

**Department of Transportation National Infrastructure Investment**  
**Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**  
 Infrastructure Investment and Jobs Act (“Bipartisan Infrastructure Law”)  
 The City of Pueblo, a Municipal Corporation, Grant Application  
**West Side Connector Project**

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## I Project Description

The West Side Neighborhood occupies much of the northwest quadrant of the City of Pueblo and includes unincorporated areas of Pueblo County (see Map 1.1 West Side Relation to City of Pueblo). The neighborhood has a north-south length of about 2.5 miles and covers 1,821 acres. It has an irregular shape and extends from 11th Street north to US Highway 50 and from Pueblo Boulevard on the west to the Burlington Northern-Santa Fe rail line on the east. The diagonal direction of the rail line creates the irregular shape of the neighborhood that extends on the north end for three-fourths of a mile between Pueblo Boulevard and the railroad tracks to 1.7 miles on the south end along 11th Street.

The West Side Neighborhood encompasses a culturally rich and diverse Colorado community with approximately 3,500 residents, a small neighborhood commercial enclave, and a small but growing regional commercial business district. Isolated from the rest of Pueblo by railroads and topography, the West Side Neighborhood has historically grown at a slower pace than other parts of Pueblo.

The West Side developed along the Arkansas River. Two miles of riparian flood plain upstream of the Colorado State Hospital at Pueblo was cultivated in the early 20th century largely as agricultural land to feed the patients and staff at the hospital. Immediately upstream, near what is today the Fountain Foundry area, there were truck farms with a wide range of irrigated produce. Further upstream, near today's Pueblo Boulevard were dairies. Beyond that were grazing lands under contract with the hospital. The hospital developed the "Honor Farm" as a pre-release facility among the pastures west of today's Pueblo Boulevard and this facility was later turned over to the Colorado Department of Corrections.

The Burlington Northern-Santa Fe Railroad continues to be a prominent geographic boundary for the east edge of the neighborhood. In the early century an at-grade 11th Street railroad crossing connected the West Side to downtown, and a bridge crossed the Arkansas River to connect the area with the Woodcroft Hospital on the south bank. The bridge was washed out in the flood of 1921, and the 11th Street crossing was closed in 1950.

Squatters moved into the Foundry area in the 1920's and 30's, living in "temporary" shanties and working at the CF&I steel mill. This trend continued after World War II, with many people building and

living in makeshift housing constructed of ammunition boxes and other impromptu building materials. Several of these houses are still present in the neighborhood today.

A federally funded urban renewal program helped to revitalize these shacks in 1973-74, and the same programs established city water and sewer in the area. Subsequently the Pueblo Housing Authority built a number of brick homes (for example near 17th and Adee), which were originally designed as rent-to-own housing. However, these homes were never sold.

The neighborhood has suffered from a century of underinvestment now deserves intentional consideration. The project will prioritize long-standing and persistent racial injustice in Pueblo's West Side, a Latinx, working class neighborhood. One of the key components of the area's future is to integrate, as much as possible, new development that will respect and reflect the history of the West Side community. Another aspect is to provide the means of linking the existing West Side community with new development and not have that growth turn its back on this older part of the city. The challenge is to organize a strategy to guide the future of the West Side in a manner that builds upon its strengths and organizes the resources and efforts of the residents and government to realize a common vision.

The City has meaningfully sought community input through public involvement, particularly engaging community members that will be affected by the project. A listening exercise was conducted as part of the Pueblo Area Comprehensive Plan, which included Quadrant Planning and comprehensive planning for neighborhoods. The City of Pueblo Department of Planning and Community Development, with its planning consultant, Camiros, Ltd. and the Hyde Park Neighborhood Association, then developed a citizen-driven strategic plan which can be found at

<https://www.pueblo.us/DocumentCenter/View/346/West-Side-Neighborhood-Plan?bidId=>

The process involved many dedicated individuals and groups including all the residents of the West Side neighborhood who attended meetings and/or participated in the neighborhood survey. Through the planning process, a collective vision evolved:

*"West Side Pueblo should be a diverse community that respects its past but looks forward to incorporating new development to provide a refuge for its residents, a viable workplace for its businesses, and an attractive resource for all of Pueblo."*

The strategic plan for development of the West Side designates the perimeter of the neighborhood for land use activities that take advantage of the access and visibility afforded by the region-serving highways of Pueblo Boulevard and US 50. Land use activities such as shopping and employment that generate traffic from customers and jobs are situated where their impacts to residential development is minimized. The internal structure of the West Side is organized around the pattern of drainageways and arroyos that traverse the area. The system provides a network of pedestrian trails throughout the community. Attached to the trails would be public facilities such as schools and parks and neighborhood shopping opportunities.

Accessibility in the West Side is a major concern. The neighborhood is served by a series of discontinuous north-south and east-west arterial streets. A series of left and right turns is necessary to traverse the area in an east-west direction. There is no clearly defined north-south access with the exception of Pueblo Boulevard, which forms the western edge to the neighborhood. The through-access movement is exacerbated by only two crossings of the Burlington Northern-Santa Fe rail line. The 18th Street crossing is grade-separated and the only reliable crossing and the 29th Street crossing is at-grade and subject to rail freight movements. The need for continuity of east-west and north-south routes is

evident from the responses to the public opinion poll and in neighborhood meetings. Improved accessibility in the neighborhood is viewed as a means to expose the potential of the area and its ability to attract development.

This project will modernize roads and main streets in Pueblo's West Side, prepare the City to build a bridge to provide a critical linkage to the neighborhood. In doing so, good-quality jobs that pay prevailing wages in safe and healthy workplaces will be created. It has three distinct components within Pueblo, Colorado's West Side that are eligible under title 23, United States Code or public transportation projects eligible under chapter 53 of title 49, United States Code. Each independent component aligns well with the specified selection criteria, has independent utility, and produces benefits on its own.

1. Spaulding (soon to be renamed Sun Mountain Blvd.) will be extended from 24th Street to 31st Street and two roundabouts will be constructed on where Spaulding intersects 27<sup>th</sup> Street and 31<sup>st</sup> Street.
2. Seventy West Side bus stops will be rehabilitated to comply with ADA standards.
3. A planning and design component for a 24th Street bridge and Downtown Corridor. This component is for the engagement, feasibility study and other pre-construction activities but will not result in construction with RAISE FY 2022 funding.

