewer repairs to it.

There was a question regarding main street cracking in Lamar. Jeff indicated that he would take a look at it. Another question was asked regarding the crossing control. CDOT traffic group will look into it.

TRANSIT UPDATES

Geoff Guthrie, pointed out there is a ridership report on Bustang Outrider in the packet.

Next Meeting

The next meeting will be held February 26, 2025 at 1:00 p.m., with TPR as part of the agenda to rank priority projects. Stephanie reminded the group that they should give there input on or before February 19, 2025. The next quarterly meeting will be held on April 23, 2025 starting at 9:00 a.m. – 12:30 p.m.

With no other business coming before the group, Shiloh made the motion to adjourn. Butch seconded. Motion passed at 11:39 a.m.

****Special meeting of the TPR will be in-conjunction with SECED on February 26, 2025 at 1:00 p.m.**

****Next quarterly meeting will be Wednesday, April 23, 2025 at 9:00 a.m. – Noon
via Zoom and In-Person****

MINUTES - FEBRUARY MEETING
(SECED WITH TPR)
TPR PRIORITY PROJECT REVIEW

MINUTES
SOUTHEAST COLORADO ENTERPRISE DEVELOPMENT, INC.
SECED OFFICE
LAMAR, COLORADO
FEBRUARY 26, 2025

CALL TO ORDER

Meeting called to order by Chairman Ron Cook at 1:00 p.m.

ROLL CALL

Board members attending online:

| | | |
|--|--|---|
| <input checked="" type="checkbox"/> Race Chenoweth (Baca Cty) | <input checked="" type="checkbox"/> Troy Bishop (Baca Cty) | <input checked="" type="checkbox"/> Shiloh Freed (Baca Cty) |
| <input checked="" type="checkbox"/> Charles Shupe (City of Las Animas) | <input checked="" type="checkbox"/> Phil Hemphill (Bent Cty) | <input checked="" type="checkbox"/> Regan Ensey (Bent Cty) |
| <input checked="" type="checkbox"/> Terry McMillan (Crowley Cty) | <input checked="" type="checkbox"/> Vicki Powell (Crowley Cty) | <input type="checkbox"/> Roy Elliott (Crowley Cty) |
| <input checked="" type="checkbox"/> Mike Lening (Kiowa Cty) | <input checked="" type="checkbox"/> Donald Oswald (Kiowa Cty) | <input checked="" type="checkbox"/> Butch Robertson (Kiowa Cty) |
| <input checked="" type="checkbox"/> Danelle Berg (Otero Cty) | <input checked="" type="checkbox"/> Pamela Denahy (City of La Junta) | <input checked="" type="checkbox"/> Tim Knabenshue (Otero Cty) |
| <input checked="" type="checkbox"/> Ron Cook (Prowers Cty) | <input type="checkbox"/> Kirk Crespin (City of Lamar) | <input checked="" type="checkbox"/> Ty Harmon (Prowers Cty) |

Staff attending:

| | | |
|---|---|--|
| <input checked="" type="checkbox"/> Stephanie Gonzales (Exec, Director) | <input checked="" type="checkbox"/> Bev Middleton (Admin Asst.) | <input checked="" type="checkbox"/> Zoe Colvin (Finance Office) |
| <input checked="" type="checkbox"/> Jim Earl, BLF Loan Specialist | <input checked="" type="checkbox"/> Jason Dittburner (Rehab Spec) | <input checked="" type="checkbox"/> Charity Markus (Mobility Mgr.) |
| <input checked="" type="checkbox"/> Morgan Alba (RGN) | <input checked="" type="checkbox"/> Sarah Clodfelter (Prop Mgr) | <input type="checkbox"/> Jonathan Silva (GOCO Liaison) |
| <input checked="" type="checkbox"/> Teale Hemphill (Regional Housing Authority) | | |

Guests attending were: PJ Chenoweth (BCEDC), Cindy McCloud (KCEDF), Tallie Harmon (PEP), Mike Duffy (Ports to Plains Alliance), Michael Yerman (My Rural Planner), John Brockmeier (Sen. Bennet's office), Jacob Topping (Sen Bennet's office), Scott Skinner (CDOT), Geoff Guthrie (CDOT R2 planning), Anne-Marie Crampton (City of Lamar).

Guests attending online: Rob Frei (CDOT), Jennifer Sparks (CDOT R-2), Steve McKittrick (Mayor Town of Wiley), Aaron Willis (CDOT), Kathleen Collins (CDOT headquarters), George Gromke (CDOT), Emily Barden (CDOT), Lindsey Jaques (CDOT), Joe Kiely (Ports to Plains Alliance), Joe Miklosi (Bridge Consulting).

Guest Comments

Jacob Topping, Senator Bennet's Office Liason from the Pueblo office reported he was attending to introduce himself to the board as well as John Brockmeier from the Denver office. John works with the congressional spending programs with funding items on the federal level. They also passed a CBS application around and reported if anyone had not received an email from them in regards to this application they should let them know. Stephanie also said she could send both out.

TPR Project Priorities List & Action Items

(see recording https://drive.google.com/drive/u/0/folders/1g_o-SpU9XImS7n6LC7swu82vGG5FzAf9)

Discussion was held on the SE TPR Review and TPR Project Priority List 2050 led by Kathleen Collins, the planning liaison for the SE Region from CDOT headquarters. The top 20 projects were reviewed and ranked for the 2025 Regional Planning. It was reported it was a federal requirement every 5 years to review the projects. Kathleen also said the list contained Transit projects as well. The next TPR meeting will be held April 23, 2025.

ADMINISTRATIVE

Minutes

The minutes from the January 2025 meeting were presented. Tim Knabenshue moved to approve the minutes as presented Danelle Berg seconded the motion and the minutes were approved.

Financials

Stephanie presented the January 31, 2025 agency financials. Mike Lenning moved to approved the financials as presented. Shiloh Freed seconded the motion and the motion passed.

ADMINISTRATIVE DISCUSSIONS, PRESENTATIONS & ACTION ITEMS

Stephanie reported SECED had applied for the Brownfield Grant for Prowers and Baca County last year and was very close to being awarded it. They were encouraged to reapply this year. At no time was anything mentioned that SECOG instead of SECED should be applying for this grant. After advisement from legal counsel, Stephanie reported on the Memorandum of Understanding between SECOG and SECED, Inc. that was needed to hopefully allow SECED to be awarded said grant.

Tim Knabenshue moved to approved the MOU. Butch Robertson seconded the motion and the motion passed.

Board of Directors Meeting

February 26, 2025

Page 2

Legislative Consultant Update – Bridge Consulting

Joe Miklosi highlighted a few important bills and answered questions. A Bill Tracker handout was available in the packet on 33 bills that would impact SECED and rural communities.

Charity Markus, Mobility facilitator/Manager reported on the Medicaid Brokerage – Moratorium being lifted. She provided background information and reminded the board that we would be going to a State-wide broker, March 1, 2025. Charity asked if there was any interest from the local door- to – door transit programs for assistance in applying for Medicaid funds. Charity reported she had asked Stephanie about applying for a grant as a regional transit for those communities that do not have their Medicaid MP#'s. It was clarified that what was being asked was to reapprove what the board had previously voted on and approved before the Moratorium was put in place. Discussion followed. Danelle moved to allow the efforts for a Medicaid provider for SE Colorado on behalf of the participating transit. Ty Harmon seconded the motion and the motion passed.

DIRECTOR'S REPORT

Property Management Rentals update

Sarah Clodfelter reported:

Valley Wide is full

Las Animas is full

Granada has 3 open, 2 – 2 BR; 1 – 3 BR Kevin requested the 3 bedrooms remain open in case the property is sold and tenants need to be relocated. Elevation Land Trust is doing a transaction with 4-points to purchase the duplexes and convert to a land trust and for sale unit. Each unit in a duplex can be for sale but must be homeowner occupied when purchased.

Ordway has 4 leased and 1 potential to be leased. Rent falls between \$950 and \$1550 depending several factors. There is a possibility that rent could come back down as Stephanie has located less expensive insurance.

Olney Springs has 2 vacant

Springfield has 3 occupied. She also reported she had finally been able to start working through the issues with Zillow which should help with the leasing. Rent is currently at \$1195 – 3 BR and \$995 – 2 BR. There is a possibility that 1-3 bedroom and 1-2-bedroom duplex will be for sale, however it will not be a land trust.

Housing Sales: Stephanie reported the 402 Hayes house had closed in January. She also reported she would be meeting with Karen Johnson of Murphy's Group Real Estate to discuss the 1318 Lewis Street in La Junta property and the 535 Moore Street in Las Animas property. She will also be discussing the Walsh property with Clarence Jones to see if any interest had been shown. Danelle suggested a possible fence on one side of the property on Lewis due to the barking dog next door. The 8th Street property is ready to put back on the market.

Mobility facilitator/Manager: Charity Markus reported Free Fare is in June, July and August for all our transits. MedRide is back up and running. Stephanie also reported we were moving forward with the bus stops but not all 18 as originally planned, only those that are currently needed.

Regional Grant Navigator Report/Thriving Communities Program: Morgan Alba reported several grants had been discontinued including the Water Smart grant and the Safe Streets and Roads for All. Both are no longer available. The Safe Routes to Schools Grant still available as it is a state grant rather than a federal grant. Morgan will also no longer be the Regional Grant Navigator. She is stepping into the Thriving Communities Program position which is a state funded grant.

GOCO Liaison Report: n/a

It was moved and seconded to adjourn at 3:45 P.M.

****Next meeting will be Wednesday, March 26, 2025 via Zoom and in-person at 2:00 p.m. following SECOG****

LOCAL REPORTS

Southeast Colorado Regional Transportation Safety Planning Grant (SS4A Opportunity)

The Opportunity: Federal Grant for Regional Transportation Safety Planning

- The US Department of Transportation funds **Safe Streets and Roads for All**, or **SS4A**.
- **SECO Thriving Communities Program** at the Governor's Office - Provides **no-cost transportation grant support** for applicable projects in your six-county region.

