



# Chapter 1

## Introduction and Plan Overview

Amended May 23, 2013

**NOTE:** This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.



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## Table of Contents

1.1	Plan Overview	5
1.2	Purpose and Scope	7
1.3	Consistency with State and Federal Planning Requirements	8
1.3.1	Safety and Security	8
	Below is a more detailed map showing the proposed corridor and possible connections to planned roadways in El Paso County.	11
1.3.1.1	Emergency Management Mapping Efforts	13
1.4	Status of Regional Priorities and the Transportation Improvement Program (TIP) contained in the 2035 LRTP.	16
	COMPLETED PROJECTS	18
1.4.1	Implementation of these projects	24
1.5	Study Area for the 2035 LRTP	25
1.6	Regional Vision	28
1.6.1	Planning Considerations	28
1.6.2	Goal 1: Mobility	29
1.6.2	Goal 2: Livability	29
1.6.3	Goal 3: Intermodalism	30
1.6.4	Goal 4: Strategic Planning	30
1.8	Public Participation in the 2035 LRTP	31
1.8.1	Public Input Process	31
1.8.2	2035 Plan Amendment Public Meetings	32
1.8.3	Public Input Findings	36
1.8.4	Public Input for the 2035 Revision	37
1.9	Environmental Justice	38



## List of Tables

Table 1.1: SAFETEA-LU Planning Factors	7
Table 1.2: Status of 2035 Transportation Planning and Construction Projects	18
Table 1.3: Transportation Improvement Priorities in 2035 Plan Public Input Surveys	36
Table 1.4: Respondent Rankings of Transportation Goals	37

## List of Figures

Figure 1.1: Lack of Redundant Roadway Network	11
Figure 1.2: Possible SH Extension	12
Figure 1.3: Fire Department Railroad Access Map	14
Figure 1.4: Fire Department Station Mapping	15
Figure 1.5: Transportation Issues Addressed as part of the 2035 LRTP	17
Figure 1.6: Location of Pueblo County in Colorado	25
Figure 1.7: PACOG MPO and Pueblo TPR	26
Figure 1.8: 2035 LRTP Study Area	27
Figure 1.9: Surrounding MPO's and TPR's	28



## 1.1 Plan Overview

The **Pueblo Area Council of Governments (PACOG)** is the Metropolitan Planning Organization (MPO - federal designation under Title 23 USC 134) and Transportation Planning Region (TPR - state designation under Title 43 CRS Part 11) for the Pueblo County region. Overall transportation policy, plan adoption, and program approval are the responsibility of the elected officials of the PACOG Board for implementing the metropolitan transportation planning process.

Under the terms of an annual delegation agreement with the City of Pueblo, employees assigned to the Urban Transportation Planning Division (UTPD) function as the professional staff for the regional transportation planning functions of the PACOG MPO/TPR. The cost of the UTPD operation is supported entirely by a Consolidated Planning Grant consisting of 82.79% federal funds and 17.21% local matching funds provided by the City of Pueblo and Pueblo County based on population shares from the most recent US Census – currently from the year 2000. The staff offices are currently located at 223 North Santa Fe Ave Pueblo, CO 81003.

The requirement for metropolitan transportation planning is established under the requirements of Title 23 United States Code, Section 134. To carry out the transportation planning process required by this section, a Metropolitan Planning Organization must be designated for each urbanized area with a population of more than 50,000 individuals by agreement between the Governor and the units of general purpose local government that together represent at least 75 percent of the affected population (including the central city or cities as defined by the Bureau of the Census).

Since the 1962 Federal-Aid Highway Act, federal enabling legislation for expenditure of surface transportation funds has required metropolitan area transportation plans and programs to be developed through a *continuing, cooperative, and comprehensive* (3-C) planning process. The PACOG MPO is charged with carrying out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a Metropolitan Transportation Plan and a Transportation Improvement Program (TIP). The plan and the TIP program encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities). They also foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.

*The Metropolitan Transportation Plan* refers to the official multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation planning process. This document serves as the official transportation plan for both the State of Colorado and for the Federal Government.



## AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

The Pueblo Area Long Range Transportation Plan (LRTP) is a 25+-year plan for the development of transportation programs and projects within the Pueblo Area. The Plan identifies the *Existing Conditions* for each of the transportation modes and identifies the need for and location of future facilities. The *Preferred Plan* sets out a strategy to meet the transportation goals of the region between 2010 and 2035 while the *Fiscally Constrained Plan* applies financial constraints to that same strategy. The LRTP also includes the *Coordinated Public Transit—Human Services Transportation Plan*, prepared as a locally developed, coordinated public transit-human services transportation plan to assure Pueblo’s eligibility for projects funded through three programs introduced as part of SAFETEA-LU: the Job Access and Reverse Commute Program (JARC, Section 5316), New Freedom (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310).

The LRTP has been developed by the Pueblo Area Council of Governments (PACOG) in cooperation with the jurisdictions and agencies responsible for development and maintenance of the transportation system. These jurisdictions and agencies include:

- The City of Pueblo
- Pueblo County
- Pueblo West Metropolitan District
- The Pueblo Memorial Airport
- Colorado Department of Transportation (CDOT), Region 2
- CDOT Division of Transportation Development
- CDOT Office of Financial Management and Budget

The study process, scope, initial results and assumptions were developed in collaboration with City and County Staff and were reviewed by the PACOG Transportation Advisory Commission (TAC), which is comprised of the Transportation Technical Committee (TTC) and the Citizens Advisory Committee (CAC).

This document is an amendment to the Pueblo Area Long Range Transportation Plan (LRTP) adopted by the Pueblo Area Council of Governments on January 24, 2008. It is intended to continue the original effort of the Urban Transportation Planning Division of the City of Pueblo Planning Department to address any significant changes as defined by the Federal Highway Administration (FHWA) as being “*any new information that would impact the way that transportation planning and decision making is conducted in the current plan.*”

Within Colorado, there have been changes to the funding of the transportation system and infrastructure. Previous funding sources of Senate Bill 1 (SB1) and House Bill 1310 (HB1310) have been partially replaced by the FASTER legislation. As part of this legislation, statewide planning factors were included, which are applicable to the Colorado Department of Transportation (CDOT) and not mandated to the MPO’s within Colorado. However, FHWA has encouraged the Planning Factors within FASTER to be included in this plan amendment.



Additionally, this amendment is to include “New Emerging Issues”. These include discussion of greenhouse gas emissions, sustainability/livability, climate change, and land use and transportation.

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.

There are sections of this plan that will remain essentially unchanged, and other sections of the original plan that will be updated with the most current information that is available to the staff.

## 1.2 Purpose and Scope

The need for the Pueblo Area Long Range Transportation Plan flows from Federal Legislation adopted in 1991 that requires state and local agencies to develop long range transportation plans for any region that receives federal funding for transportation projects. Section 5303 of the 2005 reauthorization of the Federal Highway Act, SAFETEA-LU, requires Metropolitan Planning Organizations to produce long-range plans that are based on the eight SAFETEA-LU Planning Factors summarized below. These factors are meant to establish a comprehensive framework within which individual programs can be funded.

In order to accomplish the objectives stated in section 5303(a) of SAFETEA-LU, each State is required to develop a statewide transportation plan and a statewide transportation improvement program for all areas of the State. Table 1 below summarizes the SAFETEA-LU planning factors considered in this LRTP.

**Table 1.1: SAFETEA-LU Planning Factors**

1. Supporting the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2. Increase the safety of the transportation system for motorized and nonmotorized users;**
- 3. Increase the security of the transportation system for motorized and nonmotorized users;**
4. Increase the accessibility and mobility of people and freight;
- 5. 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;**

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and,
8. Emphasize the preservation of the existing transportation system.

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

## 1.3 Consistency with State and Federal Planning Requirements

All processes and procedures contained in this plan were conducted in accordance with the Colorado Department of Transportation Plan Development Guidelines and the FHWA / USDOT requirements contained in §5303 of the SAFETEA-LU legislation.

### 1.3.1 Safety and Security

Two specific Planning Requirements of SAFETEA-LU involve safety and security. These planning requirements are addressed through:

- 1) Provision of crash location, road pavement conditions and roadway congestion data;
- 3) delegation of safety issues to the Colorado Department of Transportation and the engineering and transportation staff at the City of Pueblo and Pueblo County;
- 3) delegation of security issues to the Pueblo County Sheriff's Office Emergency Services Bureau (ESB); and
- 4) provision of any transportation related mapping that is requested by local emergency management agencies.

In Chapter 2 of this plan (Existing Conditions), information is presented regarding crash locations, road conditions, and roadways with congestion.

Within Pueblo County, the Pueblo County Sheriff's Office Emergency Services Bureau handles most of the focus on the Security element through the Office of Emergency Management (OEM). They are the coordinating agency for the City, County, School Districts, State, Metropolitan Districts, and other communities in the Pueblo region. The MPO has one representative appointed to the OEM Coordinating Committee.

OEM has four principal responsibilities – Emergency Preparedness, Emergency Response Teams, Public Information, and the Pueblo Chemical Stockpile Emergency



Preparedness. Much of the information used by OEM is homeland security or law enforcement based and is not generally available for publication. Rather than trying to duplicate the efforts of this local agency that has the responsibilities, the PACOG MPO/TPR defers to the Pueblo County Department of Emergency Management and Coordinating Committee. <http://www.sheriff.co.pueblo.co.us/esb/oem.htm>

The Colorado Department of Transportation has adopted a statewide Integrated Safety Plan (ISP). This plan was developed to implement strategies identified as most likely to reduce the number and severity of traffic crashes in Colorado. The CDOT ISP focuses on those program areas that are under CDOT responsibility and funding. CDOT coordinates its programs with other state roadway safety stakeholders. In turn, these partnerships maximize and help to better coordinate projects.

Colorado has reduced crashes within available budgets by making safety improvements at roadway locations where higher rates of crashes are detected. Evaluation methodologies such as pattern recognition analysis and roadway diagnostic safety assessments provide the current best practice in targeting appropriate locations for safety improvements. These methodologies address:

- Reducing the frequency of roadway departure-type crashes and mitigating the effects of leaving the road;
- Reducing crashes at intersections; and
- Selecting qualified sites for safety improvement projects through such programs as Federal Hazard Elimination and High Risk Rural Roads.

The Colorado Department of Transportation, in coordination with local agencies, works to improve safety through the above methodologies and includes Hazard Elimination as the largest component of the safety budget.

The Colorado Department of Transportation, in coordination with local agencies to improve safety of the roadway system in the PACOG MPO/TPR area. These include working with the local Police and Sheriff's departments to conduct education and enforcement activities.