With certainty, the development of the neighborhood will be important for future economic development in greater Pueblo. As a result of this funding and targeted work, Pueblo's West Side neighborhood will be restored to one that thrives, attracts other investments, and is sustainable for its people now and for generations to come. Because this project will improve safety, economic strength and competitiveness, equity, and climate and sustainability consistent with DOT's strategic goals, it is a good use of taxpayer's money.

## II Project Location

The West Side neighborhood is a community of lower and middle-income families. The 2000 Census tract data for the neighborhood indicates that just over 3,500 people reside in the area. (*Note: The Census Tract boundaries and the Neighborhood Boundaries do not exactly match. Thus the majority of statistics about resident characteristics are described on a percentage basis*).

The West Side neighborhood is a comparatively new area in the larger Pueblo community. Over 42% of the housing stock was built after 1970, which compares to only 34% for the City of Pueblo as a whole. Housing types are predominantly single story with a few modular homes scattered throughout the area. The housing is occupied by persons whose income averages 13% less than for the city as a whole, and a majority of the population is Hispanic. The location of the community is such that residents have to travel outside it for many goods, community services and employment. *See Map 2.1 Project Location*

The community is relatively young – 42% of the population is estimated to be less than 25 years of age, which is 8% more than the city as a whole (34%). The median age is 30 years and households in the neighborhood average 2.8 persons in size. These characteristics are relatively consistent with those of the city as a whole. Household incomes in the neighborhood are quite low with 62% at incomes less than \$25,000 per year.

Residents of the West Side Neighborhood by and large travel outside of the neighborhood for work. On the average they commute 27 minutes to their place of work and almost 90% of them used a personal

vehicle or carpooled to work. The community survey indicated that there was no dominant job location for area residents as they traveled to various sections of the Pueblo region. The two most frequently identified occupations of residents were in service and sales, the industries that residents worked in most often were retail trade and construction.

The West Side Neighborhood contains a predominantly Hispanic population. Over 58% of the residents consider themselves Hispanic, 37% are white, and the remaining 5% are African American, American Indian or other races. The racial distribution for the City as a whole indicates that 44% of the population consider themselves Hispanic, 51% white and 5% are other races.

This project is located outside a Census-designated urbanized area with a population greater than 200,000, it is therefore designated as a rural project. Consistent with OMB's Interim Guidance for the Justice Initiative, this project is encompassed in qualifying census tracts that meet the definition of a Historically Disadvantaged Community. Furthermore, a portion of the project qualifies as an area of Persistent Poverty having had consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2009 decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the census.

**The project lies within two census tracts: the majority of the project is in CT 29.01, and the balance is in CT 2. The project is contained within a community development block grant eligible census tract meaning that at least 50% of population is low income (80% AMI). Census Tract 29.01 which effectively is everything West of Wildhorse Creek is in an Opportunity Zone (CT 2 is not). The combined income data for CT29.01 & CT2 is: 2,035 people are below 50% AMI or 39.75% of the population; 3,330 people are below 80% AMI or 65.04% of the population. See Map 2.2 Census Tract**

The land use map illustrates the concentration of residential uses in the eastern portion of the neighborhood, which were platted as the Hyde Park and Irving Park subdivisions. The most active residential development activities are occurring toward the western edge of the neighborhood in the West Valley Estates and the Sanders Subdivision. The major multi-family residential area is the Bethlehem Square apartment project in the far southern part of the area. Existing residential uses account for less than 12% of the total land area. *See Map 2.3 West Side Land Use.*

Commercial activities consist of isolated businesses scattered throughout the neighborhood. Neighborhood businesses are located along 18th and Lambert Streets. There are a few auto and construction related activities scattered in various locations and an emerging concentration of office and service-related businesses at the southeast corner of US 50 and Pueblo Boulevard. The commercial uses currently amount to less than 6.0 acres of land and less than 1% of the total area.

There are a variety of public and semi-public uses throughout the neighborhood including parks, schools, churches and other public uses. Representative uses include Wild Horse Creek Park, Caesar Chavez Academy, Holy Rosary Church and dedicated open space areas associated with platted subdivisions. The public use category amounts to 134 acres of land and to just over 7% of the total area.

The most visible characteristic of the land in the West Side is its unoccupied and open feel. Lands that are platted but vacant account for over one-half of the land in the area. The larger of these tracts are sometimes used for grazing. There are over 945.3 acres of vacant or underutilized land in the West Side Neighborhood. Vacant lands comprise 52% of the West Side, and these lands represent the potential for new development and growth in the community.

Public transportation is available through Pueblo Transit and is based on a “spoke and wheel” or radial configuration, wherein all routes serving the city circulate to a central point, the transit center at 2nd Street and Grand Street in downtown. Crosstown travel requires first a trip to the transit center, then transferring to a route to another part of the community. The route serving the West Side Neighborhood is Route 3 – Irving Place. It is outbound along 18th Street to Lambert Street, south to 13th Street and then east to Graham Street for a return on 18th Street to the Downtown Transit Center.

### III Grant Funds, Sources and Uses of all Project Funding

	Project Component		
	Capital: Spaulding (Sun Mountain) extension and roundabouts	Capital: Bus Stop Rehabilitation for ADA Compliance	Planning and Design: 24 <sup>th</sup> Street Bridge and Downtown Corridor
Current Request Federal	\$ 9,317,725	\$840,000	\$6,677,000
Prior Federal	\$0	<i>\$1,200,000 in Congressionally Directed Spending from Senators Bennet and Hickenlooper is pending for the rehabilitation of other bus stops in Pueblo</i>	\$0
City	\$0	\$0	\$0
State	\$0	\$0	\$0
Local	\$0	\$0	\$0
Other	\$0	\$0	\$0
Total	\$9,317,725	\$840,000	\$6,677,000

#### Budgets

Because the project area is in a rural area, also a historically disadvantaged community, and also of persistent poverty, this project requests 100% of the costs from RAISE grant funding.