Our Goal: Create a Useful Regional Transportation Safety Action Plan

- Work together to create one **comprehensive plan** for all of Southeast Colorado.
- Provides your county and communities the **official documentation and project recommendations** needed to successfully apply for **transportation implementation/construction grants** down the road.
- Addresses priorities discussed like high-risk locations and safety concerns relevant to your communities.

Why Work Together as a Region?

- Stronger grant application (increases funding chances).
- Shared expertise (provides all communities access to planning support via Stantec).
- Helps address transportation issues that cross county/municipality lines.

What We Need: County Partnership Confirmation

(Templates were emailed yesterday (or today!), but counties can use their own format)

- To proceed, we need **formal partnership confirmed by each county**.
- Two Required Documents:
 1. Signed **Letter of Support (LOS)**
 2. Signed **Memorandum of Understanding (MOU)** outlining participation required before any scoping or work can begin.

Lead Applicant Role:

- Regional grants like SS4A require **one county partner to serve as the official 'lead applicant'** to formally submit the application and handle the grant administration side.
- We will work alongside the interested county partners separately to determine who is best positioned and willing to accept this administrative role for this grant.

Key Reminders:

- **NO COST** to your county to participate in this program!
 - *Please note that this program covers participation and contractor fees **through the grant-application stage**. Any expenses that arise after an application is submitted (implementation, reporting, match requirements, etc.) remain the responsibility of participating counties.*
- **Urgency:** Grant application due **June 26th**. We need county decisions soon!

Next Steps:

- Please discuss internally / follow your county's approval process.
- Return signed LOS & MOU at your earliest convenience.
- Contact me with any questions!

Contact Info:

Page Mcalexander

Thriving Communities Program Manager

State of Colorado Governor's Office of Federal Funds and Strategic Initiatives

page.mcalexander@state.co.us

TRANSPORTATION PLANNING



YOUR
TRANSPORTATION
PRIORITIES



POWERED
BY YOU

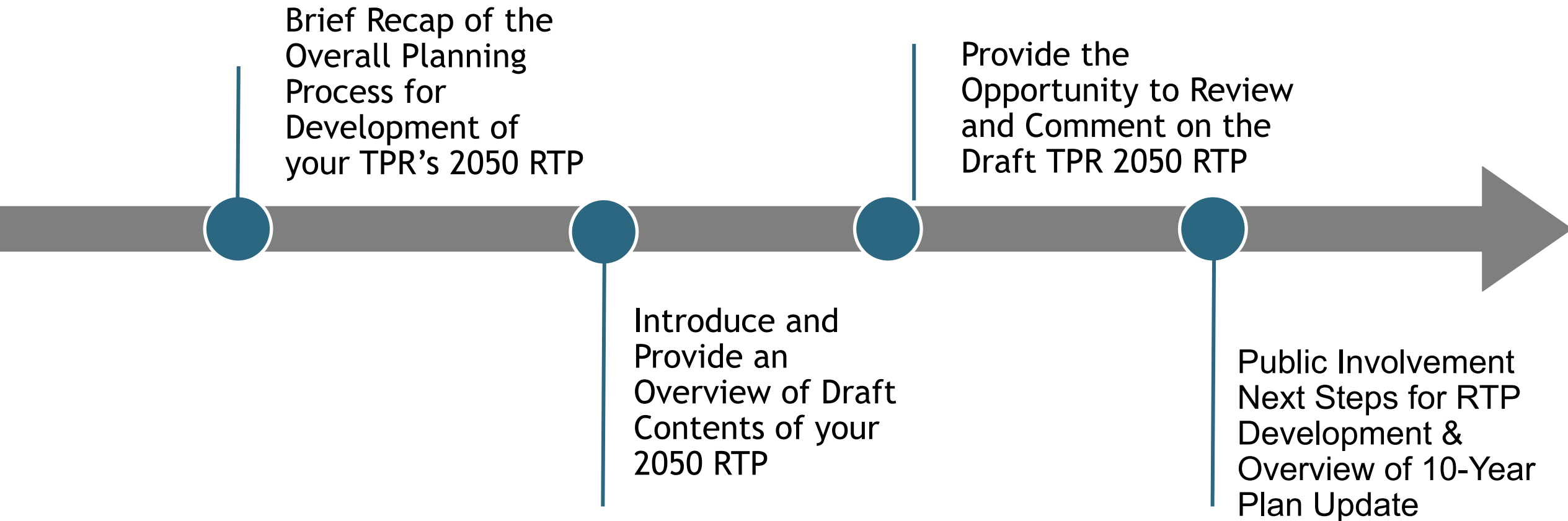
Southeast TPR

Meeting #4
April 23, 2025



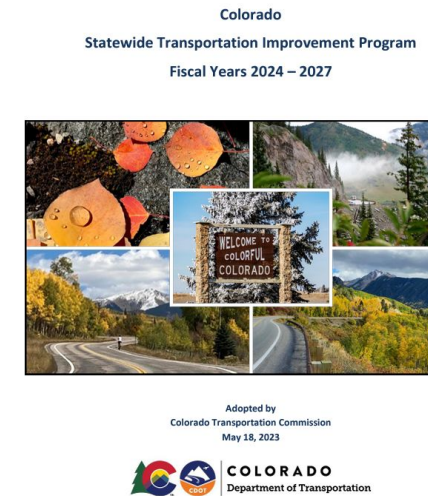
Meeting Purpose

2050 RTP Content Introduction and Review





Plan Development



Regional Plans

Statewide Transportation
& Transit Plans

10-Year Plan

4-Year STIP

Data Integration • Stakeholder and Community Input



DRAFT 2050 RTP Introduction & Overview Plan Document Project Appendix

Transit Plan Update

- Transit Plan Draft to be sent to Transit Agencies and TPR meeting invitees when it is ready
- Transit Plan to be published as Appendix to Regional Transportation Plans, on the same schedule
- Upcoming: Survey for Older Adults & Adults with Disabilities





Goal Achievement through 10-Year Plan

Achieve goals through a strategic pipeline of projects and prioritize projects that meet policy outcomes.



Advancing Transportation Safety

- Targeted, safety-focused investments
- Address LOSS III/IV locations, meaning locations with high or moderate potential for crash reduction

Identify co-benefits - best project(s) that achieves multiple goal areas.



Fix Our Roads

- Address poor assets and those expected to become poor over the next decade on the State Highway System
- “Worst-First” approach
- Support preventative maintenance

Crosswalk regional goals into PD-14 to find alignment when possible.



Sustainably Increase Transportation Choice

- Alternatives to Single Occupancy Vehicle (SOV) travel
- Addresses transit system gaps
- Projects that improve air quality, reduce vehicle miles traveled (VMT) and support neighborhood centers

Ensure disproportionately impacted communities realize economic benefits from projects, consistent with TC Guiding Principles.



Transition between Plans

Current 10-Year Plan

FY 2019-2027

2019-2022

4-Year Prioritized Plan #1

2023-2026

4-Year Prioritized Plan #2

2027+

The “Out”
Years

- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

- Development Slated for 2025
- Adoption in Dec. 2025
- Replaces “Out” Years with new four-year prioritized plan
- “New” 10-Year Plan will show any carryover from pre-2027.

Refresh Cycle to “New” Plan:

Evaluate current “out” years projects (FY 2027+)

Identify new projects (from planning process & asset management needs)

Revised funding scenarios

Updated project pipeline

“New” 10-Year Plan

FY 2027-2036

2027-2030

4-Year Prioritized Plan #1

2031+

The “Out” Years

4-Year Prioritized Plan #2 to be developed in 2029-30 for FY31-34



Vision for the Next 10-Year Plan

Vision

Over the next decade, we will make strategic, high-quality investments to improve safety, fix our roads, and sustainably increase transportation choice.

Desired Outcomes:

- ✓ Fix Our Roads
- ✓ Make transportation safer
- ✓ More Transportation Choice
- ✓ Accountable and Transparent

