



## Chapter 10

# Emerging Issues & Trends in Transportation Planning

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## 10.1 Emerging Issues and Trends

As discussed briefly in Chapter 1, there are a number of issues and trends that face MPO's in the future. First of these would be legislative issues. Then the potential expansion of planning and environmental analysis that may be required in the future.

As identified in the 2008 LRTP, uncertainty is still the most major issue facing transportation planning in the Pueblo Region, statewide, and nationally. This is due to the absence of new Federal legislation following the end of SAFETEA-LU. Nationally, transportation planning is being funded under continuing resolutions, which are generally holding funding to the 2009 levels, they however provide no longer term stability or certainty of funding for both planning and the more important construction of new infrastructure.

The legislative issues facing MPO's relates to the future of MPO's. Will the existing structure of MPO's by population be maintained? There have been proposals to eliminate the smaller MPO's, or to require Air-air Quality-quality Modeling-modeling by smaller MPO's.

The Environmental issues that may be part of a future plan include: greenhouse gas (ghg) emissions and climate change.

In June 2009, the Partnership for Sustainable Communities was formed by the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA).

These three agencies have pledged to ensure that housing and transportation goals are met while simultaneously protecting the environment, promoting equitable development, and helping to address the challenges of climate change.

The following Livability Principles are guiding their work:

- Provide more transportation choices.
- Promote equitable, affordable housing.
- Enhance economic competitiveness.
- Support existing communities.
- Coordinate and leverage federal policies and investment.
- Value communities and neighborhoods.



## 10.2 Existing Federally Mandated Planning Factors

**Table 1-1: SAFETEA-LU Planning Factors**

Supporting the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

1. **Increase the safety of the transportation system for motorized and nonmotorized users;**
2. **Increase the security of the transportation system for motorized and nonmotorized users;**
3. Increase the accessibility and mobility of people and freight;
4. **Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;**
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and,
7. Emphasize the preservation of the existing transportation system.

*Note: Bold indicates expanded Planning Factors in SAFETEA-LU from the TEA-21 Planning Factors*

## 10.3 State Planning Requirements for CDOT as per Funding Advancement for Surface Transportation and Economic Recovery (FASTER):

In accordance with § C.R.S. 43-1-1103. **Transportation Planning.** (5) The department shall integrate and consolidate the regional transportation plans for the transportation planning regions into a comprehensive statewide transportation plan. The formation of such state plan shall be accomplished through a statewide planning process set by rules and regulations promulgated by the commission. The state plan shall ~~include~~ ADDRESS but shall not be limited to the following factors:

- (a) An emphasis on multi-modal transportation considerations, including the connectivity between modes of transportation;
- (b) An emphasis on coordination with county and municipal land use planning, including examination of the impact of land use decisions on transportation needs and the exploration of opportunities for preservation of transportation corridors;
- (c) The development of area wide multi-modal management plans in coordination with the process of developing the elements of the state plan;
- (d) The targeting of infrastructure investments, including preservation of the



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existing transportation system commonly known as "fixing it first" to support the economic vitality of the state and region;

- (e) Safety enhancement;
- (f) Strategic mobility and multimodal choice;
- (g) The support of urban or rural mass transit;
- (h) Environmental stewardship;
- (i) Effective, efficient, and safe freight transport; and
- (j) Reduction of greenhouse gas emissions.