See SF 424C 1 for: **Spaulding (Sun Mountain) Extension and Roundabouts** (Design and Build)

TOTAL for Spaulding (Sun Mountain) Extension and Roundabouts	\$ 9,317,725
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See SF 424C 2 for: **Bus Stop Rehabilitation for ADA Compliance** (Build)

All bus stops in the scope of this project design/construction will be compliant with ADA laws, regulations, and local building codes. Once the ADA requirements are met, then universal design (UD) is used. UD provides a higher level of access for people with disabilities but also accommodates the needs of everyone — children, older adults, women, and men. Most stops in this plan need remodeled; some need moved altogether because there is not enough room, or an outdoor element (e.g., utility poles, signage, and newspaper boxes) cause obstructions. This budget reflects an average for each stop in lieu of a granular budget for each of 70 stops. Labor is included in each line item.

Demolition of existing landing pad	\$1,000
Landscaping (Shrubbery and trees trimmed for both horizontal and vertical clearance)	\$150
Curb Cut	\$1,000
Traffic control	\$500
Landing pad (new pour)	\$4,700
Walkway (sidewalk extension)	\$1,900
Ramps (addressing grade-level changes between sidewalks and stop platforms)	\$2,000
Wayfinding (signage, tactile cues and landmarks)	\$0
Alighting (solar)	\$700
Wayfinding signage (already secured)	\$0
Seating and shelter provided by advertising vendor	\$0
Soil mitigation (seeding)	<u>\$50</u>
TOTAL for ONE ADA Compliant Bus Stop	\$12,000
<b>TOTAL for 70 ADA Compliant Bus Stops</b>	<b>\$ 840,000</b>

See SF 424C 3 for: **24th Street Bridge and Downtown Corridor** (Planning and Design)

<b>TOTAL for 24<sup>th</sup> Street Bridge and Downtown Corridor Planning</b>	<b>\$ 6,677,000</b>
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<b>TOTAL for all three components of project</b>	<b>\$ 16,834,725</b>
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### Other Funding Sources

Other funding sources may be available under the umbrellas of the Bipartisan Infrastructure Law (BIL) and the Infrastructure Investment and Jobs Act (IIJA) that may be pooled over multiple years. State funds may include additional state transportation dollars that may be available in future years from increased tax revenues. The alignment can be identified as a high priority in the region once it is adopted and identified in transportation plans. The State has a vested interest in the connection getting constructed as it is necessary to maintain acceptable operations along US 50. A tax increment financing (TIF) mechanism could be established within the Lower West Side Urban Renewal Area to raise revenues for the portion of the connector within the URA boundary. Additionally, the City and/or County may determine to raise local taxes in the future in the form of a rural transportation authority (RTA) or similar mechanism.

## IV Merit Criteria

The vision and plan for the West Side can be achieved through actions in a number of strategic initiative areas. Each of these strategy areas addresses not only the physical growth of the West Side, but also the more intangible aspects of neighborhood revitalization and expansion: re-establishing a community identity, re-building community pride, effectively investing the human capital of the neighborhood and fostering economic development.

### Safety

#### **Spaulding (Sun Mountain) Extension and Roundabouts** (Design and Build)

With the extension of Spaulding (Sun Mountain), residents will have a safer North/South connector to healthcare facilities, schools, and places of worship. The installation of roundabouts will be a safer alternative to traffic signals and stop signs. The tight circle of a roundabout forces drivers to slow down, and the most severe types of intersection crashes — right-angle, left-turn and head-on collisions — are unlikely. Roundabouts improve traffic flow and are better for the environment. Research shows that traffic flow improves after traditional intersections are converted to roundabouts. Less idling reduces vehicle emissions and fuel consumption. They are generally safer for pedestrians who walk on sidewalks around the perimeter and cross only one direction of traffic at a time. Crossing distances are relatively short, and traffic speeds are lower than at traditional intersections. LED streetlights as well as solar light crosswalks will be constructed to allow for more use during the night which will also deter crime.

#### **Bus Stop Rehabilitation for ADA Compliance (Build)**

For people with disabilities, inaccessible bus stops often represent the weak link in the system and can effectively prevent the use of fixed-route bus service. Improvements to the bus stops in the project area will allow disabled users to safely access stops from ADA curb ramps without entering the road. Installation of bench and solar-lighted shelter will keep passengers safe from inclement weather and crime. ADA curb at bus stop will provide disabled users ease of service, in addition to creating a safety net in risk management for the City.

#### **24<sup>th</sup> Street Bridge and Downtown Corridor (Planning and Design)**

This project will address the lack of safe access to and throughout this neighborhood. There are currently three ways to access this area, from Highway 45, 18th Street, and 29th Street. With the speed limit of 55, Highway 45 is a risk for bicyclist and pedestrian use. There are no transit routes or stops on Highway 45 within the project area. The 18th Street bridge is the main route for residents traveling downtown or the eastern part of the city, however this two-lane bridge has narrow sidewalks and not enough space for bicyclists. The current grade of this bridge also makes it difficult for residents of varying abilities and ages to use. Accessing the neighborhood from 29th street, one must cross an at-grade railroad crossing. Coming from the east, the sidewalk stops abruptly, forcing pedestrians and bicyclists to travel with vehicular traffic. Not only is the access point unsafe but does not provide a direct route to the West side, travelers must do a series of turns before reaching 24th street.

The planning and design of the 24th street bridge and downtown corridor will provide direct access to the community from downtown and other areas of the city. This will also improve response times for emergency services to this neighborhood. Adequate space and facilities such as bike lanes, wide sidewalks, ADA Curb ramps, and street lighting will be implemented into the design to safely accommodate all multimodal transportation.

### [Environmental Sustainability](#)

#### **Spaulding (Sun Mountain) Extension and Roundabout (Design and Build)**

Construction will reduce the amount of travel time for north/south travelers. Construction of sidewalks and bike lanes along this corridor will encourage more multi-modal use that can replace vehicular travel and reduce carbon emissions. With the construction of this corridor, there is greater chance for more transit routes that will connect to different amenities and encourage more riders because of the increased level of service.



Sustainable construction materials and practices such as fly ash in the concrete, recycled concrete aggregate, reclaimed asphalt pavement, recycled tires for sidewalks will be considered. Other environmentally sustainable actions such as purchasing local materials, using dust control measures, quality design of storm water runoff, erosion control, reduction of water use, irrigation and landscaping best practices will be considered.