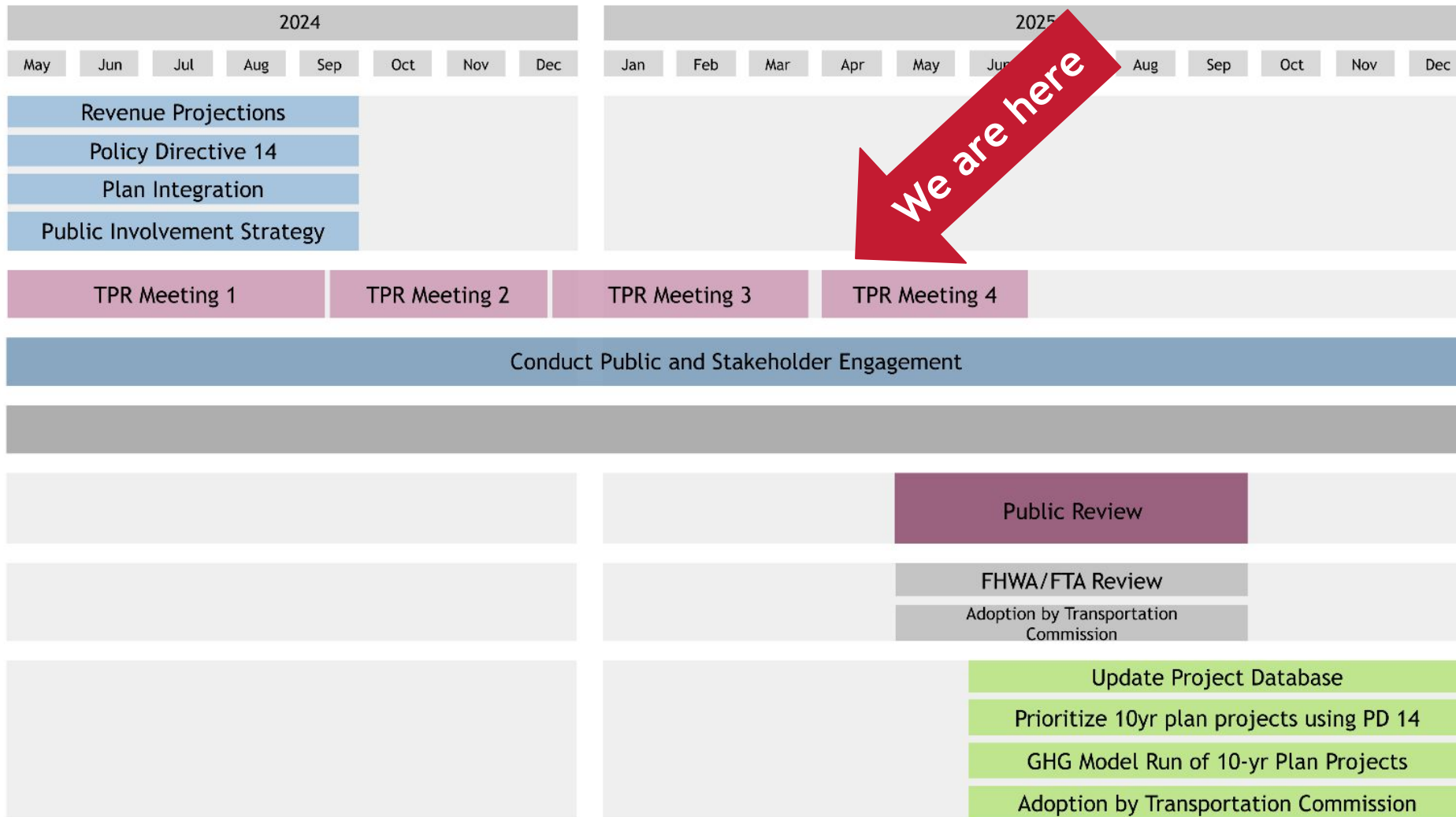




2050 Statewide and Regional Plan Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 4/8/2025



We are here



Telephone Town Hall Date and Survey

Telephone Town Hall Covering the Counties for the Southeast TPR:

| Transportation Commision District | Counties | Date | Time |
|-----------------------------------|---|-------------|--------------------|
| District 10 | Baca, Bent, Crowley, Kiowa, Otero, and Prowers Counties along with Custer, Huerfano, Las Animas & Pueblo Counties | May 1, 2025 | 6:30 pm to 7:30 pm |

Statewide 2050 Plan Survey

- The Statewide Plan Survey will be available to take and will be posted at: [Your Transportation Plan - Get Involved](#)



Draft Plan Comments

- Comment via the [SETPR Comment Tracking Sheet](#)
- Transportation Planning Region members can email CDOT staff with their comments

Please submit all comments to:

Kathleen Collins, CDOT CFRTPR Planning Liaison at: kathleen.collins@state.co.us

For Transit Plan comments please cc: emily.barden@state.co.us



Next Steps

- DRAFT RTP COMMENTS DUE - May 7, 2025
- Telephone Town Halls and Statewide Plan Public Survey (April - June 2025)
- Release of 2050 RTPs and SWP for Public Comment (July - August 2025)
- Adopt 2050 SWP (September 2025)
- Begin 10-Year Plan Update Process (June - September 2025)
- GHG Transportation Report (November 2025)
- TC Adopt Updated 10-Year Plan (December 2025)

[Check Out the 'Your
Transportation
Priorities' Website for
More Information](#)





POWERED
BY YOU

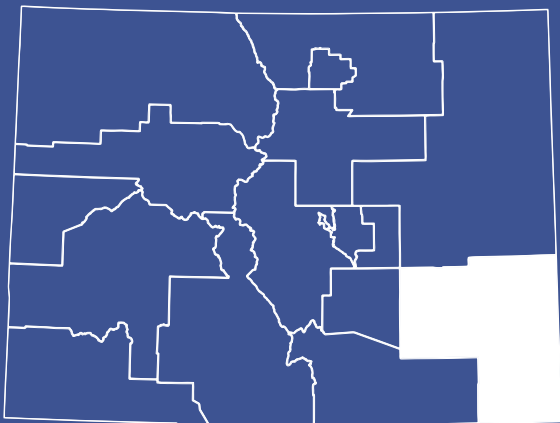
Questions and Discussion

ADMINISTRATIVE DISCUSSIONS & APPROVALS

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

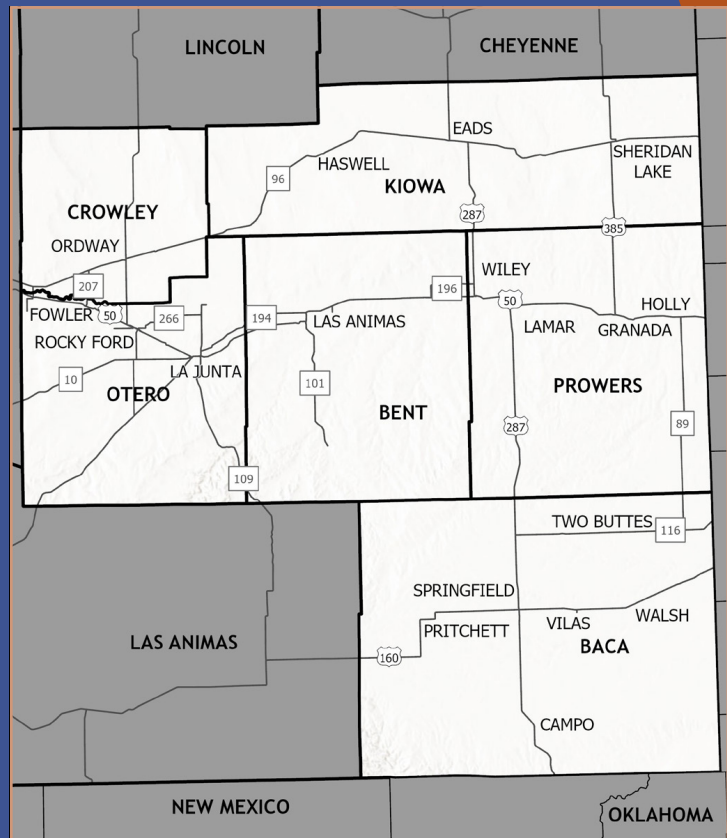


Regional Plan Introduction

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). This plan has been developed in compliance with state and federal requirements, 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, background information and public sentiment. While the plan extends 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 the Southeast TPR 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.



Map of the Southeast Transportation Planning Region in Colorado.



Letter from Region Chair

Dear Neighbor,

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

Stephanie Gonzales
SETPR Chair & 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
- S wink
- Town of Crowley
- Two Buttes
- Vilas
- Walsh



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. RTPs 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 RTP, and the full Regional Transit 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 to advance, 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**