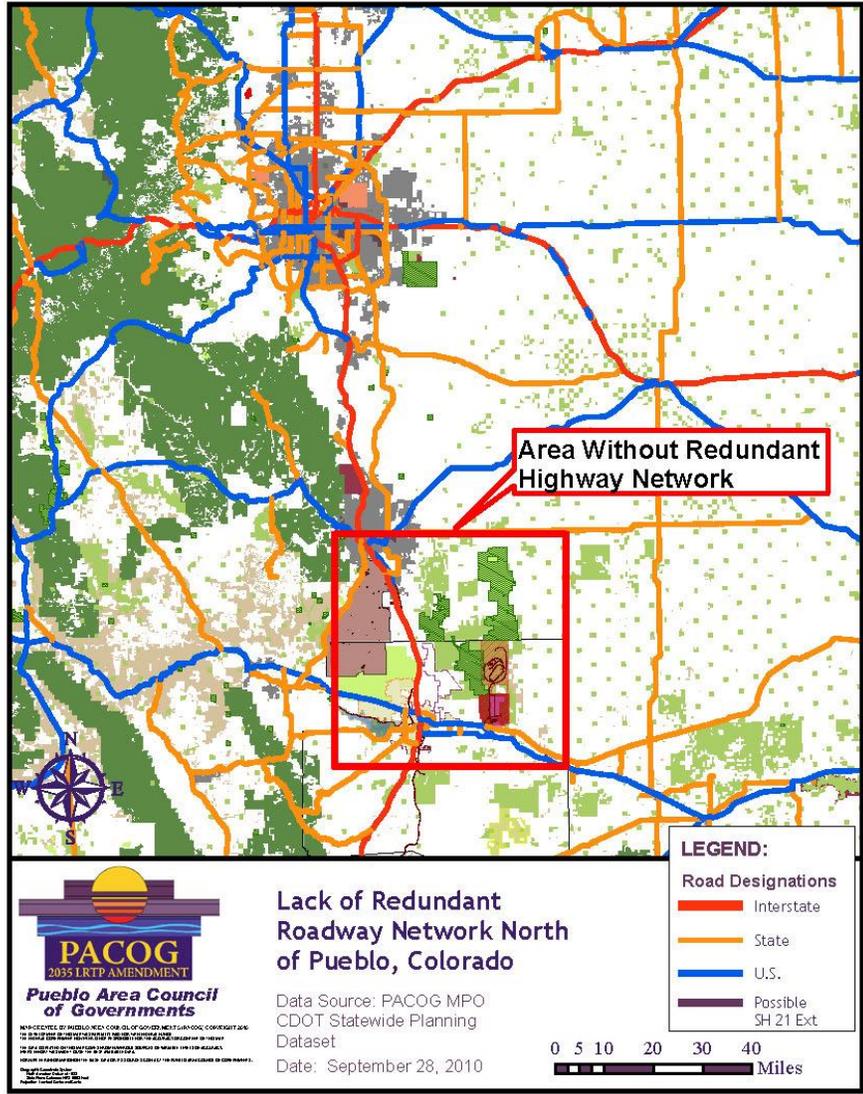
Following the adoption of the original PACOG 2035 LRTP, a large transportation study was completed for the proposed Pueblo Springs Ranch project. In this study, the need for additional highway capacity running between Pueblo and Colorado Springs was identified. There is no feasible way that the traffic could utilize I-25 without alternatives or a significant increase in congestion. From that point, a new freeway has been included between Pueblo and Colorado Springs. This roadway would be located east of Fountain Creek and provide connectivity with the roadway network in southern El Paso County. The single improved roadway between Pueblo and communities in El Paso County is I-25. This roadway, unfortunately, is often closed due to vehicular accidents. At this time, there is no parallel roadway unto



AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

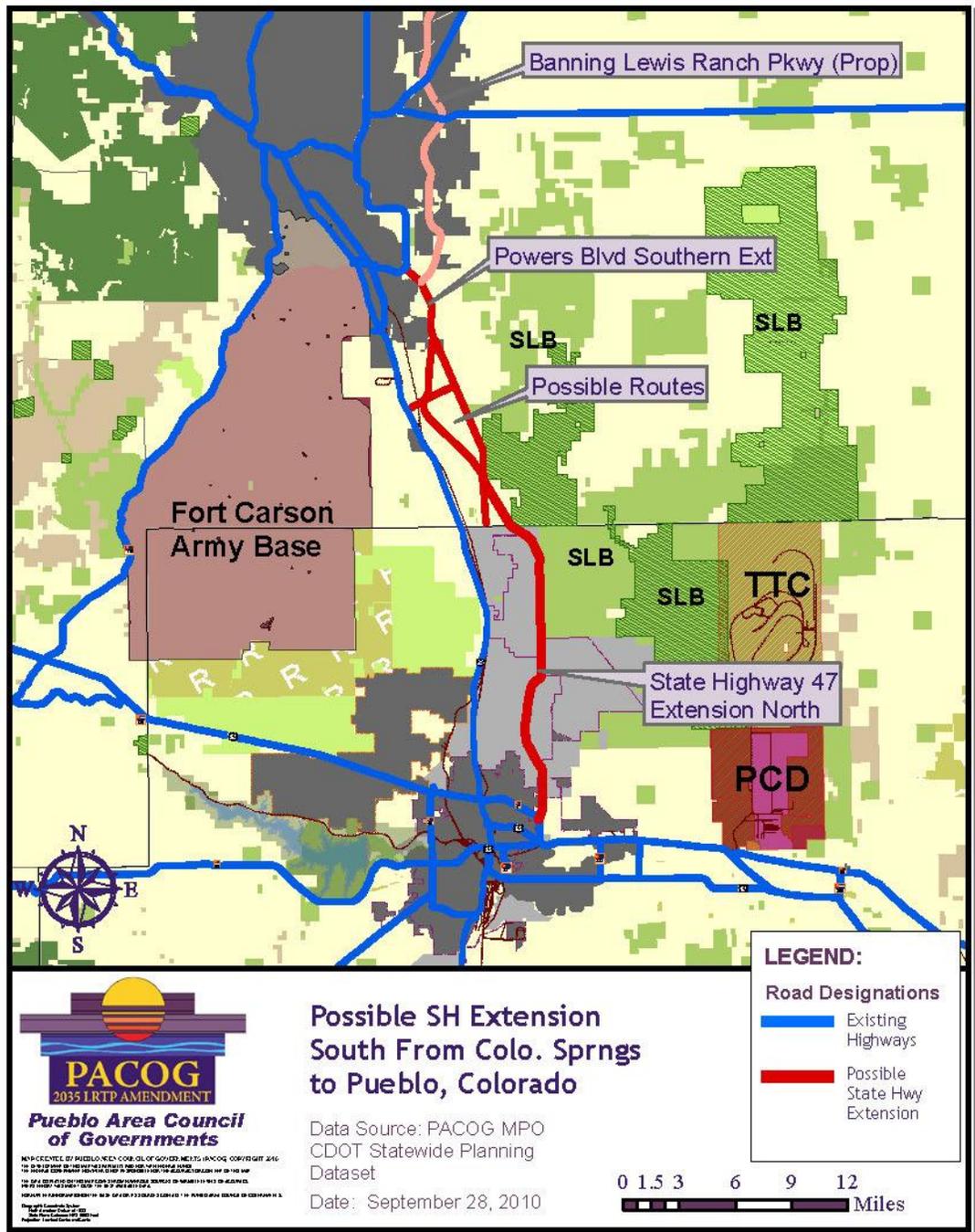
which I-25 traffic can be diverted. The following graphics are to illustrate the lack of redundant roadway network south of Colorado Springs.

**Figure 1.1: Lack of Redundant Roadway Network**



Below is a more detailed map showing the proposed corridor and possible connections to planned roadways in El Paso County.

**Figure 1.2: Possible SH Extension**



As traffic grows on I-25, the need for an alternate route will become more of an issue.



### **1.3.1.1 Emergency Management Mapping Efforts**

During the development of, and subsequent to the adoption of the PACOG 2035 Plan, study staff worked with the City of Pueblo and Pueblo County Geographic Information Systems (GIS) departments to provide improved mapping and information services. Projects included information for the study and recommendation of the new and relocated Fire Stations using the socio-economic and demographic information that is maintained by the MPO. Other projects included the creation of specific GIS mapping for the Fire Department of the local roadways, railroad facilities and yards, access points to rail yards and facilities that accommodate Fire Department Vehicles, access to the non-motorized trail system for the two rivers, and information as to the location of schools and employment centers.

Maps were provided at a number of different scales for use in the Fire Station map books that are maintained for each vehicle. Additionally copies of these maps were submitted to the Insurance Service Office Community Rating process.

A map collection packet prepared for Pueblo Fire Station #3 is an example of the MPO services provided to public safety agencies. This map packet utilized the following information used in the preparation of the 2035 LRTP.

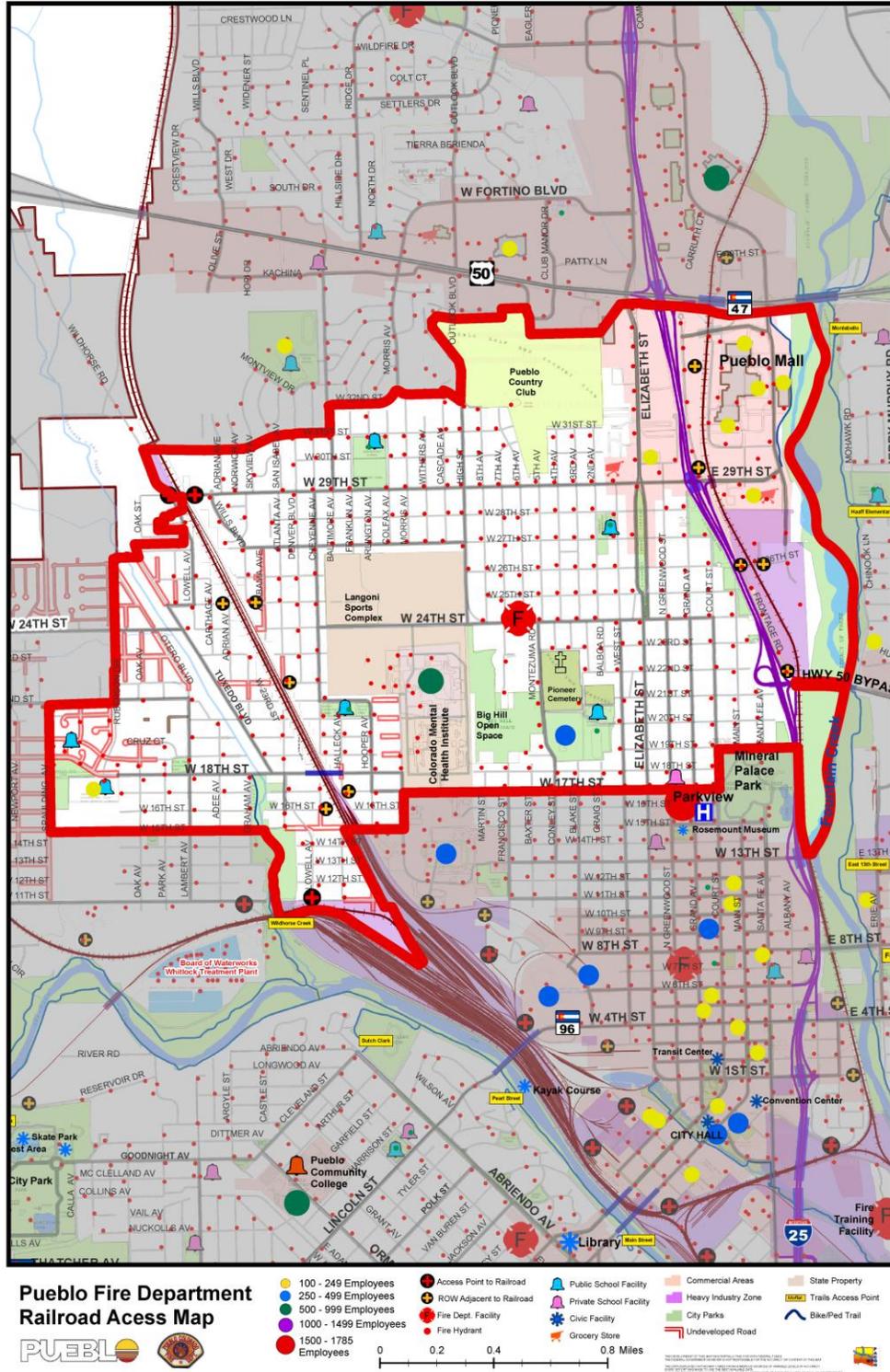
- City of Pueblo Corporate Map
- Bike and Trails Map
- Schools, Colleges, Universities
- Employment Centers
- Land Uses – Parks and Recreation Facilities
- Land Uses – Commercial and Business Areas
- Land Uses – Heavy Industrial Zoned Areas
- Railroad Facilities
- Rail access points from Roadways
- Major Roadway network
- State Highway system

Other maps include slopes and terrain as they relate to rural or wild land firefighting.