## **24<sup>th</sup> Street Bridge and Downtown Corridor (Planning and Design)**

One of the determining factors to select a consultant to plan and design the 24th Street Bridge and Downtown Corridor will be their knowledge and ability to include sustainable design and solutions.

### Quality of Life

Pueblo's Public Works and traffic engineers are increasingly considering public health and quality of life (QOL) in transportation and other domains. Changes to Pueblo's West Side will address three components of the transportation system: the built environment, vehicle traffic, and mobility/accessibility.

To complement policies aimed at enhancing safety, reducing vehicle emissions, and promoting active travel and transit modes, transportation planners will exploit the built environment as a tool to enhance physical well-being. Specifically, plans leverage greater land use mix, walkability, and access. Additionally, physical activity for transportation (e.g., walking, bicycling, or walking to transit) can enhance one's physical well-being and, therefore, quality of life. Public transit users have significantly higher levels of physical activity than drivers. Consequently, the public transit system will be enhanced in the project.

Finally, where you live determines how easy or difficult it is to get to important places, like your job, your children's school, or the grocery store, which in turn determines how much money you must spend on transportation. Drivers will spend less on fuel thereby increasing economic well-being.

The planning phase of this project has already built a shared sense of community pride and concern. When complete, the results will further increase quality of life by:

- increasing affordable and accessible transportation choices and equity for individuals;
- reducing transportation cost burdens; and
- increasing opportunities for social interaction and community involvement.

Still, the City is compelled to do more. Ancillary to this RAISE project, the City will:

- strengthen and aggressively enforce health and land use codes;
- install night lighting improvements at crime hot spots;
- increase neighborhood-based crime prevention and police presence;
- continue regular community meetings; and
- establish a feedback mechanism.

### Mobility and Community Connectivity

A transportation system plays an important role in ensuring that travelers can reach everyday destinations safely, reliably, and conveniently. Street design, the presence and quality of bicycle and

pedestrian infrastructure, bus stop shelters and signage, and the design of the street grid influence neighborhood-level access to destinations such as grocery stores, schools, parks, and doctors' offices.

As it is now, West Side commuters' destinations might not be that far away as the crow flies, but by travel time it is. From a perspective of accessibility, travel time, travel cost, travel options, comfort are all burdensome when traveling in or out of Pueblo's West Side. Construction changes on the West Side will decrease commute times significantly. Social well-being (the quality of one's social support network, family or personal relationships, and level of community involvement) will be improved by making it less difficult to travel and, in turn, easier to develop and maintain social connections.

A detailed review of existing pedestrian and bicycle networks revealed gaps in the non-motorized network and opportunities to allow for greater mobility through better transit and increased walkability. These improvements include internal connections between private sites (i.e. multifamily developments) facilities like sidewalks and transit, and crossing locations that support access to transit and greenways, among other paths of travel across the corridor.

This project component will improve access to and from the West Side, increase travel time reliability, and decrease transportation costs and improve access. Planned improvements to increase connectivity include the following:

- Improvements to transportation surface roads to commercial and institutional activity centers in, such as the public transportation hub and the central business district.
- Adding bus stops between key destinations required to satisfy daily needs so that walking or bicycling are attractive and practical options for frequent trips that take place close to home.
- Improving local pedestrian and bicycle infrastructure and parking, particularly at key access points to neighborhood destinations including pedestrian crossings on busy main roads, public transportation stops and stations, and paths that provide safe access to schools.

Transit agencies are required to provide accessible transit, and accessible bus stops are an integral part of an accessible system. There are 22,560 persons, or 20.9% of the City's population, who identify as having one or more disabilities. This means that on average, for every five disabled persons, there are nine reported disabilities. Among these, 12,431 reported an ambulatory disability. 13.8% of the elderly report an ambulatory disability. Over 35% of individuals with disabilities live below the poverty line.

Mitigating physical barriers is a mobility investment that will create new connections and opportunities for underserved communities that are underserved by transportation. Funding will be used to install/remodel 70 bus stops on Pueblo's West Side to comply with ADA regulations for individuals with disabilities who cannot use fixed-route bus service. This change will bring bus boarding and alighting areas to compliance with the ADA-ABA Guidelines (Section 810.2), which address surfaces, dimensions; connection to sidewalks, streets and pedestrian paths; slope; signs; and public address systems. Shelters, lighting, and other features such as wayfinding signs, clear transit information at the eye level of a wheelchair user, and other basic improvements will be added to meet codes, as well as state and local codes relating to public rights-of-way elements. While most existing bus stops can be remodeled, some will need moved to a different location on the same route. *See Map 4.1: Bus Stops*

Accessibility improvements for people with disabilities enhance the usability of transit systems for all riders, not just a small percentage of the transit ridership. For example, paving a grassy surface to serve as a bus stop boarding and alighting area provides a stable surface for waiting patrons; adequate lighting will help minimize the security issues of using the bus after dark; and good information reduces ambiguity of the system. Accessibility improvements should be viewed within the context of general system usability.

Accessibility improvements also benefit people with a range of disabilities, from physical conditions affecting mobility, stamina, sight, hearing, and speech to other conditions, such as emotional illness and learning disorders. Such disabilities may or may not be evident to others. The percentage of the U.S. population affected by a condition that constitutes a disability under the ADA is expected to increase over the coming decades, in part due to the growing older adult population. Additionally, transit users carrying packages or luggage, pushing children in strollers, or otherwise transporting items will also benefit from accessibility improvements. See Letter 1.1 and Letter 1.2 as evidence of wide community support for conversion of bus stops to ADA compliance.

## Economic Competitiveness and Opportunity

US 50 and Pueblo Boulevard are already critically important for rural transportation and import/export into the city's businesses. However, it is clumsy to traverse increased focus on the efficiency and costs of transport services (on which competitiveness is largely dependent) jeopardizes economic Pueblo's competitiveness. RAISE funding will afford Pueblo the opportunity to reimagine and rebuild a new economy.

The City will designate the entire Foundry Area for industrial use which will catalyze highway commercial activities along the US 50 and Pueblo Boulevard frontage. An industrial park image will be created through signage, land assemblage and street improvements. It will take advantage of the vehicular traffic volumes, highway capacity and visibility along US 50 and Pueblo Boulevard, building upon the existing development at the interchange of US 50 and Pueblo Boulevard and extends southward along Pueblo Boulevard.