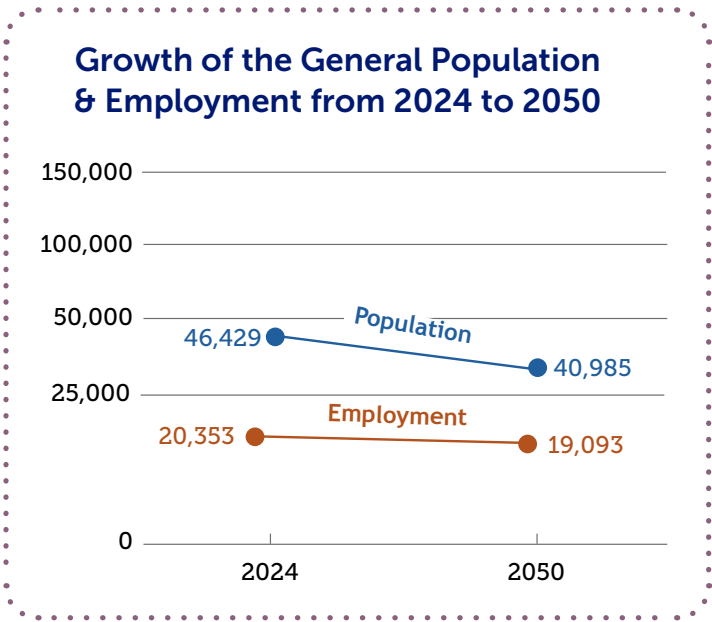


Southeast Regional Transportation Story

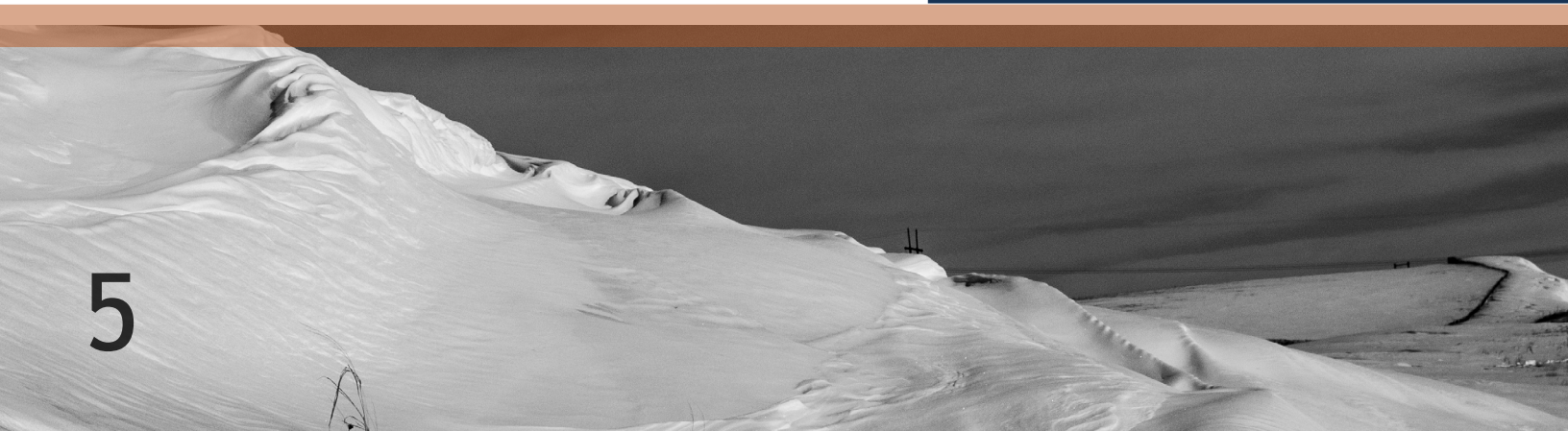
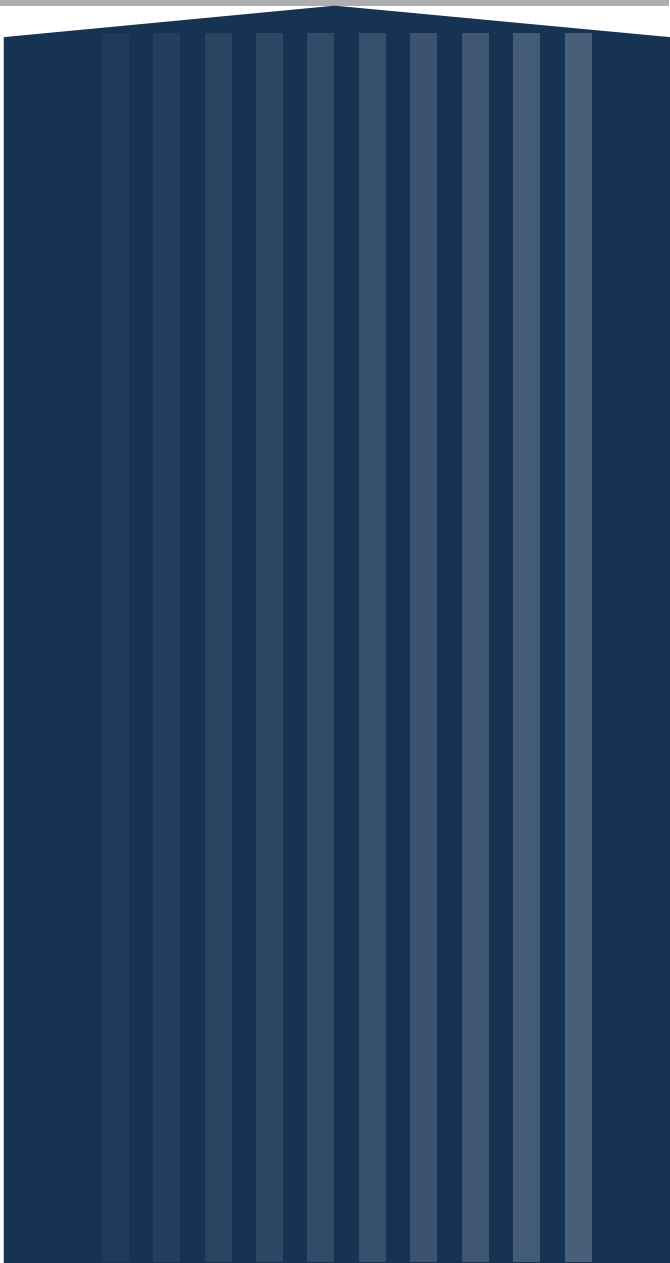
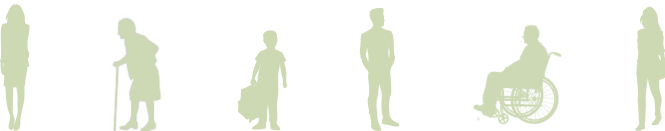
Below provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this information highlights the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

Population & Employment

Across the Southeast TPR through 2050 the population is projected to decline by 12 percent, while employment is expected to decrease by 5



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



Historically Underserved Populations

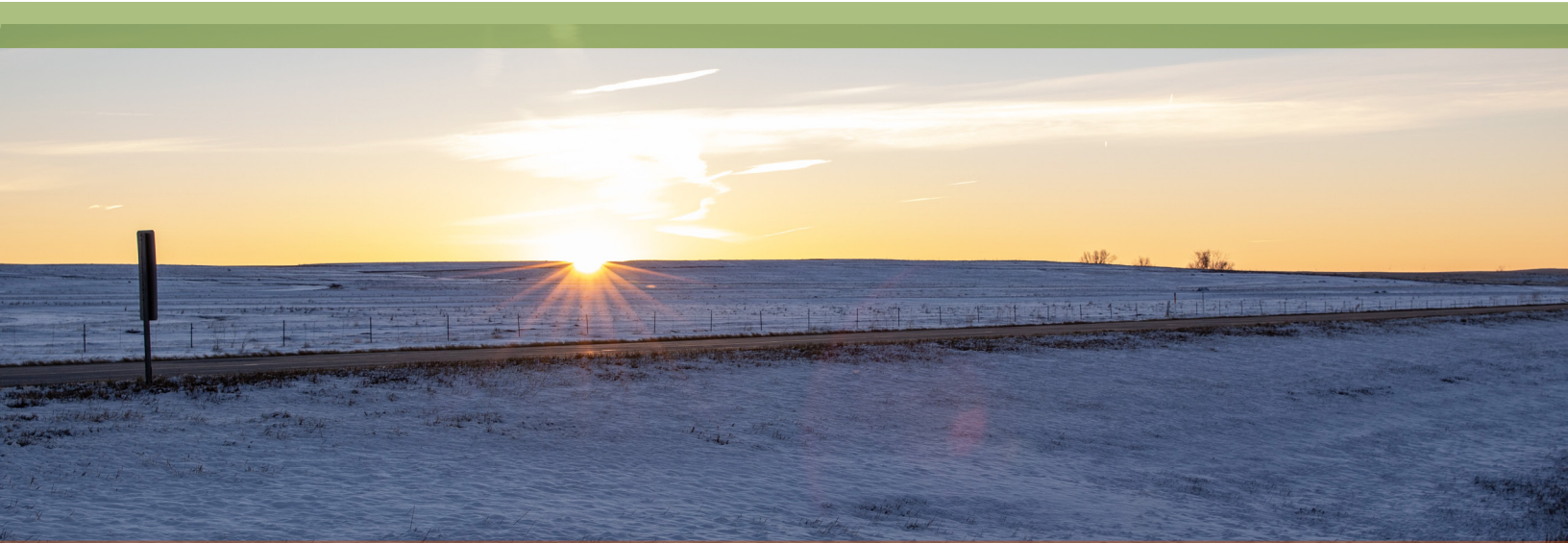
Transportation – whether walking, rolling, biking, taking transit, vanpooling, carpooling, or driving a car – is a critical element of everyone’s daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the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

When considering the 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/or 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%) |

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)