The following maps (Figures 1.3 and 1.4) are examples from the emergency management planning and security mapping efforts that were provided to the Fire Department.



**Figure 1.4: Fire Department Station Mapping**





## 1.4 Status of Regional Priorities and the Transportation Improvement Program (TIP) contained in the 2035 LRTP.

1. **Complete the 4th Street (SH 96) Bridge Project:** Funding for this project was secured in previous years, but will be expended during the 2008-2011 timeframe.

**Status:** The project is substantially complete as of the end of 2010 with both structures open to traffic. Final site work is to be completed in the first half of 2011.

2. **Complete the I-25 New Pueblo Freeway EIS:** Completion of the I-25 Environmental Impact Statement will provide an assessment of design alternatives for I-25 through Pueblo and estimates of the costs of each sequential phase of the reconstruction of the highway.

3. **Status:** The Draft I-25 New Pueblo Freeway EIS will be completed by the end of 2011. Following publication of the Final EIS, the Record of Decision is expected to be completed by late Fall of 2013.

4. **Complete the Dillon-Eden Flyover:** These funds are a Congressional earmark for the project and are available only for a limited time so must be obligated along with the 20% local matching funds.

**Status:** The I-25 and Dillon Drive/Eden-Platteville Boulevard Interchange Improvements Environmental Assessment was signed on January 26<sup>th</sup>, 2011. Construction is anticipated to begin by January 2013, dependant on funding availability.

5. **Complete the Defense Access Road to the Pueblo Depot:** On-going demilitarization work at the Chemical Depot will be served by finishing all of the safety and access improvements to this corridor using an additional \$6,000,000 in DAR funding.

**Status:** The project is COMPLETE.

6. **US50 West Corridor Improvements:** Congestion relief along the US50 Corridor between Purcell Blvd in Pueblo West and I-25, especially on the segment west of Pueblo Blvd (SH 45). (See also the West Pueblo Connector off-system priority project.)

**Status:** The Planning and Environmental Linkage (PEL) Study is ongoing but is expected to be completed by 2012. Study will prioritize construction

projects as funding becomes available.

**Figure 1.5: Transportation Issues Addressed as part of the 2035 LRTP**

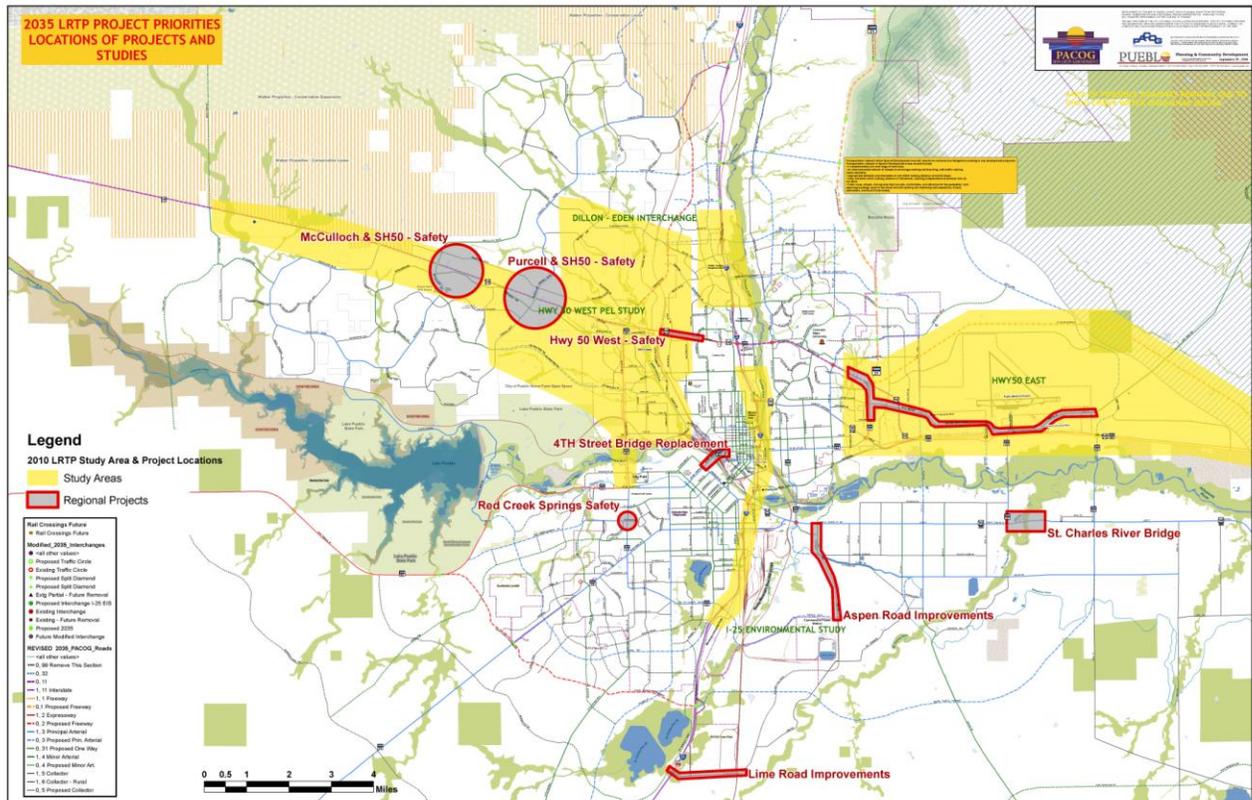


Figure 1-3 shows the location of various corridor specific planning projects and infrastructure improvements that are currently underway or have been completed. They are discussed in more detail below and typically each of the larger planning or infrastructure projects have websites with much more detail.



**Table 1.2: Status of 2035 Transportation Planning and Construction Projects**

<b>COMPLETED PROJECTS</b>
<b>Safety Improvements on US Hwy 50 West at Purcell Blvd and McCulloch Blvd.:</b> This project consisted of substantial safety improvements at these intersections on US Hwy 50 West and adjacent intersections along Purcell and McCulloch to improve the operations
<b>Pueblo Blvd and Goodnight Ave Improvements:</b> This project consisted of safety improvements to the intersection with new turn lanes, improved traffic signals, and various pedestrian safety improvements.
<b>Santa Fe Avenue and Ilex Street Improvement:</b> This project included installing a new traffic signal and storm sewer inlet, and construction of new curb ramps and sidewalks.
<b>Pueblo Blvd and Red Creek Spring Improvements:</b> This project consisted of safety improvements to the intersection with new turn lanes, improved traffic signals, and various pedestrian safety improvements.
<b>Access to Pueblo Chemical Depot (Phase I, II and III):</b> This project was completed as part of the Pueblo Chemical Depot demilitarization project. This extension of the existing William White Blvd to SH47 will create a second major access to the Airport Industrial Park, Pueblo Chemical Depot, and the Transportation Technology Center. Improvements along SH47 from Troy Ave to the new intersection at William White were also included in this project.
<b>Aspen Road Improvements:</b> This project was part of the Pueblo County access improvements for the Comanche 3 power station in Pueblo and consisted of roadway, drainage and safety improvements along the access roadway to the Comanche construction site.
<b>Lime Road Improvements:</b> This project was part of a couple new manufacturing facilities accessed off of Lime Road south of the City of Pueblo. The first facility was the Grupo Cementos de Chihuahua (GCC) state-of-the-art cement plant, which started operations in March of 2008. This facility is located south of Lime Road and is served with a rail extension that begins near Lime Road. The second facility is the Vestas Tower Plant, located north of Lime Road in part of the St. Charles Industrial Park. The Vestas site was annexed into the City of Pueblo and municipal services were extended to the site with a new water storage tank along Lime Road.
<b>St. Charles Bridge Replacement:</b> Project replaced the St. Charles Bridge over on US50 C. Project completed Spring 2010.
<b>Purcell Blvd and Industrial Blvd Signalization:</b> Project installed a traffic signal at the intersection of Purcell Blvd and Industrial Blvd and constructed additional turn lanes for capacity.



<p><b>Paving Interstate 25 through Pueblo (approx. 8 miles):</b> In addition to rotomilling and resurfacing the highway, the project included new guardrails and signing, earthwork, seeding and striping. New expansion joints were installed on numerous bridges and overpasses, including Pueblo Boulevard, Indiana, Central, and Abriendo Avenues, the Arkansas River, Santa Fe Drive, at Ilex, 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 13<sup>th</sup> streets, and U.S. 50.</p>
<p><b>Paving Interstate 25 south of Pueblo:</b> Project extended 7 miles south of Pueblo and included cold in place recycling with a 3 inch overlay.</p>
<p><b>Pueblo Way Finding Sign Project (Phase 1):</b> This project installed several decorative, tourists destination signs in the Downtown area of Pueblo. Project seeks to consolidate direction signage to tourist destinations.</p>
<p><b>Pueblo Eastern Gateway Project:</b> This project entailed landscape enhancement of the SH 50 and SH 47 intersection East of Pueblo. The enhancements consisted of xeroscaped islands with ornamental trees on the corners of each intersection as well as topsoil, seeding and sprinkler installation along the grassland areas. The project was completed in October of 2010.</p>
<p><b>Veteran’s Bridge:</b> This project consisted of building a pedestrian bridge over the Pueblo river walk near downtown Pueblo along Grand Avenue. The bridge was dedicated as a memorial to Veterans. The project was completed in October of 2010.</p>
<p><b>Pueblo Bike Map:</b> This project printed 60,000 new bike maps for the Pueblo and Pueblo West areas. The bike map was completely redesigned and received significant input from Citizens.</p>
<p><b>SH50B at Bonforte Blvd / Hudson Avenue:</b> Project reconstructed the southbound to westbound acceleration lane, provided for improvements to pedestrian facility, and upgraded area drainage.</p>
<p><b>US 50 West of Morris Ave (Initial Phase):</b> Safety improvements along this section of US Hwy 50, improving intersection geometrics, access control, signalization, and the construction of turn lanes and pedestrian safety improvements.</p>
<p><b>PROJECTS UNDER CONSTRUCTION.</b></p>
<p><b>SH96 – 4<sup>th</sup> Street Bridge:</b> Replacement of the existing bridge over the Arkansas River and the Union Pacific (UP) and Burlington Northern and Santa Fe (BNSF) main lines and rail yards. The existing 4th St. Bridge, structure number K-18-Z, reached a Sufficiency Rating of 24 out of 100 and had become structurally deficient and functionally obsolete. The construction of the replacement structures is scheduled for completion in late 2011. The project utilizes a “Cast-In-Place Balanced Cantilever Erection with Form Travelers” method of construction.</p>



**Arkansas River Trail Phase II / III:** The improvements include constructing a 10' wide concrete trail between Main Street and Santa Fe Avenue, and a connection to the Main Street trail head. This will complete paving the trail all the way from the Reservoir to CSU-P (except for the section directly under the 4th Street bridge, which is currently under construction). The project also includes grouted riprap and boulders around the drop structures at the kayak course, drainage improvements, planting the hillside with native grasses to control the erosion, and creating a plaza area at the first drop structure just below 4th Street bridge for public gatherings. In this phase, the plaza area will be improved with concrete pavement and several seat walls facing the kayak course on the Arkansas River. The project is approximately 50% complete and will be completed by end of May 2011.