When this project is completed, the West Side may become a community where businesses are developed and thrive, where entrepreneurs establish businesses and where a wide range of retail services is offered. Due to the extent of new development opportunities present in the West Side an analysis was conducted to estimate the population and demands for public services and facilities that may result from the proposed plan. With some assumptions, the number of housing units in the West Side neighborhood could increase by 380%. There are currently an estimated 724 housing units in the area (based on field count and county assessor's data and excluding the Foundry area). New residential units are estimated to add 2,797 units for a total of 3,521 housing units.

As the neighborhood grows there would be an increased demand to provide for the day-to-day living needs of the immediate area. These needs are often called convenience goods and include food, prescription drugs, gift items and personal services such as dry cleaning, hair and nail care, and video rental. Takeout food and small sit-down restaurants also become more feasible as populations increase. In addition to convenience goods other goods may become feasible to provide and would include apparel and specialty stores, hardware, lawn and garden, and banks. It is estimated that the projected 9,250 people who may reside in the West Side neighborhood could support commercial activities that would consume just over 25 acres of land.

Pueblo Economic Development Corporation (PEDCo) has been put on notice to develop West Side neighborhood commercial centers at 18th and Lambert, and 24th and Spaulding. As neighborhood commercial centers are established, it will have a pedestrian-oriented environment. The pedestrian orientation of the 18th Street corridor will extend from Wild Horse Creek Park to Hyde Park and connect the neighborhood commercial area and Caesar Chavez Academy along the route. As residential development grows a second neighborhood commercial area in the vicinity of 24th and Scott Streets may be encouraged to serve the convenience needs of surrounding residents.

It is notable that as new jobs are created, the City uses geographical and economic hiring preferences, including local hire, for construction jobs, subject to any applicable State and local laws, policies, and procedures. Project labor agreements are consistent with the definition and standards outlined in Executive Order 13502. The City also provides equity access to contracts for minority-owned businesses with an 8a certification, which is ostensibly focused on racial minorities, but racial minority is not the only form of eligibility. Anyone who can demonstrate social disadvantage has access to the program.

## State of Good Repair

The City has developed and uses State of Good Repair performance measures that assess asset condition, age, and performance data. This project will create and restore core infrastructure assets to their full level of performance to preserve and expand RAISE funding investments, including the vulnerabilities of the 29<sup>th</sup> street grade railroad crossing.

The 24<sup>th</sup> St bridge is going to be an alternative to the 18<sup>th</sup> St bridge and the 24<sup>th</sup> St bridge will be the “connection” from west side to downtown, will have the appropriate capacity, meet safety standards, and will have multimodal options (pedestrian, ADA compliance, bicycle and transit). The existing 18<sup>th</sup> St bridge (which is the current connection) does not have those features.

The 18<sup>th</sup> Street bridge, a capital asset, is not currently operating at its full level of performance. It is in marginal state of repair and does not meet the minimum threshold for Department standards or other applicable regulations or standards for maintenance of way requirements. Construction of the 24<sup>th</sup> Street bridge will provide the access that 18<sup>th</sup> Street bridge cannot; 18<sup>th</sup> Street bridge will be razed and rebuilt at a later time.

After the improvements are installed, the City of Pueblo Public Works Department will maintain the curb, gutter, ADA curb ramps, pavement marking/stripping, signage, and the streets that are located in City right of way, meaning the city will repair and replace any damage done to the appurtenances. The City owns a street sweeper and sweeps the streets (including gutters) periodically. As the bike lane striping and pavement markings wear down, the City will also restripe as necessary. The City owns a striping machine for this purpose. The City of Pueblo has a sign shop and will replace broken or worn signs. Additionally, the City has annual maintenance funds for such purposes.

Per the Pueblo City Code of Ordinances, the sidewalk maintenance is the responsibility of the adjacent property owners. This includes repairing broken and damaged sidewalks, or sidewalks that have fallen out of ADA compliance. Sidewalk sweeping, snow removal, etc. also are the adjacent property owner’s responsibility.

## Partnership and Collaboration

Implementation of this ambitious plan will require the involvement of the City of Pueblo, Pueblo County, other local groups, private businesses and local institutions.

A focal point of the strategic planning was the Hyde Park Neighborhood Association which began during the 1970’s and has been in existence continuously since that time. They have been responsible for many improvements throughout the neighborhood and served as the primary community contact throughout the plan development process. Other collaborators include Neighborhood Housing Services of Pueblo, Inc., City of Pueblo Departments of Planning, Land Use Administration, Housing and Citizen Services,

Public Works, Parks & Recreation, Transportation & Transit Authority, The Pueblo City/County Health Department, The Colorado State University Community Technical Assistance Program.

Neighborworks Southern Colorado is currently planning an affordable housing development, Hyde Park Gardens, that is moderately dependent on this project and, consequently, engaged with the planning and development. They provide a complete range of homebuyer resources to prepare prospective homebuyers to become financially self-reliant homeowners. For this West Side project, they are engaging prospective residents in the dialogue.

Administrators and the school's stakeholders at Chávez/Huerta K-12 Preparatory Academy (CHPA), encompassing César Chávez Academy (CCA- K-5th), Ersilia Cruz Middle School (ECMS 6th – 8th ) and Dolores Huerta Preparatory High (DHPH 9th – 12th), which sit squarely in the middle of Pueblo's West Side. Ersilia Cruz Middle School was named after community advocate Ersilia Cruz, who was dedicated to improving the community she loved. It is notable that she was the President of the Hyde Park Neighborhood Association at the time of the crafting of the neighborhood's strategic plan.

Perhaps the most significant partner in this project now is The Pueblo Area Council of Governments (PACOG), the designated Metropolitan Planning Organization (MPO) for the Pueblo area as required by Title 23 of federal statutes for both long-term and short-term urban transportation planning. PACOG has the responsibility for carrying out the "continuing, comprehensive, and coordinated" ("3C") transportation planning process rests jointly with the Colorado Department of Transportation (CDOT) and PACOG. The PACOG transportation planning activities are carried out by the City of Pueblo's Urban Transportation Planning Division, which utilizes the resources of the City of Pueblo's Transportation Department, the Pueblo County Department of Planning, and various external consulting firms. Contracts and agreements for the administration of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Consolidated Planning Grant (CPG) funds are executed by CDOT and PACOG based on the program objectives of the current Unified Planning Work Program (UPWP) and implemented by the Urban Transportation Planning Division as authorized and directed by the PACOG Board of Directors.