Baca County

Live & Work (Baca County): 68.7%

Prowers County: 5.2%

El Paso County: 2.6%

Pueblo County: 1.9%

Bent County

Live & Work (Bent County): 27.1%

Prowers County: 14.0%

Otero County: 12.3%

El Paso County: 7.5%

Crowley County

Live & Work (Crowley County): 23.5%

Otero County: 13.7%

Pueblo County: 12.6%

El Paso County: 11.6%

Kiowa County

Live & Work (Kiowa County): 47.5%

Prowers County: 6.9%

Jefferson County: 5.4%

Denver County: 4.2%

Otero County

Live & Work (Otero County): 47.2%

Pueblo County: 10.9%

El Paso County: 9.2%

Denver County: 4.2%

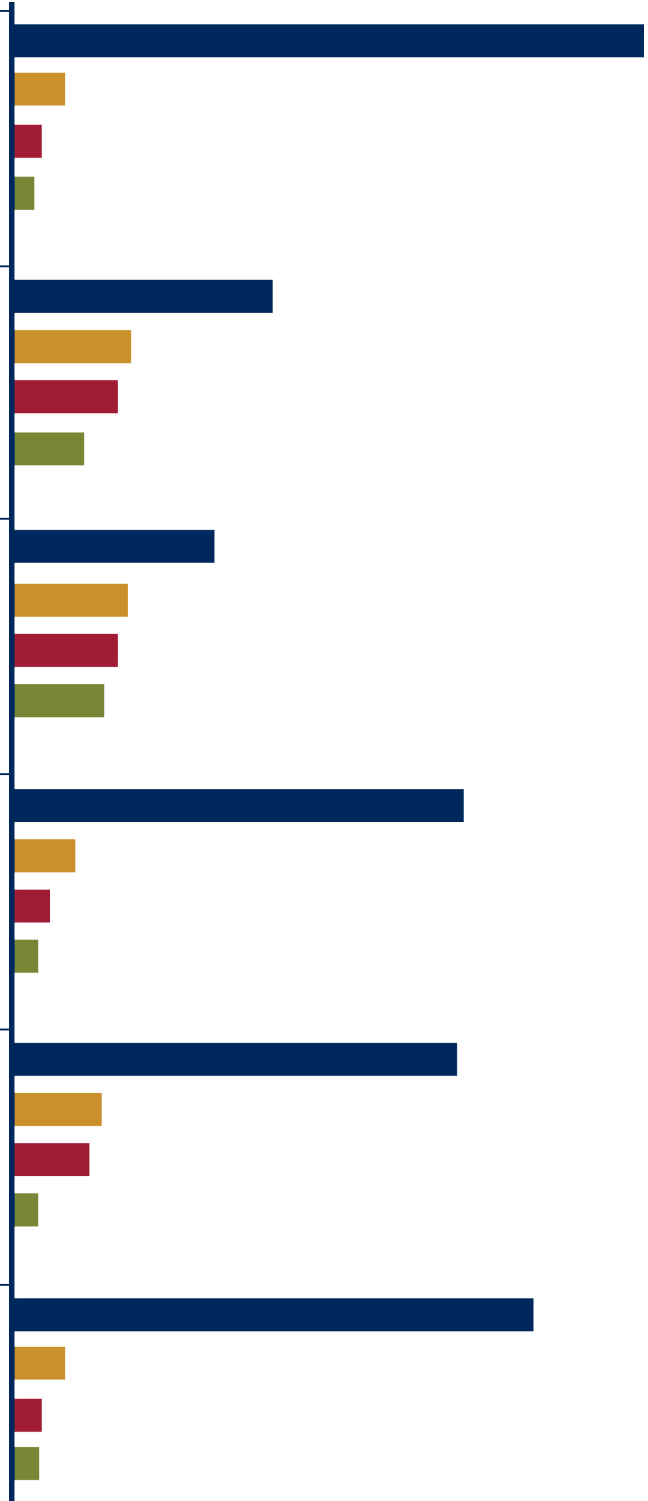
Prowers County

Live & Work (Prowers County): 55.4%

El Paso County: 4.9%

Denver County: 3.7%

Arapahoe County: 3.5%

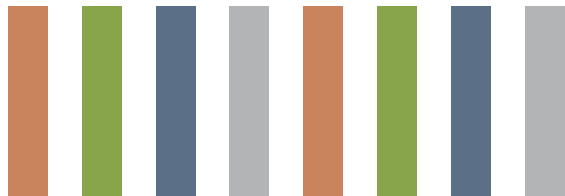
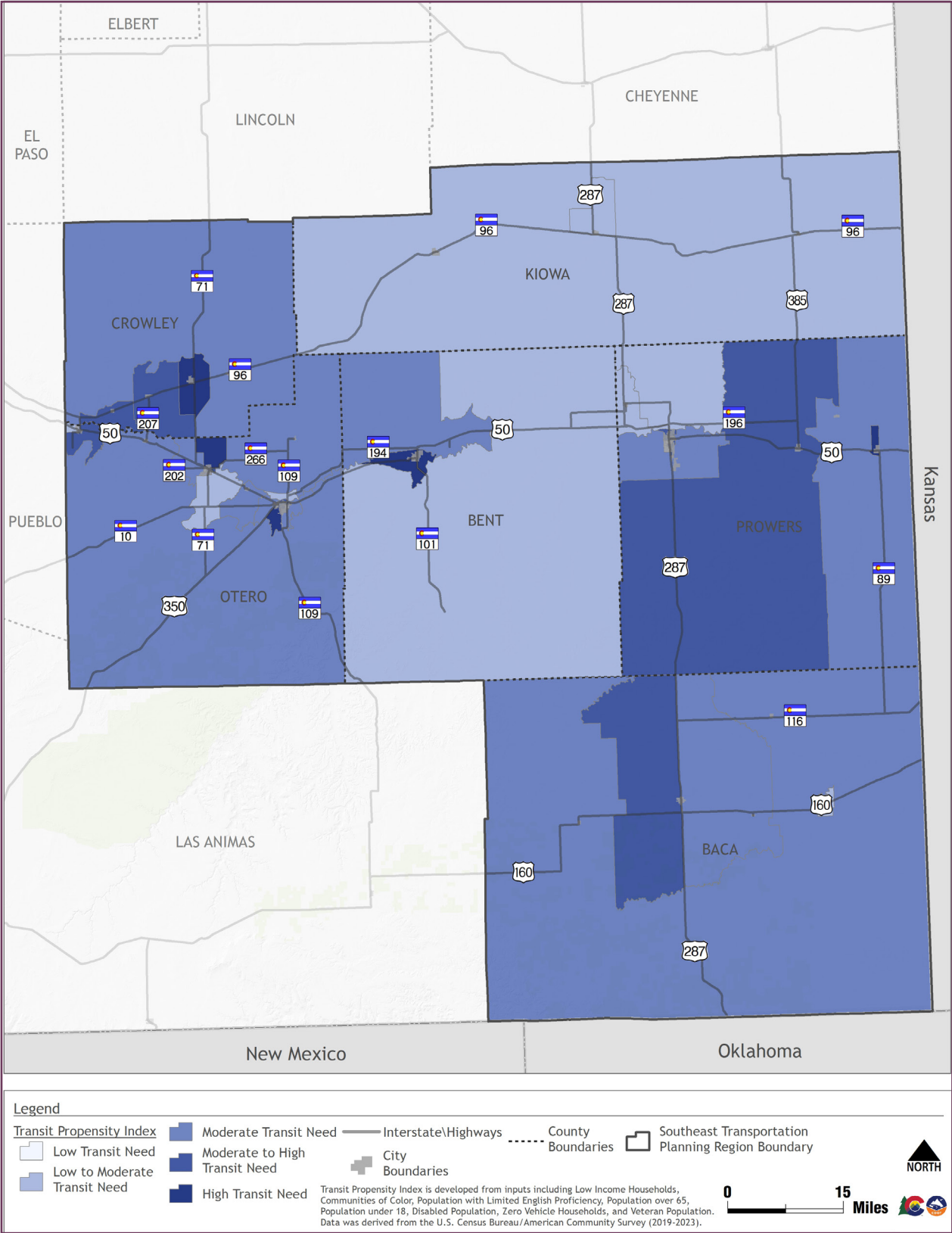


Source: U.S. Census, Longitudinal Employer-Household Dynamics, 2022



Identified Transit Need

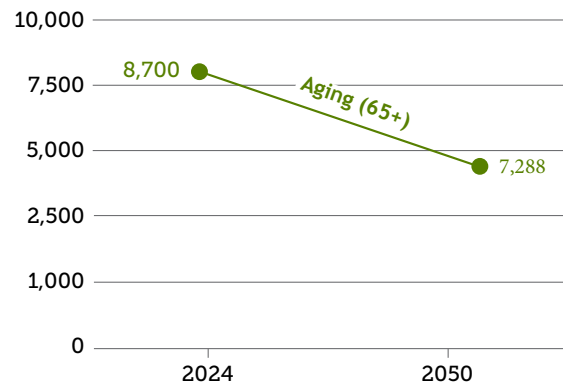
Map of Southeast TPR is depicted below based on a range of low to high transit needs. This map helps identify priority areas for transit improvements.



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.

Growth of the Aging Population from 2024 to 2050



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 17% 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 (VMT) in the TPR in 2024 Versus Estimated VMT in 2050



CDOT DTD, Travel Modeling Unit, 2024

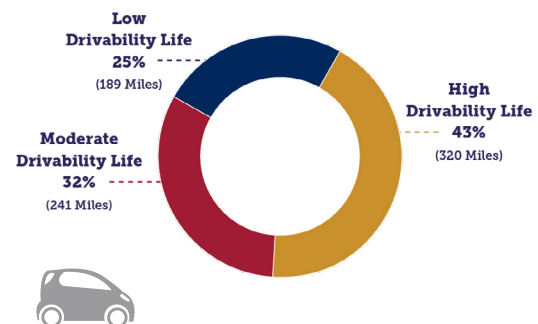
Road Conditions

- 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 have increased by 19% since the previous plan, now making up 43% of the total. Meanwhile, 32% of roadways have moderate-drivability life, and 25% are classified as having low-drivability life.

The Southeast TPR road conditions are categorized below based on 2023 data;

- High Drivability Life - 43% (320 Miles)
- Moderate Drivability Life - 32% (241 Miles)
- Low Drivability Life - 25% (189 Miles)

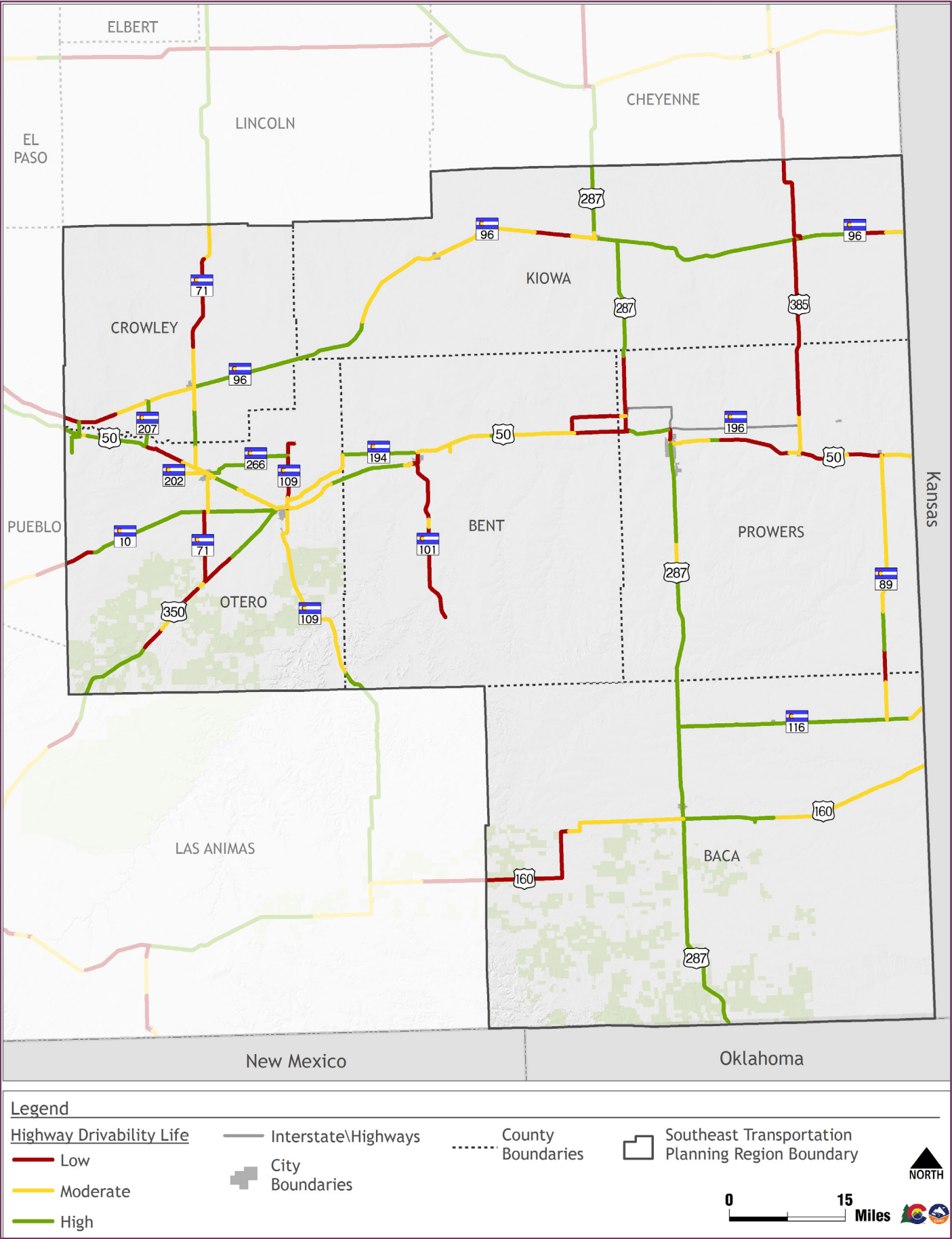
Percentage of Highways in the Region with Various Levels of Drivability Life



Source: CDOT Asset Management Database, 2023

Note: Due to rounding, figures may not total exactly to 100%

Drivability Life Map



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, while reducing 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.