**Pueblo Boulevard Guardrail - Goodnight Avenue to US50:** Work includes installation of either raised median or cable guard rail in the center of Pueblo Blvd from Goodnight Avenue to US50.

**US 50 - Morris/Fortino to Baltimore:** The construction phase is ongoing and on schedule to be completed at the end of June. This project adds continuous accel/decel lanes on both sides of US 50 and continuous right turn lanes at Baltimore and Morris. Also being added are new signals, lighting, sidewalk/bike path and storm sewer at both locations.

### **PROJECTS IN PLANNING / ENGINEERING PHASES OR IN 2012-2017 TIP**

**US50 Planning and Environmental Linkage Study:** The US50 West Planning and Environmental Linkage (PEL) Study; involves data collection; corridor traffic study / travel demand forecasting; public communication process and outreach; development and screening of alternatives (including the No-Action); planning-level costs; general right-of-way analysis; land use evaluation; environmental data collection for alternative development and screening, and for selection of the preferred alternative; Access Control Plan; identification and prioritization of segments of independent utility documented in a Project Implementation Plan; and preparation of resolutions and other documentation as needed. The PEL Study was completed in June 2012.

**I-25 New Pueblo Freeway:** The purpose of the New Pueblo Freeway project is to improve safety for north-south travel and to improve local and regional mobility within and through the City of Pueblo to meet existing and future travel demands. The Draft I-25 New Pueblo Freeway EIS will be completed by the end of 2011. Following publication of the Final EIS, the Record of Decision is expected to be completed by late Summer or early Fall of 2013.

**US 50 East:** FHWA and CDOT will prepare a Tier 1 Environmental Impact Statement (Tier 1 EIS) for transportation improvements on US 50 between Pueblo and the vicinity of the Kansas State line in southeastern Colorado.



<p>This environmental study, known as the US 50 Corridor East project, will build on the 2003 CDOT corridor planning study. This planning study culminated in a community-developed vision for the corridor that called for a safer roadway, on or near the existing US 50 that maintains a reasonable traffic flow and speed for the movement of people and goods along and through the Lower Arkansas Valley while providing flexibility to accommodate future transportation needs.</p>
<p><b>Dillon-Eden Interchange:</b> Recent growth on the City of Pueblo’s north side adjacent to I-25 will necessitate the connection of Dillon Drive across the interstate at approximately Mile Post 103 with the potential for a future connecting interchange. The City of Pueblo received a grant from the Federal Highway Administration for \$5.427 million to pay for the study and design of a flyover and to construct that portion of the flyover with the remaining funds. This project is expected to receive approval of the EA and Interstate Access Permit in the summer of 2011. Final design by the end of 2011 with construction is expected to begin by the summer of 2012. Funding as shown in SPB6397 of the 2012-2017 TIP was rolled forward from the previous TIP.</p>
<p><b>Variable Message Signs in Pueblo MPO and TPR:</b> Project will install numerous signs along US50 and I-25.</p>
<p><b>I-25 Reconstruction of Structurally Deficient Bridges:</b> I-25 and Ilex, I-25 and Northern Ave., I-25 and Indiana Ave. are currently programmed with \$900,000. The remainder to the total estimated project cost of \$122 Million is expected to come from FASTER Bridge Replacement funds.</p>
<p><b>US50 C and 23<sup>rd</sup> Lane:</b> Project includes installation of drainage facilities and reconstruction the corner radii.</p>
<p><b>Guardrail Installation – Various Locations:</b> Project allows for the installation of guardrail in various locations in Region 2.</p>
<p><b>ROW Acquisition for New Pueblo Freeway:</b> Project allocates funding to purchase right-of-way in anticipation of the bridge replacement projects on I-25.</p>
<p><b>Hwy 50 West.:</b> Include funding for construction improvement on US50 – Baltimore to Swallow Road.</p>
<p><b>SH96 Signalization:</b> Project includes \$2.017 million for signal improvement on SH96.</p>
<p><b>US50 Baltimore to Wills:</b> Project includes funding for capacity and safety improvements.</p>
<p><b>Surface Treatment SH96:</b> Currently budgeted for \$7.67 million for repaving SH96 east from Custer/Pueblo County line to Red Creeks Springs Road.</p>
<p><b>Pueblo Transit Trolley:</b> Project allocates \$1.125 million for the purchase of three trolleys for the Downtown Circulator.</p>
<p><b>Park-N-Ride – I-25 and Purcell:</b> Include \$600 thousand for the construction of a park-n-ride facility at Purcell and I-25.</p>
<p><b>Downtown Transit Center Renovation:</b> Project includes \$25 thousand for renovations to the Transit Center to accommodate Greyhound operations.</p>



<p><b>West 11<sup>th</sup> Street Bridge at Wildhorse Creek:</b> This project consists of constructing a bridge along 11<sup>th</sup> street in North East Pueblo, CO. The bridge will replace an existing outdated bridge that is shared with the railroad. The construction of 11<sup>th</sup> street bridge is the first phase of connecting 11<sup>th</sup> Street to downtown Pueblo. The project is currently in the design phase and is scheduled for construction in Summer 2011.</p>
<p><b>Corwin Walkability Project:</b> The project is a safe route to school project located on Lakeview Avenue in Pueblo, CO. The project will construct sidewalk, curb ramps, bump outs, raised medians and flashing traffic signs all designed to slow vehicular traffic on Lakeview Avenue. This project is currently in the clearance portion of the IGA process and is scheduled to go to ad in October of 2011.</p>
<p><b>Purcell and Spaulding Signalization Project:</b> Project include the installation of a traffic signal and turn lanes.</p>
<p><b>Santa Fe Streetscape (Phase 2):</b> This project is located on Santa Fe Avenue, between 6<sup>th</sup> and 8<sup>th</sup> streets in Pueblo, CO. The improvements will include the construction of curb Neck-outs at intersections, which will provide for areas for landscaping and pedestrian crossings. Decorative paving, planters, lighting, and new storm inlets will be provided with this project. This project is currently in the clearance portion of the IGA process and is scheduled to go to ad in June of 2011.</p>
<p><b>Pueblo Blvd (SH45) and Thatcher Ave (SH96) Improvements:</b> Project will add a second left turn lane for the southbound to eastbound left turn movement.</p>
<p><b>Santa Fe Streetscape (Phase 1B):</b> Project improves streetscape, sidewalk, curb ramps and pedestrian crossing at 1<sup>st</sup> and Santa Fe and in the 100 block of East 1<sup>st</sup> Street towards I-25.</p>
<p><b>Spaulding and McCulloch Signal Modifications:</b> Project includes modifications to accommodate a double left turn for the eastbound to northbound turn movement and upgrades to pedestrian facilities..</p>
<p><b>Crow Cutoff Road Bridge Replacement:</b> Project will replace the Crow Cutoff Road bridge of the Muddy Creek. Construction is anticipated to begin Fall 2011.</p>
<p><b>Rail Crossing Upgrades:</b> Two projects are under construction to install signal gates at existing rail crossing; CR 302 (Lime Road) and CR 110 (Pace Road).</p>
<p><b>Access to Pueblo Chemical Depot (Phase IV):</b> Project will overlay existing DOT Road.</p>
<p><b>Future Transportation System Study Areas &amp; Improvements</b></p>
<p><b>North Pueblo Boulevard Extension:</b> This project is still desired. The funding for the development of this roadway has not been identified and with the loss of the Pinon Loop, the role of this proposed State Highway 45</p>



<p>extension is greater in the future transportation network.</p>
<p><b>US 50/SH96 East of Pueblo &amp; West of the Pueblo Airport Industrial Park:</b>          This area will be subject to development pressures with the annexation and extension of municipal services to the Black Hills Colorado Power Plant north and west of the Pueblo Municipal Airport. In the 2035 LRTP, there was a potential relocation of US50/SH96 to the north side of the Airport. This is not part of the preferred plan for the US50 East Tier 1 EIS, thus the regional roadway network may need to be examined to allow a direct connection between US50/SH96 at about 27<sup>th</sup> Lane and the curve east of Troy Ave on SH47 to route highway traffic directly to US50 West.</p>
<p><b>Pueblo Blvd Intersections – South Side:</b> As development occurs along the southern section of Pueblo Blvd, many of these intersections will be reconstructed. The section of SH45 south of Thatcher Ave will continue to need improvements to accommodate the predicted traffic volumes in the future. This roadway is similar to other State Highways that directly serve the adjacent land uses in the Denver Metro Area and Colorado Springs. The challenge will be the balance between commercial access and the provision of an efficient and safe roadway. Special accommodations for pedestrian safety and crossings will need to be considered since the roadway divides residential areas on the south side of Pueblo.</p>
<p><b>West Pueblo Connector:</b> Part of this project is included in the Honor Farm Master Plan and the issue will be studied as part of the Highway 50 West Planning and Environmental linkage study.</p>
<p><b>27<sup>th</sup> Lane Realignment and improvements:</b> This project is needed to provide better connectivity between the St. Charles Mesa and the State Highways – 47, 50, and 96 and the Airport Industrial Park. This roadway is shown as extending to Baculite Mesa and providing additional connectivity to the Airport Industrial Park.</p>
<p><b>Better Local Access – North to South, East of I-25 (Erie/Joplin/ SH 227):</b>          This is a route east of the Fountain Creek parallel to I-25, which would allow traffic from the St Charles Mesa to have access to downtown at 4<sup>th</sup> and 8<sup>th</sup> Streets and north to US 50B without using I-25. From US 50B the same traffic could continue along Dillon Drive to major retail and commercial areas. This project has shifted from utilizing Erie due to the planning efforts related to the Fountain Creek Urban Renewal Area to extending the Joplin roadway north from 4<sup>th</sup> Street to the SH 50 Bypass.</p>
<p><b>Fountain Creek Crossings – North of State Hwy 47:</b> In the 2035 LRTP, an additional crossing of the Fountain Creek is included north of the Eagleridge/47<sup>th</sup> crossing. It is expected that the construction of this connection will be funded by development in the area.</p>
<p><b>Freeway/Expressway Parallel to I-25 to El Paso County:</b> After the development of the 2035 LRTP, Travel Demand Modeling of the withdrawn</p>



development of the Pueblo Springs Ranch found that there is a need for major connection between State Hwy 47 in Pueblo County and State Highway 21 (Powers Blvd) or the Banning-Lewis Ranch Parkway in El Paso County. This would provide a parallel roadway to I-25 from Pueblo to Colorado Springs. This is probably the one section of the Colorado front range that does not have multiple routes parallel to the Interstate Highway. The need for such a facility will depend on the actual future development in the NE Quadrant of Pueblo County.

### **1.4.1 Implementation of these projects**

Funding for the implementation of transportation projects has been and remains the greatest source of uncertainty since the adoption of the 2035 plan. The cost of constructing projects has risen in the last few years and as a result, many have become simply cost prohibitive under current funding sources.