## Innovation

### Innovative Technologies

#### **Asphalt**

To the untrained eye, a road surface is just a layer of asphalt or concrete. But there is an abundance of products, techniques and treatments that can do everything from preventing pavement from cracking to lessening traffic noise to helping us conserve water. As a result of the focus on green technologies that is permeating the industry, asphalt mixes are being developed that have less of an impact on the environment. Spaulding Blvd. will be constructed using Duraclime, a warm mix that meets all the specifications of a hot mix. Because it is manufactured at a lower temperature, odour, smoke, fuel consumption and emissions are reduced during manufacturing which can lower the carbon footprint of an asphalt-producing plant by up to 20%. Duraclime is about the same cost as traditional hot-mix asphalt and the technical data coming out of analyses concludes that warm mixes are equivalent to hot mixes in terms of performance standards.

The project is also expected to use eco-friendly ingredients: another way manufacturers are making roads more sustainable from an environmental perspective by using recycled material in the mix. For instance, Vegecol that is made entirely from renewable, plant-based material and can be used on major

roads as well as for walking and biking paths. Like Duraclime, Vegecol is manufactured at a cooler temperature, reducing its carbon footprint. As an added benefit, there are no petrochemical ingredients to contaminate run off water.

## **Crossings**

Pedestrians and drivers are now less aware of one another than ever before thanks to smartphones and in-car infotainment systems. The project will be designed to help prevent accidents between pedestrians and drivers at pedestrian crossings. The City of Pueblo is considering deploying an innovative technology designed by a team at the Korea Institute of Civil Engineering and Building Technology, and involves a range of lights, electronic signs and an app, which will cost the City approximately \$13,000 per crossing to install. There are three ways in which a driver is alerted to the presence of a pedestrian: 1) A thermal imaging camera detects a pedestrian approaching the crossing. 2) When someone is detected, LED warning lights that are embedded in the asphalt either side of the crossing are illuminated and 3) Once the vehicle is 30 meters or less from the crossing, a blinking electronic sign illuminates to warn the driver of the pedestrian. Similarly, there are three ways in which a pedestrian is warned of an oncoming vehicle: 1) A warning image is projected onto the ground in front of the pedestrian if the approaching car is travelling faster than 10 km/h (6 mph). This should alert pedestrians looking at smartphones or other hand-held devices, or the elderly who more often look at the ground when walking. 2) An audible alarm sounds to attract the pedestrian's attention. 3) An app on the pedestrian's phone causes it to vibrate and to sound a separate alarm. As the City is emphasizing making the West Side more walkable, it wants to also pilot this technology at key pedestrian crossings.

## **Lighting**

LED streetlights will be used as an effective alternative to standard streetlamps. LEDs don't produce as much heat, are more resistant to damage, and provide brighter light than traditional bulbs. They will be powered by photovoltaic panels mounted on the lighting structure or integrated in the pole itself. The photovoltaic panels charge a rechargeable battery, which powers a fluorescent or LED lamp during the night.

Solar bus stop lighting will improve transit safety and visibility. Standalone lights will provide reliable, bright lighting, a pleasing aesthetic, and a very simple installation process in which no utility connection is required. Solar powered, blinking pedestrian signs will also be added at pedestrian crossings in the project area.

## **Reduction of Automobile Dependence**

This project will add bike and rolling lanes wherever possible so that residents can maintain sufficient physical distance from others, including on Spaulding and connector routes to parks, open spaces, and the nearby schools. Additionally, bus stops on the "blue line" will be added to further increase connectivity between the West Side and the downtown corridor, and to connect two of the current radial routes to each other so that riders need not travel to the hub to travel within the West Side.

## **Innovative Project Delivery**

Extension of Spaulding and its roundabouts will use the design-build approach to condense the delivery schedule by overlapping the project's design and construction phases. That said, this project includes

planning for a future bridge on 24<sup>th</sup> Street so that specific project is shovel ready when future funding opportunities under BIL and IIJA open.

Generally, the bus stop infrastructure is already in place, but it needs to be rehabilitated now and maintained properly and before deformation or deterioration occurs that effects safe usage. At one time, the City retained in-house staff for most maintenance activities, but now procure these services from the private sector. The City has recently moved from procurement via yearly or multiyear agreements, using separate contracts for each activity and with a labor rate or unit price. More recently, the City has moved to innovative methods of procuring maintenance activities for all products and services under one contract and for a longer term. The agreements specify “outcome-based criteria”, which provides the contractor with more flexibility, innovation potential, and cost savings measures for the City. The contract mechanism is via a “Lump Sum” contract for all services over the duration of the contract period.

Pueblo, Colorado is just putting a toe into the waters of alternative delivery.

## Innovative Financing

This project does NOT include a public-private partnership (PPP) funding model.

## V Project Readiness: Environmental Risk

### Environmental Risk

The City of Pueblo will subcontract with environmental professionals as well as work with the local Colorado Department of Transportation Environmental staff to properly address any environmental risks.

Environmental clearance will be completed for archeological sites, threatened, and endangered species, noise, migratory birds, hazardous materials, contaminated soils, water quality/SWMP. While project is under construction best management practices will be used for dust and noise mitigation, erosion control, and brush fire prevention. Stormwater management plans and as well as wetland clearances will also be required.

### Project Schedule

All necessary activities will be complete to allow RAISE grant funds to be obligated sufficiently in advance of the statutory deadline. The project can begin construction upon obligation of grant funds and completed by September 30, 2026. Funds will be spent expeditiously once construction starts, with all funds expended not later than September 30, 2036. All real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary.