The Southeast TPR had two documented VRU crashes since 2023.

VRU Crashes Recorded in the Southeast TPR

2

Vulnerable
Road Users

Source: CDOT Active Transportation Plan, 2025

Top Two Crash Types

1

Roadway
Departure

82 Crashes

2

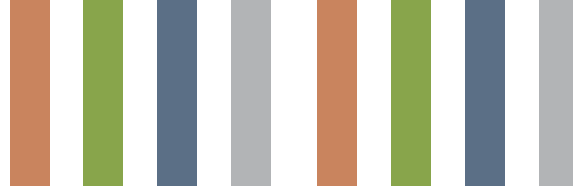
Intersection

47 Crashes

Source: CDOT Active Transportation Plan, 2025

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

- **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
- **Infrastructure and Design Gaps** - multimodal infrastructure need, rural roadway design (e.g. lighting, shoulders and signage), wildlife fencing
- **Enforcement and Policy Gaps** - explore automated enforcement, judicial accountability, workforce shortage, stronger penalties and policies (e.g. seat belts and helmets)
- **Safety Culture** - differences between generations, utilize grassroots efforts, social factors affect driving behaviors and safety awareness, work with youth
- **Innovation** - data-driven solutions, technology integration, grant partnerships, collaboration with different entities, policies and planning (Right of Way coordination, lane diets, Americans with Disabilities Act (ADA) engagement), intersection safety
- **Community Challenges** - grant navigation and staff support



Colorado Freight Corridors

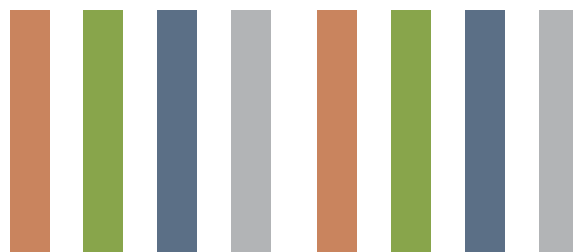
Colorado Freight Corridors are key transportation routes in Colorado that are critical for local, regional and national goods movement. These corridors have been identified as the most critical routes to facilitate the movement of goods into, out of and within Colorado. Highways that have been identified 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 160, US 287 and US 50.

Transit

The Southeast TPR transit providers operate a 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 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, Day-break, RSVP of Otero, Golden Gate Transportation Services, Crowley County, Inspiration Field, Medride, Prowers County Veterans Service Office, Southeast Health Group and South-eastern 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

Bicycling and pedestrian facilities are vital components of a sustainable and healthy community, offering numerous benefits such as: reduced traffic congestion, improved air quality and enhanced public health through increased physical activity. These modes of transport also foster stronger social connections, promote environmental sustainability, and contribute to economic growth by attracting businesses and visitors to walkable and bike-friendly areas.

Facility Mileage

- 750 miles of highways
- 311 bikeable miles
- 0 miles of bike paths
- 0 miles of shared-use path
- 11 miles of sidewalks

High Bicycling Activity Corridors

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



Main Street Communities are those officially designated or affiliated with the Colorado Department of Local Affairs Main Street Program. While participation does not require a state highway to serve as the community's main street, those that do are specifically noted below.

Several communities in the Southeast TPR are designated as Main Street Communities including: Eads, Holly, La Junta, Lamar, Rocky Ford and Springfield.

These corridors require careful planning and design to ensure the safety and accessibility of all users, including pedestrians, cyclists, transit riders and drivers. Investing in bicycle and pedestrian infrastructure not only enhances mobility but also provides significant economic development benefits. Well-designed walking and cycling corridors can attract new businesses, increase property values, and stimulate local economies by encouraging foot traffic and increasing access to commercial areas. Additionally, these infrastructure investments support a healthier, more active population, which can lead to reduced healthcare costs and improved productivity. By prioritizing active transportation, communities can create vibrant, sustainable environments that foster both economic growth and social well-being.

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 350 and US 50.



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. Key economic drivers in the TPR also include federal and state government employment, with job opportunities in higher education, military operations, and public sector roles, particularly in areas like Kiowa County. 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.

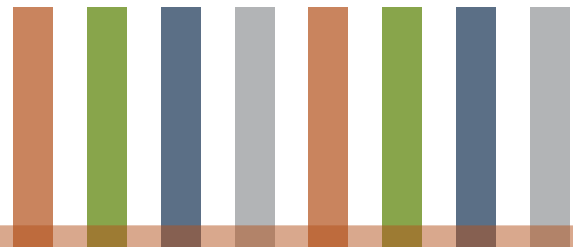


Southeast TPR's Transportation Focus Areas

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 Victoria Southern. 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.



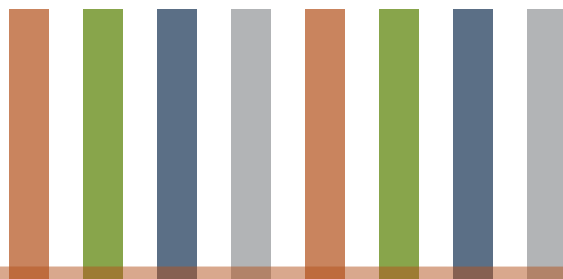


Sustainability

Sustainability 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.

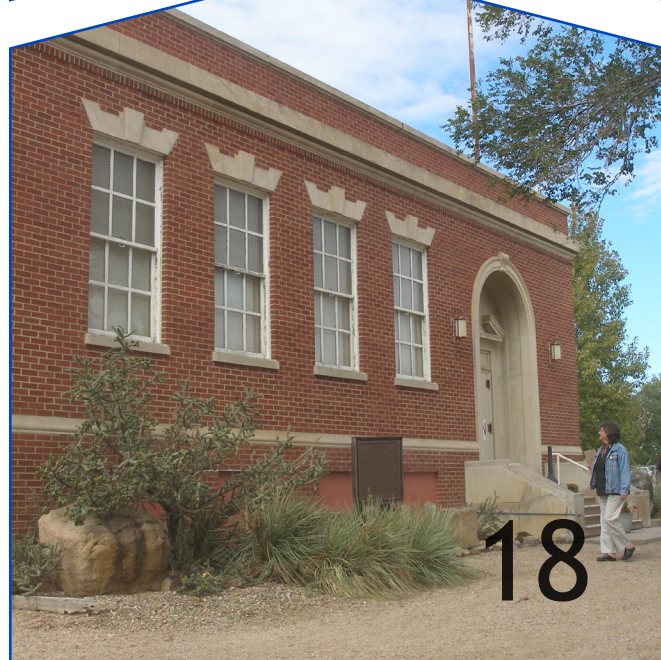
Environmental Mitigation

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.



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. 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 Vision & Goals

Vision

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

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



What We've Heard

Over the past year, CDOT officials engaged with community members and local and regional stakeholders through several ongoing planning efforts including: the Statewide Transportation Plan, accompanying RTPs, the Statewide Active Transportation Plan, Strategic Transportation Safety Plan, Transit Connections Study and the Colorado Freight Plan. As part of these efforts, engagement played a key role in gathering valuable feedback on the state of transportation across Colorado.

Placeholder:

Key findings or themes; including ATP feedback?

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 completed 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

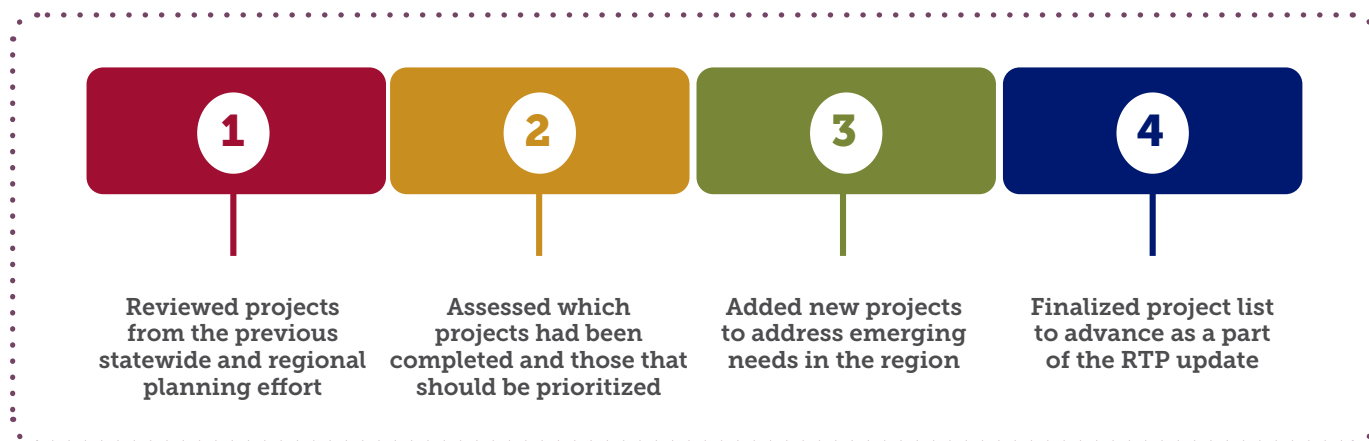
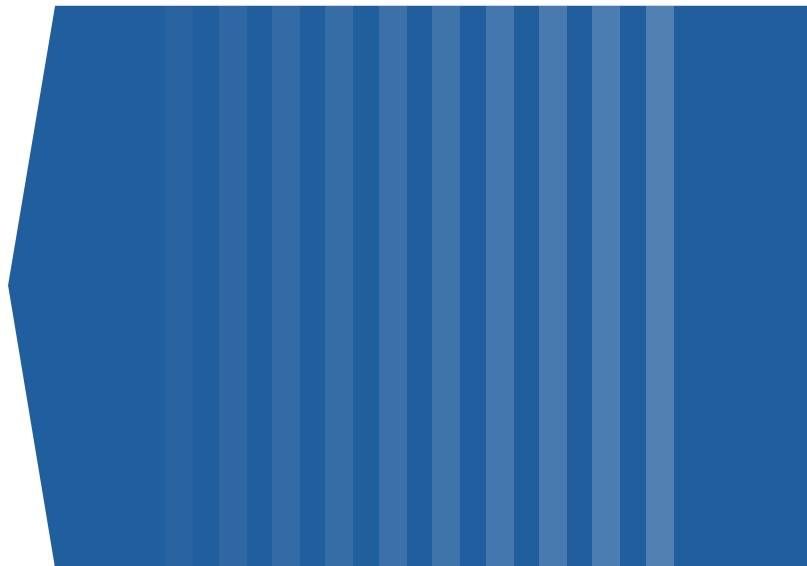


Context

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.