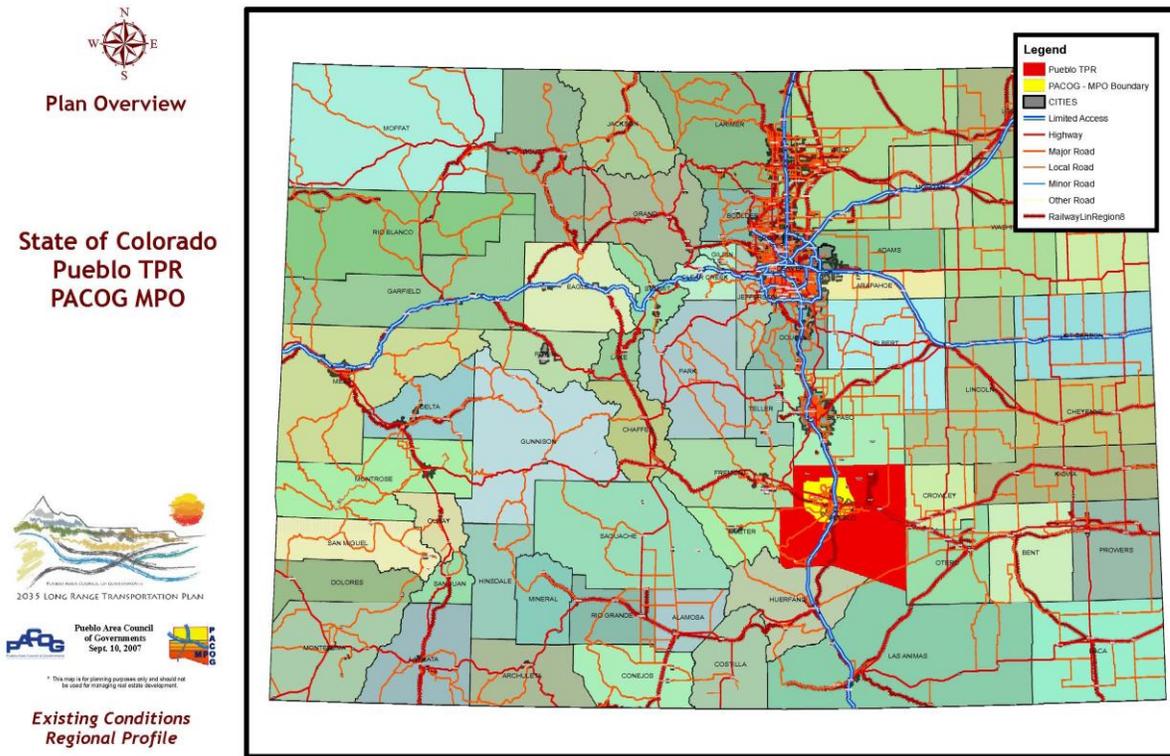
While the development of a Long Range Transportation Plan is an important part of the regional planning and development process, the primary instrument for project selection and timing will be the six-year Transportation Improvement Program which considers the actual availability of transportation revenues in the region.

This issue is addressed in more detail in Chapter 9 – Fiscally Constrained Plan.

## 1.5 Study Area for the 2035 LRTP

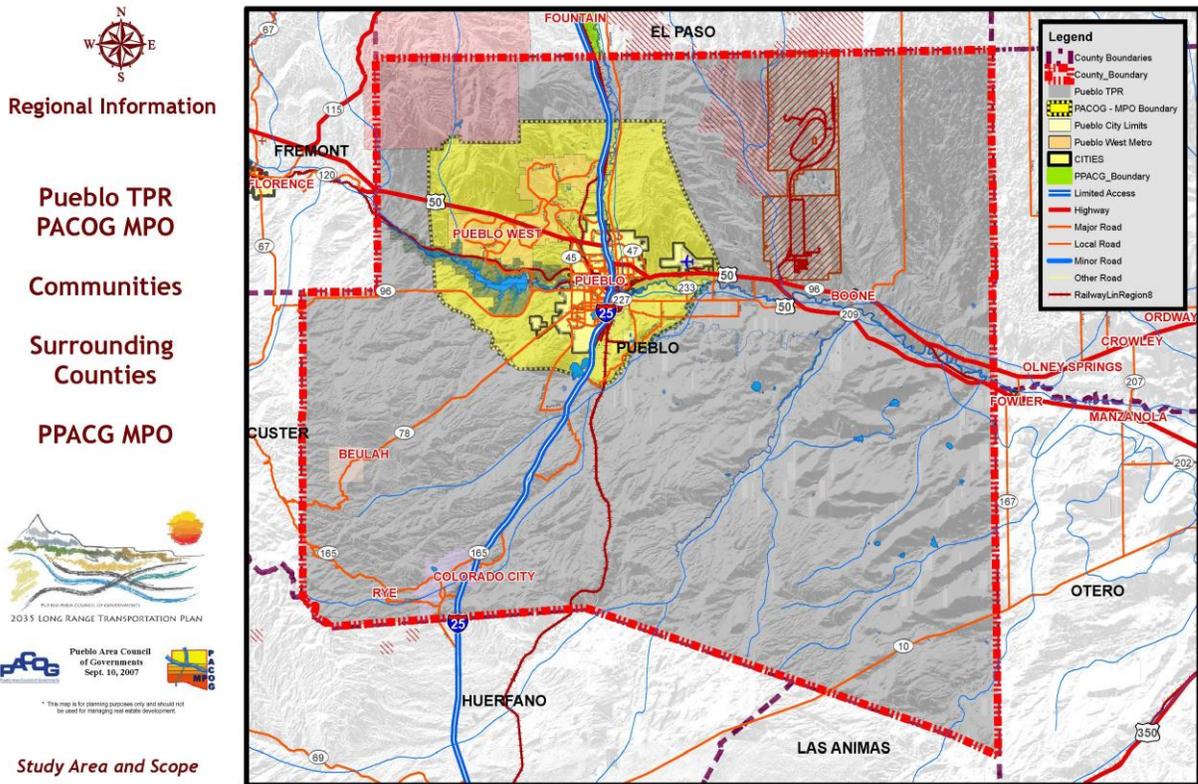
The study area for the Long Range Transportation Plan includes the entire Pueblo Transportation Planning Region (Pueblo TPR) with a focus on the area of the MPO. The boundaries for the Pueblo TPR are concurrent with those of Pueblo County. Pueblo County is located in the southern portion of the State of Colorado.

**Figure 1.6: Location of Pueblo County in Colorado**



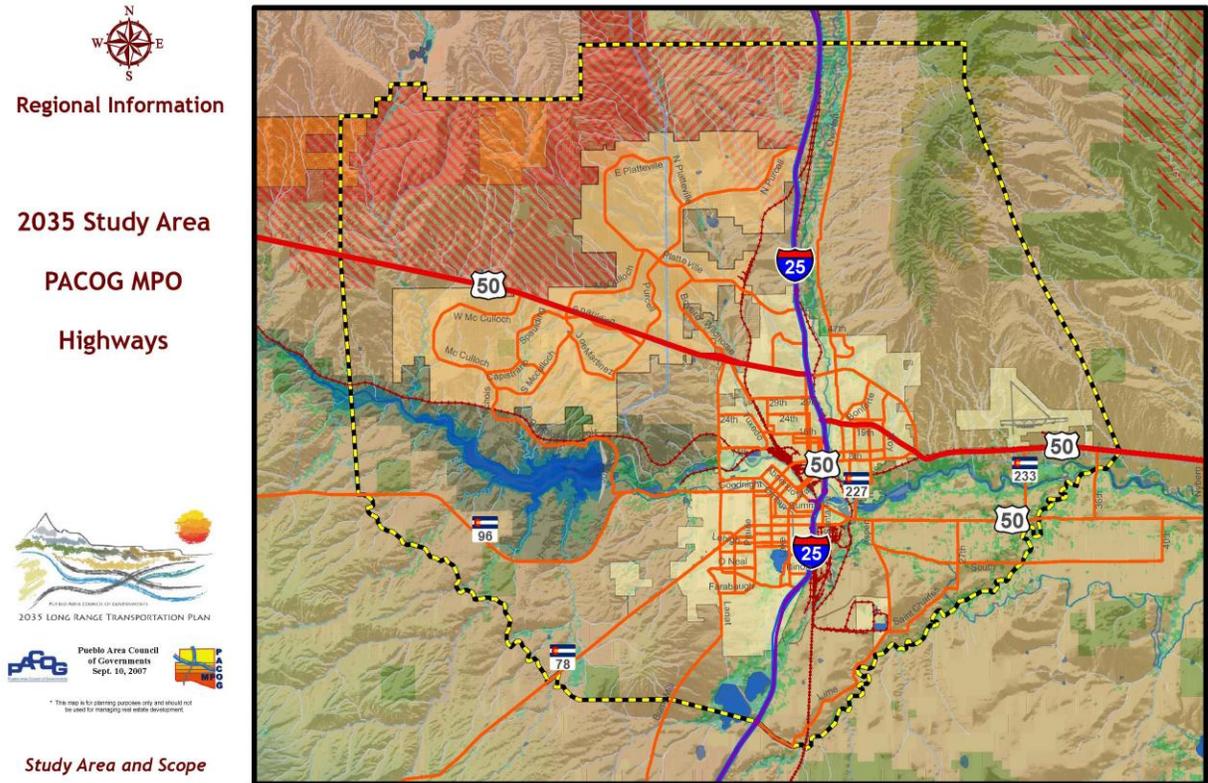
The primary or “3C” study area is the Pueblo Metropolitan Planning Area designated by agreement of the US Census Bureau, FHWA, FTA, CDOT, and the MPO. It is slightly larger than the Pueblo Urbanized Area as designated by the 2000 Census and is illustrated in Figures 1-4 to 1-7. This area was defined for urban transportation planning under the provisions of TEA-21 and was unchanged in SAFETEA-LU. The “3C” process results in plans and programs that consider all transportation modes and support metropolitan community development and social goals.

**Figure 1.7: PACOG MPO and Pueblo TPR**



Two communities, the City of Pueblo and the Pueblo West Metropolitan District, comprise the bulk of the 3C area’s population and employment. There are several other smaller unincorporated communities within this area, including Salt Creek, Blende, Baxter, and the Saint Charles Mesa. These are well known to Pueblo area residents, but do not have any official governing organization or town charter. The area of Pueblo County surrounding the MPO area contains two incorporated towns, Boone in the northeast and Rye, located in southwest Pueblo County. Several other unincorporated communities, including Avondale, Beulah, and Colorado City are located in this contiguous region. Pueblo County has a varied topography, ranging from mountain peaks in the southwest to the rolling plains in the eastern half of the County. Major roadways include Interstate 25 running north and south and US Highway 50 (A, B, and C in the Pueblo Area) running east and west.