**Spaulding (Sun Mountain) Extension and Roundabout (Design and Build)**

	Start Date	End Date
State and local planning approvals (e.g., STIP)	10/1/22	12/31/22
NEPA environmental reviews	1/1/23	06/01/23
other Federal reviews and approvals	01/01/23	06/01/23
permitting	06/01/23	08/01/23
design completion	08/01/23	12/01/23
right of way acquisition	12/01/23	3/01/24
approval of plans	03/01/24	07/01/24
specifications and estimates	07/01/24	08/01/24
procurement	08/01/24	08/30/24
State and local approvals	08/01/23	09/30/24
public involvement	08/01/23	08/30/24
project partnership and implementation agreements	08/30/24	09/30/24
Clearances (environmental, utilities)	10/1/24	12/1/24
Erosion control and dust mitigation	3/1/24	9/1/25
Survey and grade	3/1/25	9/1/25
Concrete flatwork (sidewalks, curb gutter, roundabout const)	9/1/25	4/1/26
Asphalt	4/1/26	7/1/26
Punchlist	8/1/26	9/1/26
Final walk through	9/1/26	9/30/26
Completion		9/30/26

**Bus Stop Rehabilitation for ADA Compliance (Build)**

The Americans with Disabilities Act (ADA) outlines the minimum ADA requirements for the placement of bus stops and amenities. These standards are based on the Americans with Disabilities Act of 1990 and the subsequent ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). Most stops in this plan need remodeled; some need moved altogether because there is not enough room, or an outdoor element (e.g., utility poles, signage, and newspaper boxes) cause obstructions. Once ADA Standards are met, Universal Design will go beyond the minimum requirements to create environments usable by all individuals, including those with disabilities, which provide a higher level of access. Effectively, the design is complete, the City already has right of way and the project is shovel ready.

	Start Date	End Date
Local planning approvals (e.g., TIP)	10/1/22	11/30/22
procurement	12/1/22	1/30/23
Construction	2/1/23	6/30/26
Completion		9/30/26

**24<sup>th</sup> Street Bridge and Downtown Corridor (Plan and Design)**

	Start Date	End Date
Scope of work and purchasing agreement	10/1/22	12/1/22
Request for proposal	12/1/22	2/1/23
Proposal Selection	2/1/23	3/1/23



Public Involvement	4/1/23	9/1/24
Draft plan and design	8/1/23	1/1/24
Modifications and adjustments	2/1/24	9/1/24
Final plan and design	9/1/24	1/1/25
Plan adoption and approval		9/30/26

## Required Approvals

The City has or will have received all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process.

## Public Engagement

Significant public engagement about the project that has occurred as described in Section I: Project Description. The City has meaningfully sought community input, particularly engaging community members that will be affected by the project. The City of Pueblo Department of Planning and Community Development, with its planning consultant, Camiros, Ltd. and the Hyde Park Neighborhood Association, engaged in a months-long process to develop a strategic plan. Among other things, the plan addresses the neighborhood’s surface roads.

## Environmental Permits and Reviews.

An environmental scan for the project’s study area was prepared by All Phase Environmental Consultants, Inc. in May 2016. A separate Environmental Scan Report is available, but the results of the environmental scan is summarized here.

Environmental Justice	The study area is primarily located within zip code 81003 in the City of Pueblo. 2010 US Census data for the Pueblo 81003 zip code indicates that 49.8% of the population is Hispanic, 44.1% of the population is white alone, and 6.1% is some other race. The median income for a household in 2013 was \$28,273. An estimate in the 2010-2014 American Community Survey shows 26.3% of all people live below the poverty level. Both the percentage of the population that is minority as well as the percentage of people living below the poverty level are above the county-wide average.
Water Resources	Wildhorse Creek is a riverine that flows along the western border of the Study Area. The area of the creek from West 18th Street south to West 11th Street is Wildhorse Creek Park. The headwaters are north of Pueblo and it flows into the Arkansas River just south of the Study Area.
Hazardous Materials	An EDR Radius Map report dated February 2, 2016 and Sanborn Maps dated February 3, 2016 were obtained through Environmental Resources Inc. (EDR) for the study area. The locations with reported environmental issues have no violations and any open cases have been closed.
Floodplains	The project area west of the railroad tracks lies within either Zone A10 or Zone B (majority).

Wetlands	There is one wetland listed in the approximate planning area according the National Wetland Inventory (NWI) Wetlands Mapper. The map shows an area of Riverine wetland (Wildhorse Creek) along the western border of the planning area. A map illustration of the wetlands with an accompanying legend including descriptions, and the proximity to the proposed action is shown in Map 5.1 West Side Wetland Study.						
TES Species	<p>According to the U.S. Fish and Wildlife Endangered Species Act Species List (IPac Trust Resource List), the following federally listed species are known to occur in Pueblo County:</p> <table border="0"> <tr> <td>Birds</td> <td>Mexican Spottel Owl, threatened</td> </tr> <tr> <td>Fishes</td> <td>Arkansas Darter, candidate Greenback Cutthroat Trout, threatened</td> </tr> <tr> <td>Mammals</td> <td>Black-Footed Ferret, experimental Canada Lynx, threatened</td> </tr> </table> <p>The current planning area is not expected to affect any designated critical habitat for these species. There are none in the vicinity of the project</p>	Birds	Mexican Spottel Owl, threatened	Fishes	Arkansas Darter, candidate Greenback Cutthroat Trout, threatened	Mammals	Black-Footed Ferret, experimental Canada Lynx, threatened
Birds	Mexican Spottel Owl, threatened						
Fishes	Arkansas Darter, candidate Greenback Cutthroat Trout, threatened						
Mammals	Black-Footed Ferret, experimental Canada Lynx, threatened						
Cultural, Historical and Archaeological Resources	A cultural resource inventory of the study area was completed using the tolls available from the State Historic Preservation Office’s online resources. A search of the National Historic Places Register (both state and federal) shows there are no cultural sites of importance within the study area.						
Paleontological Resources	There are no known resources in the Study Area.						
Air Quality	The Colorado Department of Public Health and Environment (CDPHE) Air Quality Division was contacted and it was confirmed that Pueblo is in attainment on all areas of concern and no further data was available.						
Soils	Per the United States Department of Agriculture (USDA) Web Soil Survey, there are 3 main soils in the project area; Glenberg-Haverside complex (Gh), Haversid silt loam (Ha) and Heldt sitly clay loam (He).						