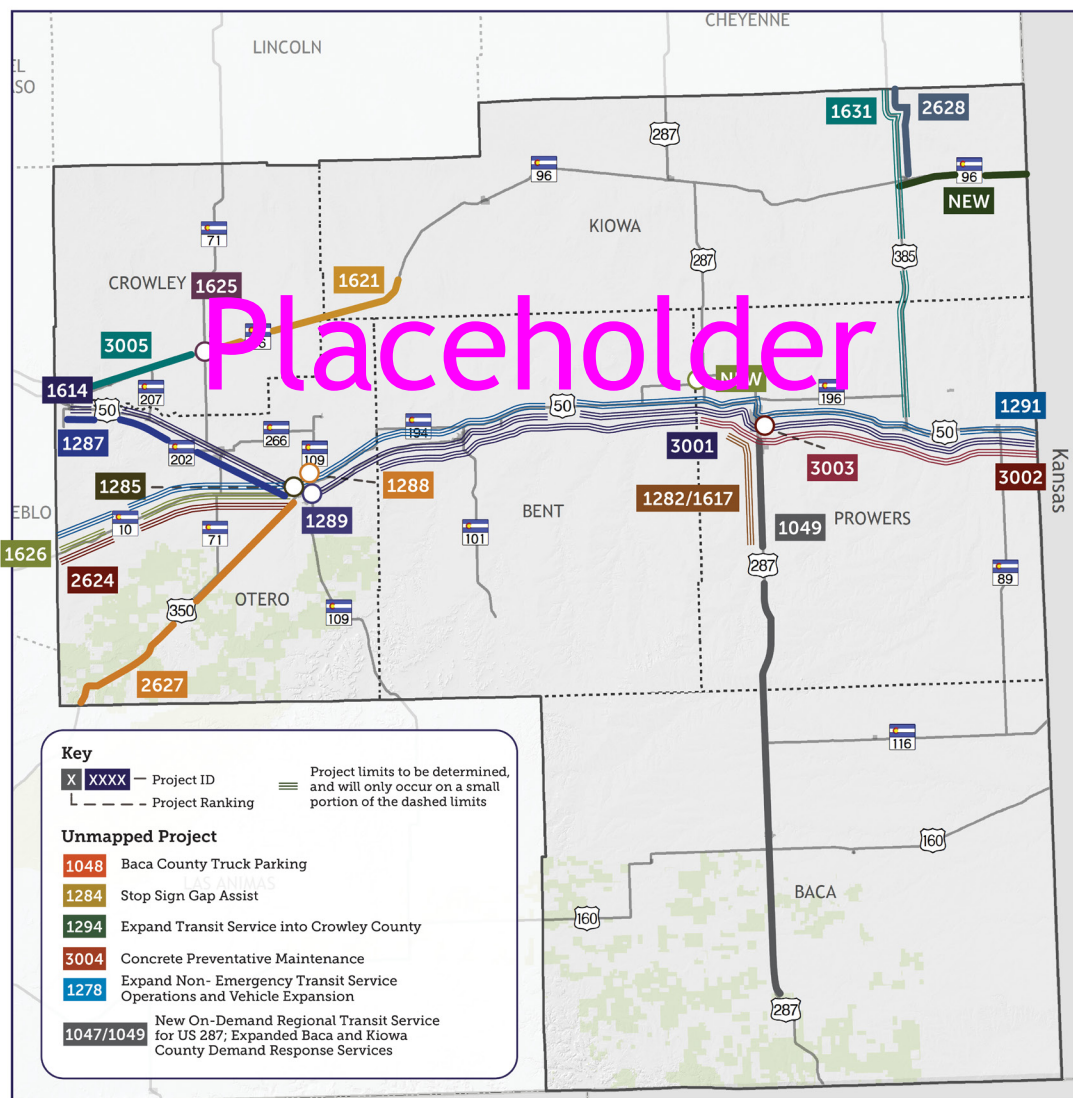
Regional Priorities

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)
- Cost-Effectiveness
- Economic Vitality: Freight and Rail
- Fix our Roads (PD 14)
- Sustainably Increase Transportation Choices (PD 14)

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 figure below displays and lists the top priority projects for Southeast.



- | | |
|---|--|
| 1291 US 50B: East Widening | 1288 City of La Junta Bus Barn Rehabilitation |
| 1625 CO 71 Ordway Intersection Improvements at CR G and CO 96 | 1631 Passing Lanes on US 385 |
| 1614 US 50 Passing Lanes between Fowler and Kansas State Line | 1294 Expand Transit Service into Crowley County |
| 1047/1049 New On-Demand Regional Transit Service for US 287; Expanded Baca and Kiowa County Demand Response Services | 3004 Concrete Preventative Maintenance |
| 1048 Baca County Truck Parking | 2624 CO 10 Huerfano County Line East Surface Treatment |
| 1626 CO 10 Shoulder Widening and Safety Improvement | 3003 US 50/US 287 PCCP Ave Colonia North |
| 1287 La Junta to Fowler Deviated Fixed Route Service | 1621 CO 96 Shoulder Widening |
| 1289 Expand Deviated Fixed Route Services in La Junta | 1278 Expand Non- Emergency Transit Service Operations and Vehicle Expansion |
| NEW Repave CO 96 | 1282/1617 US 287: Lamar Reliever Route |
| 1285 La Junta Multimodal Transit Center | NEW Wiley Safety Improvements |
| 1284 Stop Sign Gap Assist | 3001 US 50 Bent County Surface Treatment |
| 2628 Rural Road Surface Treatment at US 385 North of Sheridan Lake to Kiowa/ Cheyenne County Line | 3002 US 50 Prowers County Surface Treatment |
| | 3005 Rural Road Surface Treatment West of Ordway |
| | 2627 US 350 between La Junta and Delhi Rural Paving |


Southeast TPR Priority Project List

**Project Table
Under Development**

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. Additionally, as a part of this planning effort, Coordinated Public Transit and Human Services Transportation Plans and the Statewide Transit Plan were developed concurrently to ensure aligned multimodal improvements in TPR project lists.

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.



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 21 to 22)
- 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.

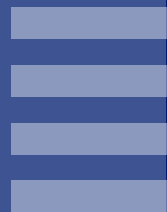


Southeast TPR's Implementation Strategies

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





**YOUR
TRANSPORTATION**

PLAN

CONNECTION. CHOICE.
COLORADO FOR ALL.

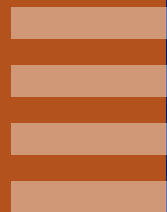


COLORADO

Department of Transportation

To Learn More

go to the [10-Year Vision Plan](#)
on the CDOT website.



| Southeast TPR Planning Project ID | Project Type | State Highway | Project Name | Project Description |
|--------------------------------------|--------------|------------------------|--|--|
| 1291 | Highway | US 50 | US 50B: East Widening | Implement Tier II project along the US 50 Corridor from Pueblo to Holly per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project TBD. |
| 1625 | Highway | CO 96 | CO 71 Ordway Intersection Improvements at CR G and CO 96 | Intersection improvements on CO 71 at County Road G and CO 96. |
| 1614 | Highway | US 50 | US 50 Passing Lanes between Fowler and Kansas State Line | Construct additional passing lanes along US 50 between Fowler and the Kansas State Line to provide safe areas to pass along the heavily freight traveled corridor. |
| 1047/ 1049 | Transit | Non- Corridor Specific | New On-Demand Regional Transit Service for US 287; Expanded Baca and Kiowa County Demand Response Services | 1047 & 1049 - Combine to On Demand Service on US 287 to serve Baca and Kiowa Counties with an ADA- compliant transit vehicle. |
| 1048 | Highway | US 160 | Baca County Truck Parking | A dedicated Baca County truck parking for weather related events |
| 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/safety study. |
| 1287 | Transit | US 50 | La Junta to Fowler Deviated Fixed Route Service | This project includes the purchase of a new vehicle and operating costs to implement roundtrip Deviated Fixed fixed-route service from Lamar to Fowler. |
| 1289 | Transit | US 50 | Expand Deviated Fixed Route Services in La Junta | This project includes the purchase of a new vehicle and operational costs to expand service hours of the existing deviated fixed-route service in La Junta. |
| New | Rural Paving | CO 96 | Repave CO 96 | Complete paving from Plainview school (Sheridan Lake) to Kansas State line |
| 1285 | Transit | US 50 | La Junta Multimodal Transit Center | This project includes the design and construction of a new multimodal passenger rail & transit center and Park-n-Ride in La Junta at Santa Fe, San Juan, and 1st Street. |
| 1284 | Highway | US 287 | 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). |
| 2628 | Rural Paving | US 385 | US 385 North of Sheridan Lake to Kiowa/ Cheyenne County Line | Rural road surface treatment |
| 1288 | Transit | US 50 | City of La Junta Bus Barn Rehabilitation | This project includes the new construction of the City of La Junta’s bus barn. |
| 1631 | Highway | US 385 | Passing Lanes on US 385 | This project will add passing lanes on US 385 between Granada and Sheridan Lake. |