**Figure 1.8: 2035 LRTP Study Area**

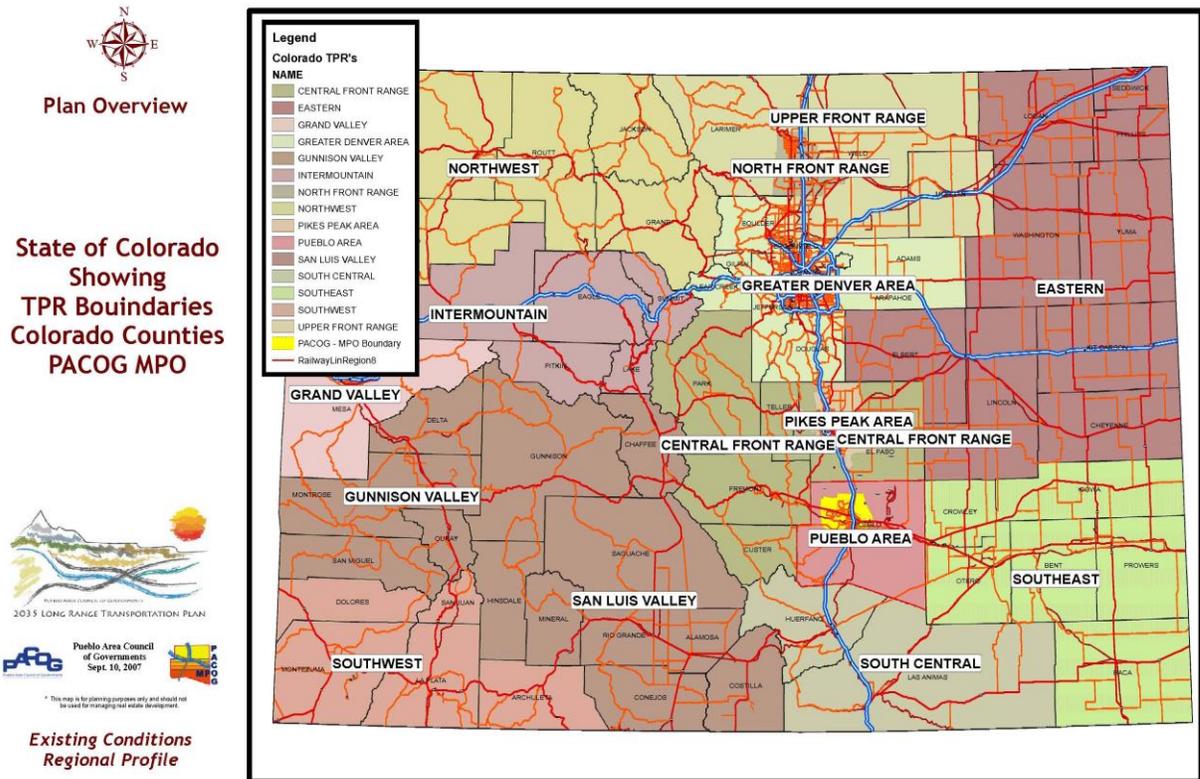


The MPO is about 15% of the area of the county, but accounts for approximately 90% of Pueblo County’s resident and worker population. However, there are two facilities located outside of the MPO Study Area, the Pueblo Chemical Depot, and the Transportation Technology Center, which are among the more important employers in Pueblo. Both of these are located in northeastern Pueblo County. Each accounts for several hundred jobs, and both have the potential of experiencing significant job increases over the next several years.

Figure 1-6 shows the study area for this plan and identifies the urbanized planning area, unincorporated urban areas, and incorporated urban areas that are the focus of this plan.

The Pueblo TPR is adjacent to three rural TPR’s – Southeast, South Central, and the Central Front Range. The Pueblo TPR also shares a common boundary with the Pikes Peak Area MPO at the county line between Pueblo and El Paso Counties.

**Figure 1.9: Surrounding MPO's and TPR's**



## 1.6 Regional Vision

### 1.6.1 Planning Considerations

Transportation systems affect most significant aspects of human society including:

- Settlement patterns;
- Land development and land use;
- Economic activity including employment and wages;
- Goods movement and trade;
- Energy and resource allocation;
- Work, education, health care, social life, and commerce;
- General social environment and equity;
- Environmental quality; and
- Overall livability of communities and metropolitan areas.

How and how well a transportation system functions has deep and long-term consequences for the quality of both the built and natural environments and the



persons who inhabit them.

The Pueblo Area Regional Transportation Vision provides for a well-integrated multimodal transportation system that serves individual, local, regional, state, and national needs to support the continued development of a quality community with sustainable growth, economic vitality, and adequate mobility options. This Vision is supported by four goals that together form the basis for the proposed projects and programs of the Long Range Plan.

### **1.6.2 Goal 1: Mobility**

Plan, develop, and maintain a safe and efficient transportation system to preserve and enhance the present and future mobility needs of the Pueblo Region.

- 1.1 Maintain, protect and improve safety for the multi-modal transportation system users;
- 1.2 Improve and expand public transportation and transit services to provide access to regional medical facilities, employment centers, social activities, and to other essential life services;
- 1.3 Develop, improve and maintain pedestrian facilities to create a barrier-free walkable community;
- 1.4 Minimize traffic congestion by emphasizing transportation system management and operations techniques with travel demand management strategies to improve passenger carrying capacity of the network;
- 1.5 Develop an alternative roadway connection between Pueblo West and Downtown to reduce congestion on US 50 and I-25;
- 1.6 Develop plans to improve operation and safety of I-25 through the region;
- 1.7 Develop alternate routes to accommodate local trips parallel to I-25 and US 50;
- 1.8 Identify additional crossing locations of the Arkansas River and Fountain Creek to improve mobility for all transportation modes;

### **1.6.2 Goal 2: Livability**

Balance the mobility needs of the community with the community objective of creating a livable human and natural environment. Plan and develop transportation along with land use planning activities.

- 2.1 Involve community organizations and neighborhood groups in the transportation planning process;
- 2.2 Minimize air, noise and other adverse transportation impacts on residential areas;
- 2.3 Protect, and support the revitalization of existing neighborhoods by minimizing the volume of through traffic generated outside the



- neighborhood;
- 2.4 Improve pedestrian access and circulation within, and between neighborhoods, and commercial pedestrian oriented business areas such as Downtown;
- 2.5 Consider plans for new employment centers when planning transportation programs and facilities.

### **1.6.3 Goal 3: Intermodalism**

Encourage the use of transportation modes other than the single-occupant automobile. Focus on developing facilities that link modes together.

- 3.1 Improve and expand public transportation and transit services through the urbanized area to provide access between one's home and the workplace;
- 3.2 Ensure connectivity between major activity centers by developing and promoting mode transfer points (e.g., park-and-ride facilities, bike-on-bus, etc.) to enhance the use of alternative modes within the inter-modal transportation system;
- 3.3 Adopt and maintain a Regional Trails Plan that identifies the future alignment of all regionally significant off-street trails and on-street bicycle facilities;
- 3.4 Identify possible locations for future Park and Ride facilities (bus and commuter rail), trailhead locations, and public transportation transfer locations;
- 3.5 Identify locations of existing or future freight transfer points.

### **1.6.4 Goal 4: Strategic Planning**

Implement and maintain the planned transportation system in a coordinated and cost-effective manner.

- 4.1 Adopt and maintain a Corridor Preservation Plan that identifies the future alignment and classification of all regionally significant roadway corridors;
- 4.2 Assist local governments in identifying the need for advance corridor preservation, right-of-way preservation and/or dedication, and potential funding sources – public and private – for the construction of identified transportation facilities;
- 4.3 Prioritize improvements and programs based on the value of community benefits with respect to costs and available funding opportunities;
- 4.4 Develop a transit operations and funding plan that can guide Transit System service area enhancements, service expansion, and service efficiency.



## 1.8 Public Participation in the 2035 LRTP

The PACOG Long Range Transportation Plan has been developed in accordance with the PACOG Public Involvement Program (PIP) adopted in August 2004. The PIP guidelines include the broad goals of keeping people informed and involved on a continual basis and facilitating cooperation and consensus building. Public participation in accordance with the PIP began with the development of Quadrant Studies prepared for the 2030 Plan and continues through the development of the 2035 Plan.

### 1.8.1 Public Input Process

The public input process for the Plan included several components:

1. The primary ongoing form of public input to the planning process has been the involvement of the MPO Transportation Advisory Commission. The Transportation Advisory Commission (TAC) is made up of the Transportation Technical Committee (TTC) and the Citizens' Advisory Committees (CAC). The TTC includes representatives from all agencies with responsibilities for various transportation modes including but not limited to automobiles, bicycles, airports, pedestrians, transit systems, passenger and freight rail systems, and commercial vehicles.

The CAC has representatives from the Pueblo County Planning Commission, the City of Pueblo Planning and Zoning Commission, the 2010 Commission (volunteer citizen group), the Pueblo Economic Development Corporation (PEDCO) and three representatives of the community-at-large appointed by the PACOG Board. These members of the CAC have an understanding of the overall community, development processes, and the interaction between development and the transportation system. In early 2007, four meetings of the TAC were partially or entirely devoted to input to the 2035 Plan and the TAC continues to review the plan and process.

2. Reasonable notice has been provided for all public meetings along with adequate opportunity to comment on issues and draft documents prior to and following the meetings. Public notice has included press releases and public service announcements of regional and statewide transportation planning activities open to the public.

3. Project Specific public open houses have been held for the following projects: Dillon-Eden Interchange, I-25 Neighborhood Design issues

4. Periodic review of the effectiveness of the regional transportation planning public involvement process has been conducted to ensure that the process provides full and



open access to all interested parties. Revisions have been made to the process as necessary.

### 1.8.2 2035 Plan Amendment Public Meetings

PACOG co-hosted a meeting with CDOT Region 2 for the development and/or amendment of the Long Range Transportation Plan. Meetings included presentations to the Transportation Advisory Commission (TAC), public open houses, and meetings in four quadrants of the community.

All public involvement activities have been held in locations that were ADA accessible to disabled populations and those with limited transportation options.




**NOTICE OF PUBLIC MEETINGS**

**IT'S THAT TIME AGAIN.....PLAN, PLAN, PLAN**  
*You are invited to attend the meeting on April 28th, 2010 to discuss current transportation issues in the Pueblo Metropolitan Area and rural Pueblo County. Why? Because you drive, bike, walk, or take transit, and you may have seen places where you think we can improve the transportation system.*

**PUEBLO TRANSIT CENTER @ 2ND AND COURT ST.  
 WEDNESDAY APRIL 28TH, FROM 4:00 P.M. TO 7:30 P.M.**

**AMENDMENT TO THE PACOG 2035 LONG RANGE TRANSPORTATION PLAN**  
 The Pueblo Area Council of Governments (PACOG) is the designated Metropolitan Planning Organization and Transportation Planning Region (PACOG MPO/TPR) for the Pueblo County region. The MPO/TPR is beginning work on an amendment to the existing 2035 Long-range Regional Transportation Plan (LRTP) and this Public Meeting is to receive input from all interested parties. The amendment to the PACOG 2035 LRTP will analyze changes since early 2008 in the existing transportation system, environment, demographic trends, and any other significant changes within the planning area. The goal is to formulate a LRTP with visions, strategies, and policies that balance regional transportation improvement plans, programs, and priorities with local needs for multi-modal mobility, safety, security, system quality, and livability.

**CDOT REGION 2 PUEBLO COUNTY PROJECT PRIORITY PROGRAMING  
 PROCESS (4-P) MEETING WITH LOCAL OFFICIALS**  
 A meeting to discuss with representatives of local government entities the project status, priorities, and proposed revisions to the CDOT Statewide Transportation Plan (SWP), and to the Statewide Transportation Improvement Program (STIP). CDOT officials will also discuss transit funds made available by the recent FASTER legislation for local transit improvement projects. This is also an opportunity for residents to meet Transportation Commissioner Gilbert Ortiz, Sr. to discuss transportation issues within all parts of Pueblo County.

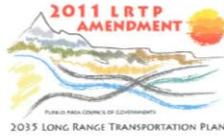
*Individuals Requiring Special Transportation, Access, or Communications  
 Accommodations Should Notify the PACOG MPO Office  
 by 12:00 Noon on Monday April 26th.*

Please submit <b>QUESTIONS or COMMENTS</b> to: Bill Moore, MPO Administrator 223 North Santa Fe Avenue Pueblo, CO 81003 Ph: (719) 553-2945 FAX: (719) 553-2359 E-mail: bmoore@pueblo.us	For <b>SPECIAL ACCOMMODATIONS</b> Contact: Todd Ahlenius, Senior Planner 223 North Santa Fe Avenue Pueblo, CO 81003 Ph: (719) 553-2944 E-mail: tahlenius@pueblo.us
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# Meeting Sign In Sheet:



April 28, 2010

2035 LONG RANGE TRANSPORTATION PLAN

2035 Long Range Transportation Plan Amendment & CDOT 4P Meeting-

Name: <u>Andrea Bayles</u>	<input checked="" type="checkbox"/> Please add me to the 2035 L RTP mailing list
Organization: <u>Pueblo Transit</u>	Street: <u>350 S Howard Ave</u>
Phone #: <u>(719) 553-2325</u>	City, St: <u>Pueblo</u>
Email: <u>abayles@pueblo-us</u>	Zip: <u>81003</u>
Name: <u>Eric Moya</u>	<input type="checkbox"/> Please add me to the 2035 L RTP mailing list
Organization: <u>San Luis National Agency</u>	Street: _____
Phone #: <u>(303) 341-8700</u>	City, St: _____
Email: <u>emoya@slna.org</u>	Zip: _____
Name: <u>Pet Nazareno</u>	<input type="checkbox"/> Please add me to the 2035 L RTP mailing list
Organization: <u>Pueblo Transit</u>	Street: _____
Phone #: <u>(719) 553-2325</u>	City, St: _____
Email: <u>pnazareno@pueblo-us</u>	Zip: _____
Name: <u>Wendy Duff</u>	<input type="checkbox"/> Please add me to the 2035 L RTP mailing list
Organization: <u>CDOT</u>	Street: _____
Phone #: <u>(719) 546-5788</u>	City, St: _____
Email: <u>Wendy.Duff@dot.state.co.us</u>	Zip: _____
Name: <u>Ken McMillan</u>	<input type="checkbox"/> Please add me to the 2035 L RTP mailing list
Organization: <u>CDOT</u>	Street: _____
Phone #: <u>(951) 512-1335</u>	City, St: _____
Email: <u>ken.mcmillan@dot.state.co.us</u>	Zip: _____

Page # \_\_\_\_ of \_\_\_\_



April 28, 2010

2035 LONG RANGE TRANSPORTATION PLAN

2035 Long Range Transportation Plan Amendment & CDOT 4P Meeting-

Name: <u>Gilbert Ortiz</u>	<input type="checkbox"/> Please add me to the 2035 L RTP mailing list
Organization: _____	Street: _____
Phone #: <u>( )</u>	City, St: _____
Email: _____	Zip: _____
Name: <u>Peter Wattle</u>	<input type="checkbox"/> Please add me to the 2035 L RTP mailing list
Organization: <u>City</u>	Street: _____
Phone #: <u>(719) 553-2722</u>	City, St: _____
Email: _____	Zip: _____
Name: _____	<input type="checkbox"/> Please add me to the 2035 L RTP mailing list
Organization: _____	Street: _____
Phone #: <u>( )</u>	City, St: _____
Email: _____	Zip: _____
Name: _____	<input type="checkbox"/> Please add me to the 2035 L RTP mailing list
Organization: _____	Street: _____
Phone #: <u>( )</u>	City, St: _____
Email: _____	Zip: _____

Page # \_\_\_\_ of \_\_\_\_



# Hand Outs From the April Meeting:

**Colorado Department of Transportation**  
04/28/10

**2035 Statewide Transportation Plan Amendment**

Since early last year, CDOT's Planning Section has been working collaboratively with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), other CDOT staff, our planning partners – the Metropolitan Planning Organizations (MPOs) & Transportation Planning Regions (TPRs) – to identify the most appropriate process for amending the Statewide Long-Range Transportation Plan.

**Statewide and Regional Transportation Plans**

While MPOs are required by federal and state regulation to fully update their 20-year Regional Transportation Plan (RTP) every four years, there is no such requirement for the state to fully update its currently adopted 2035 Statewide Transportation Plan or for the non-urban TPRs to update their current RTPs. The 2035 Statewide Transportation Plan is SAFETEA-LU compliant and covers a sufficient time horizon to meet Federal regulations for the development and adoption of a new Statewide Transportation Development Program (STIP) for the years 2012-2017.

**2035 Statewide Transportation Plan Amendment**

The 2035 Statewide Transportation Plan will be amended in order to include the MPO's updated long range plans. This amendment will also address the changes which have occurred since the last Plan adoption, such as new state legislation and emerging planning issues. Based on discussions with CDOT's planning partners, our Federal partners, the Statewide Transportation Advisory Committee (STAC) and the Transportation Commission (TC), the amendment approach, rather than a full Statewide Plan update, has been supported. This approach recognizes the uncertainties that exist today in transportation including: future federal funding levels, a new federal authorization, and the upcoming 2010 Census data. The Plan Amendment document will incorporate and provide links to the MPO plan updates, and include write-ups pertaining to Funding Issues/Financial Outlook, Public Involvement Approach, Emerging Issues, and Recent Accomplishments.

**Public Involvement**

Per SAFETEA-LU regulations, public involvement is a fundamental component of the inclusive and comprehensive Colorado statewide and regional long range planning process. CDOT will provide citizens, public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties with an opportunity to review and comment on the draft 2035 Statewide Plan Amendment. The MPO's will conduct their own public involvement process for their plan updates. The information gained from partnering with stakeholders, meeting with interested parties and obtaining input from the general public is critical in crafting informed solutions to transportation issues.

4210 E. Arkansas Ave., Suite 300, Denver, CO 80222  
303.757.8718  
Multimodal Planning Branch

**Colorado Department of Transportation**  
04/28/10

**FASTER Local Transit Grants**

FASTER legislation provides \$5 million per year for local transit grants. CDOT is undertaking initial steps to distribute these State funds for transit projects using a proposed regional allocation and prioritization process.

**Grant Allocation and Eligibility**

Funds would be allocated to the six CDOT Regions and projects would be identified and prioritized for the 2012-2017 STIP by the CDOT Regions in cooperation with its planning partners. In addition, the current STIP will be amended to add projects for 2010 and 2011, using funds being made available for those two years by the FASTER legislation. The FASTER transit funding may be used only for capital projects and not for operating, administrative or planning expenses. Eligible applicants for the FASTER funds will be asked to inform their appropriate county commissioners and TPR/MPO representatives of potential capital projects for which they wish to request FASTER funds.

For more information on project eligibility, please contact Tom Mauser at (303) 757-9768 or Tom.Mauser@dot.state.co.us.

**Prioritization and Programming of Transit Projects**

At county and TPR meetings, potential transit projects will be presented, discussed and prioritized. At a joint TPR meeting with all TPRs in the Region attending, projects advanced by the TPRs will be refined and prioritized for inclusion in the STIP in order to be funded by CDOT. Because some transit operators do not plan far in advance, and because this process will be re-evaluated after three years, the CDOT Regions will be encouraged to concentrate on developing a list for the first three years of funding and, at their discretion, may place the funds for the remaining years' funds in a pool.

4210 E. Arkansas Ave., Suite 300, Denver, CO 80222  
303.757.8718  
Transit Unit

### Investing in a 21<sup>st</sup> Century Transportation System COLORADO'S THEMES FOR TRANSPORTATION AUTHORIZATION

SAFETEA-LU does not meet the needs and demands of transportation. We need to change the way we do business.

#### Fund an Evolving 21<sup>st</sup> Century Transportation System

- o Because the gas tax is reaching the end of its effectiveness in funding transportation nationwide, Congress should explore short-term, intermediate-term and long-term financing solutions.
- o As our nation's infrastructure ages, funding at all levels of government needs to increase for transportation. Congress should fund preservation and maintenance of the current system as a priority to help maintain our existing transportation infrastructure (federal, state, and local).
- o Transit is a growing part of the transportation system all across America, including in Colorado. Congress should increase funding for transit by increasing overall federal transportation funding, rather than shifting funding from existing programs.
- o Congress should authorize a full six year bill from the date of enactment.
- o Funding mechanisms should allow Colorado to determine its transportation priorities.
- o Federal funding formulas should recognize that rapidly growing states face a need for additional multimodal capacity funding.
- o Congress should create a new long term dedicated sustainable funding source.

#### Change the Way We Do Business

- o Colorado believes Congress should consolidate the nearly 110 current federal programs into 10 broad programs, as the National Blue Ribbon Panel suggested.
- o While helping to streamline the environmental process Congress should also look at ways to further engage the public in the decision process for transportation projects by looking to innovative processes such as Context Sensitive Solutions (CSS).

- o Colorado supports a new energy economy, which includes increasing fuel efficiency, increasing the use of alternative fuels, and increasing non-motorized trips.
- o Congress should address transportation's contribution to carbon-based emissions by providing incentives to create strategies to reduce the overall carbon emissions from transportation at all levels (not through sanctions or mandates).
- o Colorado supports the development of a multi-modal transportation system that allows user choice – including public transportation, driving, bicycling, walking and telecommuting for both urban and rural areas - and has parity in the evaluation process.
- o Colorado supports the One DOT Concept.

#### Set Goals to Help Achieve Our Vision

- o The next Authorization should direct that national goals be set for transportation, and involve transportation partners at the federal, state, regional, and interest group levels, and provide adequate funding to achieve those goals.
- o Colorado supports a shift in the federal role for transportation from primarily administrative oversight into providing visionary guidance to assist States in implementing best practices and innovation.
- o Colorado supports the creation of national standards for emerging technologies such as advanced guide ways, and federal funding for technology transfers and emerging technologies.
- o Consideration of safety improvements is critical to every transportation improvement without regard to mode.



# AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –



## Colorado Department of Transportation Policy Brief

04/27/10

### State Funding Overview

State Revenue Sources are Approximately 69% of CDOT's FY 11 Budget.

#### Highway Users Tax Fund (HUTF)

The Highway Users Tax Fund (HUTF) was statutorily created in 1993 to account for state highway revenue. Revenue from motor fuel excise taxes, annual vehicle license and registration fees, have been credited to the Fund. The single largest source of Fund revenue is the motor fuel tax, set at 22 cents per gallon. The fuel taxes together with motor vehicle license and registration fees represent over 90 percent of total Fund revenues. While CDOT is the largest recipient of HUTF funds (90%), cities (10%) and counties (22%) receive a share based on a statutorily prescribed formula. Additionally, there are "off-the-top" appropriations for Colorado State Patrol, Ports of Entry, and the Motor Vehicle Division. For FY 11, CDOT's budget is comprised of approximately 43% HUTF monies.