| Southeast TPR Planning Project ID | Project Type | State Highway | Project Name | Project Description |
|--------------------------------------|--------------|------------------------|--|--|
| 1294 | Transit | CO 96 | Expand transit service into Crowley County | Support for 5 days/week service; including operations and vehicle expansion |
| 3004 | Rural Paving | US 287 | Concrete Preventative Maintenance | Replace damaged and shifted concrete pavement panels. |
| 2624 | Rural Paving | CO 10 | CO 10 Huerfano County Line East Surface Treatment | Rural road surface treatment to improve the condition of the pavement on CO 10 from the Pueblo/Huerfano County line into Otero County. Including upgrading guardrails, striping, and rumble strips for safety. |
| 3003 | Highway | US 50, US 287 | US 50/US 287 PCCP Ave Colonia North | Concrete Pavement of US50/US 287 in Lamar. Final phase of concrete pavement remaining to be completed as prior phases have replaced the asphalt with concrete through downtown Lamar. |
| 1621 | Highway | CO 96 | CO 96 shoulder widening | Widen CO96 6' to each side (From Sugar City to Arlington) |
| 1278 | Transit | Non- Corridor Specific | Expand Non- Emergency Transit Service Operations and Vehicle Expansion | Support for 5 days/week and extended service times; including operations and vehicle expansion |
| 1282/1617 | Highway | US 287 | US 287: Lamar Reliever Route | Phase I and II of the Lamar Reliever Route. Realignment of US 50 to the South - needed for future US 50/US 287 Interchange. Phase II is the construction of the new two lane reliever route. |
| New | Highway | US 287/CR NN | Wiley Safety Improvements | US 287 & Prowers County Road NN in Wiley Roundabout.-Change description from roundabout to speed limit mitigation |
| 3001 | Rural Paving | US 50 | US 50 Bent County Surface Treatment | Rural road surface treatment to improve the condition of the pavement on US 50 in Bent County. Including upgrading guardrails, striping, and rumble strips for safety. |
| 3002 | Rural Paving | US 50 | US 50 Prowers County Surface Treatment | Rural road surface treatment to improve the condition of the pavement on US 50 in Prowers County. Including upgrading guardrails, striping, and rumble strips for safety. |
| 3005 | Rural Paving | CO 96 | West of Ordway | Rural road surface treatment to improve the condition of the pavement on SH 96 in Crowley County. Including upgrading guardrails, striping, and rumble strips for safety. |
| 2627 | Rural Paving | US 350 | US 350 between La Junta and Delhi Rural Paving | Rural road surface treatment to improve the condition of the pavement on US 350 in rural Otero County, including upgrading guardrails, striping, and rumble strips for safety. |

R2 CDOT PROJECT PRESENTATIONS

| South Central (SC) Transportation Planning Region (TPR) | | | | | |
|--|--|---|----------------------------------|--|---|
| Colorado Department of Transportation (CDOT) Project Updates | | | | | |
| | | | April 2025 | | |
| Project Control Number (PCN) | Description | Scope | Phase | Schedule/Status Update | Funding Amount in Thousands (K) and Millions (M) |
| Engineering | | | | | |
| 23321 | Information Technology System (ITS) Fiber Install on South (S) I25 - Walsenburg to New Mexico (NM) | Install Fiber Optic from Walsenburg to NM state line. Add node building in Trinidad. | Closure | Project has been accepted and is in Finals closure stage. | \$6.2M |
| 23558 | Region 2 (R2) Bridge Bundle Design Build | Multiple structure replacements in Region 2 on US350, CO9, and US24. | Landscape Establishment/Warranty | Project Complete Currently in Landscape Establishment Period | \$43M |
| 22350 | I25 Walsenburg N-17-AD Bridge Replacement | Bridge replacement of N-17-AD at Mile Post (MP) 50 in Walsenburg | Closure | Project has been accepted and is in Finals closure stage. | \$20M |
| 25093 | I25A Pueblo Resurfacing Mile Posts (MP) 64-79.6 | Surface treatment near Colorado City with striping, guardrail replacement, and minor structure repairs. | Construction | Martin Marietta Materials is prime contractor. Minor culvert work along with guardrail patching is being completed. Project is expected to be accepted by early May 2025. | \$31.5M |
| 22338 | CO69 Safety Improvements | Widening shoulders in 3 locations MP 11-12.5, MP 15.8-16.7, MP 26-26.7 | Construction | Project awarded to Walsenburg Sand & Gravel. Construction starting in April 2024 and finishing by end of 2025. | \$6.5M |
| 25542 | CO160 Surface Treatment, Kim to Pritchett | Overlay of CO160 from MP 423 to 451 | Closure | Construction is completed, and project is in the closure process. | \$14.8M |
| 25974 | R2 SE Timber Bridge Retrofit | Add sister beams to freight and non-freight corridor timber bridges in various locations. | Closure | Construction is completed, and project is in the closure process. | \$3.8M |
| 24488 | CO12 Widening MP 46.7-48.0 | Add a passing lane to CO12 between MP 46.7-48 | Design | Planned advertisement Fall 2025. Construction Summer/Fall 2026. | \$4M |
| 25973 | R2 South Central (SC) Timber Bridge Retrofit | Add sister beams to freight and non-freight corridor timber bridges in various locations. | Design | Planned advertisement in Winter 2025. Construction in Spring/Summer 2026. | \$3.8M |
| 26001 | I25A South of Trinidad Surface Treatment | Surface treatment project from MP 0-7.5 with striping, guardrail, minor structure repair | Construction | Advertised in Oct. Construction Spring/Fall 2025. | \$22.3M |
| 26002 | I25A North of Trinidad Surface Treatment | Surface treatment project from MP 14-26.6 with striping, guardrail, minor structure repair | Construction | United Companies is awarded contractor. Construction will commence April 2025. | \$25.2M |
| 25780 | CO10 Walsenburg East Resurfacing MP 0-28.3 | 10Yr Plan Project/Rural Paving: Surface treatment project from MP 0-28.3 with striping, guardrail, minor structure repair | Design | Design in progress. Advertisement Fall 2025. Construction Spring/Summer 2026. | \$16.2M |
| 25393 | I25C Widening North of City | Widen with 6 ft shoulders and 2-way left turn lane | Design | Design in progress. Right-of-Way (ROW) acquisition to started. Advertise Summer 2025. | \$9M |
| 24946 | CO12 ADA Improvements | Upgrade ADA ramps along SH12 corridor in LaVeta and Trinidad | Design | Design in progress. Advertise 2026. | \$2.5M |
| 25466 | I25A Exit 14 Southbound (SB) Ramp Improvements | 10 Year Plan (10YP) Project: Ramp Realignment | Plan | Consultant on board. Project Scoped in December. Advertisement Fall 2025 Construction Spring/Summer 2026 | \$5M |
| 25436 | I25 Raton Pass Wildlife Crossing Mitigation MP 0-13 | Wildlife Hits Mitigation - Planning Study | Design | Creating planning document/report of proposed multiple projects addressing the corridors needs. Working on Phase 2 of the report. | \$500K |
| Traffic | | | | | |
| 25453 | FY26 Walsenburg Signal Replace | Replace existing signals at US 160 (7th) & Maint (25C) . Intersection improvements | Preliminary Planning | Collecting new Traffic/Ped counts. Community engagement in works; design anticipated to start late Summer 2025 Advertisement Spring 2026 Construction Summer/Fall 2026 | \$3.2M = \$1.9M 10YP \$1.3M Signal Asset Management (SGA) |

Southeast (SE) Transportation Planning Region (TPR)

Colorado Department of Transportation (CDOT) Local Agency (LA) Project Updates

April 2025

| Project Control Number (PCN) | Description | Scope | Phase | Schedule/Status Update | Grant Funding in Thousands (K) and Millions (M) |
|------------------------------|-----------------------------------|---|-------|--|---|
| 24021 | Lamar Bus Stops | Construction and installation of 18 regional transit bus shelters and signage at designated locations in the counties of Baca, Bent, Crowley, Kiowa, Otero and Prowers Counties | D | In design. Preliminary location sent to specialty units. Final Office Review (FOR) meeting held 8/1 Requested update 12/5 | \$364K |
| 25196 | Granada Sidewalk Improvements | Design and construction of sidewalks along both sides of Highway 50. Beginning on the west edge of town at Mimms Street to Hoisington Street, and North Main Street from Walnut Street South along both sides to Amache Road with curbs and Americans with Disabilities Act (ADA) corner curbs. | D | In design. Progress meeting on September 19th with 30% plan set. Designer working with Railroad 12/14; FOR meeting 03/19/2025; Need construction funding; | \$597K |
| 25198 | Bent County Sidewalk Improvements | Design and construction of sidewalks on Carson, 6th and 5th Streets, and Moore Ave. in Las Animas, in addition to 1st St. in McClave CO. | D | Design kickoff meeting held 8/21. In design 12/16; FIR 01/19/2025 | \$313K |
| 25940 | South Lamar Sidewalk Improvements | Design and construct a shared use path between Lamar High School and Prowers County Fairgrounds, and Lamar Community College on Main Street including signage, sidewalk and safety improvements. | D | Executed Intergovernmental Agreement (IGA) sent to local 9/13. Awaiting Request for Proposal (RFP) for design. Awaiting RFP for design 12/16; waiting for Board to approve the selcted firm; Design to begin soon | \$2.05M |
| 25956 | Pritchett Sidewalk Design | Design and Planning for sidewalks in the Town of Pritchett. | D | Project Created in ZJ08 07/31/2023; Multi-Modal Options Funds (MMOF); draft documents sent to LA; Waiting on draft Official Letter of Agreement (OLA); OLA Executed 06/03/24; working on Design Budget/RFP; Request for Qualifications (RFQ) approved 8/27; Working towards advertisement. Firm selected and working through contracting. Kick-off metting 02/05/25; In pre-liminary design; | \$100K |

Southeast (SE) Outrider Route Ridership April 2025

| | |
|---|--|
| Senior Resource Development Agency (SRDA) | |
|---|--|

Lamar — Colorado Springs

[illegible]