#### Funding Advancements for Surface Transportation and Economic Recovery (FASTER)

Signed into law March 2, 2009 FASTER provides funding for bridges, roads and transit through a variety of fees and surcharges, including fee on rental cars, late registration fees and oversize/overweight vehicle surcharges. For FY 11 approximately 16% of CDOT's budget will be from FASTER funds. FASTER created:

- Bridge Enterprise and Bridge Fund
  - o 20 bridges in 11 projects identified in FY10 (\$45.4 Million)
  - o Estimated Revenue for FY11-13 \$265.8 Million
- Road Safety Fund
  - o 41 projects identified for FY 10 (\$71.3 Million)
  - o Estimates Revenue for FY11-13 (\$236.2 Million)
- Transit
  - o \$5 Million per year Statewide for Local Transit Projects
  - o \$10 Million per year Statewide for Transit, Bike and Pedestrian Projects.
- High Performance Transportation Enterprise
- Standing Committee on Efficiency and Accountability

#### 2010 State Legislative Session

- Impacting FASTER
  - o HB10-1211 Reduces late fee trailer registration under 2,000 pounds to \$10.00
  - o HB10-1212 Limited discretion to waive late registration fees
- Impacting HUTF
  - o HB10-1341 Takes excess revenues from HUTF's motorist identification account to COSTAR
  - o HB10-1387 Diverts HUTF to fund Division of Motor Vehicles
- Impacting Transportation Statewide
  - o HB10-1014 Requires CDOT to report on all highway workzone fatalities
  - o HB10-1113 Transfers portion of Ports of Entry from Department of Revenue to Colorado State Patrol and mandates further study
  - o HB10-1147 "Safer Streets for Normalized Transport" codifies CDOT's new bike/pedestrian police and requires CDOT to post peakbeat educational curriculum to a website
  - o HB10-1243 Allows special districts to participate in Regional Transportation Authorities (RTAs)
  - o HB10-1238 Allows CDOT with CSP and DOW to lower speed limits in wildlife crossing zones and double lines
  - o HB10-1405 Requires CDOT to conduct a study to determine which state highways are considered "congested" highways
  - o SB10-190 Sets a minimum speed on uphill grades of at least 9% on I-70 for all vehicles

4210 E Arkansas Ave., Denver CO 80222  
303-757-6772

Office of Policy & Government Relations



## Colorado Department of Transportation Policy Brief

04/27/10

### Federal Funding Overview

Federal Sources are Approximately 34% of CDOT's FY 11 Budget.

#### The Highway Trust Fund (HTF)

The Highway Trust Fund (HTF) is funded primarily by a federal fuel tax, currently 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel fuel. The Mass Transit Account receives 2.89 cents per gallon from the motor fuel tax. In recent years expenditures of the HTF exceeded collected revenue forcing Congress to transfer monies from the general fund to ensure trust fund solvency. In March 2010, a \$15.5 billion transfer occurred, keeping the HTF solvent into FY 11.

#### Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Transportation authorization is the means by which Congress gives permission for federal funds to be expended from the HTF. Each transportation authorization bill is multiple years in length and establishes transportation policy, defines programs, outlines areas of emphasis for spending and authorizes funding to the states. The most recent transportation authorization act is SAFETEA-LU.

On September 30, 2009 SAFETEA-LU expired and to date Congress has been unable to pass a long-term (5-year) authorization bill. The current short-term extension expires December 31, 2010. Without a long-term authorization bill, the federal program remains unstable and it is difficult to predict its direction and size in the years to come.

#### Annual Appropriations

The annual appropriations legislation places yearly limits on the amount of funds that can be spent within the multiple-year transportation authorization legislation (SAFETEA-LU), in addition to funding authorized programs on a year-by-year basis, appropriation legislation utilizing the HTF usually provides the opportunity for a certain number of specific projects (earmarks) to be selected by Congress.

#### American Recovery and Reinvestment Act (ARRA)

Colorado received over \$584 million in transportation dollars from ARRA including \$384 million in highway, \$120.7 million in transit and \$33 million in aviation funds.

Colorado ARRA Transportation Spending - Highway and Transit (as of March 31, 2010):

- 143 Projects Put out to Bid worth \$485,050,374
- 125 Projects Under Contract worth \$461,754,280
- 117 Projects Under Construction or Starting Soon worth \$422,186,858
- 27 Projects Complete worth \$47,288,998

Colorado ARRA Job Information - Highway and Transit (as of March 31, 2010):

- 20,088 Direct Jobs Created or Sustained
- 1,356,910 Direct Job Hours Created or Sustained
- \$37,005,496 Payroll from Job Hours Created or Sustained

4210 E Arkansas Ave., Denver CO 80222  
303-757-6772

Office of Policy & Government Relations



## TIGER II – National Infrastructure Investment Grants Summary Prepared by CDOT (04/26/2010)

On Monday, April 26, 2010 the US DOT announced the application process for the TIGER II discretionary grant program. Below are the details:

#### Public Comment Period

- Announcement provides a 2 week public comment period on the proposed selection criteria and guidance for TIGER II
- The criteria could change based off public comment until May 28, 2010

#### Funding Source and Eligible Applicants

- Funds for TIGER II provided through the Fiscal Year 2010 (FY10) Transportation, Housing and Urban Development (THUD) Appropriations Bill (not through ARRA or IIRRE Act)
- States, local governments, transit agencies, ports, metropolitan planning organizations and Native American Tribes, among others, are eligible to apply

#### Eligible Projects

- Highway or bridge projects; public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; and intermodal facilities

#### Application Process

- June 15, 2010 - A standard application and instructions will be available on the DOT website
- July 16, 2010 - Pre-applications must be submitted
  - o Pre-applications will be reviewed by DOT to ensure the project satisfies three threshold requirements: the project is eligible for TIGER II funds, NEPA has been initiated, and local matching funds to support at least 20 percent of costs are identified and committed. If DOT determines a project does not satisfy these threshold requirements, they will inform the project sponsor
- August 23, 2010 - Formal Applications are due
  - o The application system is expected to be open by July 30
- September 15, 2010 - Awards may be made (no sooner than September 15, 2010)
  - o Funds will be available for obligation through September 30, 2012
- September 30, 2012 - All TIGER II must be obligated by this date

#### Grant Program Amount

- \$600 Million Nationally
  - o \$10 Million to \$200 Million award size (\*\*please see rural exemption below\*\*)
  - Initially any single grant will reach \$200 Million
  - o 80% Federal – 20% match
  - o No State can receive more than 25% of funds
  - o US DOT will give priority to projects for which federal funding is required to complete an overall financing package. Projects can increase their competitiveness by demonstrating significant non-federal contribution
- Set Asides
  - o \$140 Million reserved for Rural Areas
    - Can be 100% federal
    - Project size can be as low as \$1 Million
  - o \$150 Million is available to support TIFIA financing
    - Applicants may be awarded TIFIA financing or planning grants, if it is determined that is the most appropriate award
  - o \$35 Million is available to support Transportation Planning Grants (\*\*See HUD Grant below\*\*)
  - o \$40 Million HUD - Community Challenge Planning Grant (\*\*See Transportation Planning Grant above\*\*)
  - Money is in addition to the TIGER II funds
  - Activities for HUD grants are corridor or station-area plans, revisions to zoning or building codes and creating or preserving affordable housing for low-income families near transit
  - o \$25 Million - Administration and Oversight (no more can be used by USDOT for these purposes)

#### Primary Selection Criteria (DOT will give more weight to Primary Selection Criteria)

- Long-Term Outcomes - DOT will give priority to projects that have a significant impact on desirable long-term outcomes for the nation, a metropolitan area, or a region. Applications that do not demonstrate a likelihood of significant long-term benefits in this criterion will not proceed in the evaluation process. The following types of long-term outcomes will be given priority:
  - o State of Good Repair - Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs
  - o Economic Competitiveness - Contributing to the economic competitiveness of the United States over the medium- to long-term
  - o Livability - Fostering livable communities through policies and investments that increase transportation choices and access to transportation services for people in communities across the United States
  - o Environmental Sustainability - Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefiting the environment
  - o Safety - Improving the safety of U.S. transportation facilities and systems
- Job Creation & Economic Stimulus - DOT will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit federally-recognized economically distressed areas

#### Secondary Selection Criteria (DOT will give more weight to the Primary Selection Criteria)

- Innovation - DOT will give priority to projects using innovative strategies to pursue the long-term outcomes outlined above
- Partnership - DOT will give priority to projects demonstrating strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts

#### Additional Considerations

- US DOT is directed to ensure an equitable distribution across geography, transportation modes, and between urban and rural areas.



### 1.8.3 Public Input Findings

A total of 26 surveys were received as part of the original 2035 LRTP. Fifteen (57.6%) listed Pueblo West (zip 81007) as location of residence. 19% were aged 66 or over; 27% were 56-65; 11% were 46-55; 31% were 36-45; 11% were 26-35; and .04% were under 25. 42% learned of the meetings through newspaper ads, with 38% listing “other sources” as how they learned of the meeting. 73% drove to the meeting, with a mean distance from residence to the meeting of 3.97 miles. Table 1.4 below summarizes the percentages of survey respondents indicating a given issue was important to improving the effectiveness of the transportation system. The most often reported issues were better maintenance, improved bicycle access and facilities, and more roadway capacity. Better maintenance was the most strongly reported priority by the on-line respondents. The least often chosen priorities were lower speeds, lower travel times, and better transit connections. Several attendees at the meetings wrote in landscaping and commuter trains as important issues.

**Table 1.3: Transportation Improvement Priorities in 2035 Plan  
Public Input Surveys**

Priorities	% Responding
Better maintenance	15.4
Improve Bicycle access and facilities	14.1
More roadway capacity	11.5
Better roadway connections	10.2
Improved sidewalks & pedestrian paths	10.2
Less congestion	8.9
Better traffic control devices	6.4
Improve Public Transportation	5.1
Safety improvements	3.8
Lower speeds	3.8
Lower travel times	2.5
Better Transit connections	2.5
Landscaping along roads	2.5
Commuter Train north	2.5

Respondents were also asked to rank the importance of four broad transportation system goals. Results are summarized in Table 1.5. Implementing and maintaining the planned transportation system in a coordinated and cost-effective manner was ranked significantly higher than other goals. Planning, developing and maintaining a safe and efficient transportation system to preserve and enhance the present and future mobility needs of the Pueblo region was the lowest ranked goal.



**Table 1.4: Respondent Rankings of Transportation Goals**

Goal	Mean Ranking (4=highest; 1=lowest)
Coordinated & Cost-Effective Implementation	3.16
Encouraging Multi-Modal Transportation	2.75
Balancing Mobility With Livability	2.3
Safe, Efficient Transportation System	2.1

At the Public Input Meetings staff members heard a wide variety of concerns from those in attendance in addition to those reported on the surveys. The results ranged from operations/maintenance to those speaking about improving multi-modal options throughout the community. In Pueblo West, the majority of the concern was the congestion along the Highway 50 West corridor and the desire to create an additional connection to the City of Pueblo. Related to this is an overall desire to have greater connectivity between various activity centers.

Generally there were comments requesting two or three connections or transportation modes to and from where people live. At each meeting, concern was expressed with the overall conditions of roadways throughout the community. The issues of bicycle and pedestrian improvements were made regarding *all* parts of the community. People understood that they have both a need and desire to get between the places of work and home efficiently, *and a strong desire to make the local community transportation system friendlier for pedestrians and bikes.* These are quality of life issues for those who attended the Public Input Meetings.

#### **1.8.4 Public Input for the 2035 Revision**

Public interaction for the 2035 Long Range Transportation Plan Revision consisted of multiple open public forums for discussion (TAC meetings, PACOG Board meetings, Open Houses meetings and constant updates to the PACOG Website). During this process there were four (4) public comments received. Two (2) comments related to the Long Range Transportation Plan and two (2) comments related to the I-25/Dillon Drive project. Copies of the comments, responses, and open house advertisement can be found in Appendix 10: Public Input.



## 1.9 Environmental Justice

In accordance with state and federal requirements and policies, the development of the Long Range Transportation Plan considered the three fundamental principles of environmental justice:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Areas characterized by a predominance of low-moderate income and high minority concentration populations are exhibited and discussed in Chapter 5, the Coordinated Human Services-Public Transit Plan. These areas will need further study in comparison with locations of substantial environmental impact to determine whether disadvantaged populations in Pueblo are disproportionately exposed to environmental hazards. More specific spatial analysis has been initiated by the MPO, combining census data with parcel-level data from the Pueblo County Assessor. This helps to identify portions of the study area that could be affected in the future by transportation related Environmental Justice issues.