## State and Local Approvals

If awarded, the City will work with a variety of agencies, entities, and departments to obtain various state and local approvals. The City of Pueblo will work with the Pueblo Area Council of Governments (PACOG) / Metropolitan Planning Organization (MPO) to include project into the Transportation Improvement Program (TIP) to be approved and included into the State Transportation Improvement Program. Changes and amendments will be communicated with MPO staff to follow PACOG TIP process, amendments, and approvals.

Federally funded projects are administered through the Colorado Department of Transportation (CDOT), and the project will be considered a “local agency (LA) project CDOT first accepts the federal funds, and associated risks, of local federal-aid funds that we are required to oversee. When a Notice of Award is received, Pueblo City Council and the (strong) Mayor must budget and appropriate the funds through vote of an ordinance.

The City will collaborate with CDOT to review plans and obtain clearances (such as environmental, right-of-way, and utility clearance). All utility companies and City departments will review plans and have

opportunities to provide feedback before approving the plans. There will also be public meetings and opportunities for the public to provide input and comments. Before construction starts, we will notify the public and adjacent neighbors. Since this will be a local agency project, the City will follow all of CDOT’s protocols for local agency projects, including obtaining competitive bids, completing all necessary forms, etc. Once construction starts, all work will be inspected by both the City and CDOT to make sure the work complies with the plans and specifications. Federally funded projects have to comply with Davis Bacon minimum wages. Wages will be verified by both the City and CDOT. All payments to contractors will be reviewed and approved by both the City’s departments (Public Works and Finance) and CDOT.

The City has been awarded many federal and state funded grants and has great working relationships with CDOT. CDOT’s processes and procedures have been developed to mitigate their risk with regard to accepting federal funding as a “pass-through” entity. We have been doing this successfully together for decades.

In general, right of way and easements would need to be obtained. In this case, right of way and easements have already been obtained for both the construction of Sun Mountain and the future construction of the W. 24th St bridge.

A notarized statement of easement and right-of-way on Sun Mountain Boulevard is attached. It provides express right to construct the roundabouts where the road crosses 27th and 31st Streets and further shows that the compensation plan for same was exactly \$1. It is notable that the City already has right-of-way acquisition for the 24th St bridge and its connectors included in the planning and design component of this project. No more right of way is needed.

When a Notice of Award is received, Pueblo City Council and the (strong) Mayor must budget and appropriate the funds through vote of an ordinance.

### Federal Transportation Requirements Affecting State and Local Planning

The City of Pueblo will work with the Pueblo Area Council of Governments (PACOG) / Metropolitan Planning Organization (MPO) to include project into the Transportation Improvement Program (TIP) to be approved and included into the State Transportation Improvement Program. Changes and amendments will be communicated with MPO staff to follow PACOG TIP process, amendments, and approvals.

### Assessment of Project Risks and Mitigation Strategies

Murphy’s law honors the inevitable. In turn, the City accept the value of contingency planning which guarantees the continuity of projects. The Director of Public Works will serve as the Risk Manager for this project and work with the project team to ensure that risks are actively identified, analyzed, and managed throughout the life of the project. Risks will be identified as early as possible in the project so as to minimize their impact.

Project Status	Risk Issue	Mitigation Strategy
Long-range Planning/Project	<ul style="list-style-type: none"> <li>• Funding uncertainty</li> <li>• Competing projects</li> </ul>	<ul style="list-style-type: none"> <li>• Environmental scan is complete and reveals no fatal or significant environmental impacts.</li> </ul>

Preliminary Engineering	<ul style="list-style-type: none"> <li>• Changes to project scope and budget</li> <li>• Costs of environmental compliance</li> <li>• Appropriate procurement methods</li> <li>• Changes in design requirements</li> <li>• Technical uncertainties</li> </ul>	<ul style="list-style-type: none"> <li>• Right-of-way acquisition is complete.</li> <li>• The Burlington Northern-Santa Fe railroad line and the intersection access limitations of the major perimeter roadways surrounding the neighborhood hamper access to and through the West Side Neighborhood. There are only two rail-road crossings connecting the West Side with other parts of the city to the east – a grade separated crossing at 18th Street and an at-grade crossing at 29th Street. The number of intersections along US 50 and State Highway 45 (Pueblo Boulevard) is limited by the State in order to facilitate efficient regional traffic flow. Thus, plans for improvements to local and through traffic are constrained by a combination of physical barriers and the application of sound transportation planning principles to facilitate regional traffic.</li> </ul>
Final Design	<ul style="list-style-type: none"> <li>• Changes to project scope and budget</li> <li>• Errors or omissions in quantities, inaccurate unit prices</li> <li>• Changes in design requirements</li> </ul>	<ul style="list-style-type: none"> <li>• The landscape of national and global politics may create budget changes beyond our control. The City has made good effort to estimate costs but will not present a finalized budget until the project plan and schedule are complete.</li> <li>• The City has an excellent reputation for completing projects under budget and by deadline. The Finance Department, including the Grant Compliance Officer, will evaluate and monitor risks to cost by creating a reporting routine to outline each expenditure.</li> </ul>
Construction	<ul style="list-style-type: none"> <li>• Contractor performance, construction quality</li> <li>• Unanticipated site/working conditions</li> <li>• Field design changes</li> <li>• Construction safety</li> <li>• Weather</li> <li>• Availability of labor</li> </ul>	<ul style="list-style-type: none"> <li>• Weekly updates to evaluate the timeliness of all benchmarks. Public Works teams can then reassess and keep track of any issues that could risk the project falling behind schedule. Public Works uses project management tools to help monitor and evaluate time management and project schedule.</li> </ul>

## VI Benefit Cost Analysis

Because the project application includes three related sub-projects with both capital and planning activities, the Benefit-Cost Analysis provided addresses the sub-projects that include infrastructure construction that will result in direct benefit to the public. The U.S. DOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs (March 2020) was used as the framework for performing the analysis.

### **Spaulding (Sun Mountain) Extension and Roundabouts (Design and Build)**

Construction of Sun Mountain Boulevard between W. 31st Street and W. 24th Street generates benefit-cost (B/C) ratios of 3.7 to 5.4 depending on the discount rate used in the analysis. Because the project constructs a new roadway to provide connectivity between otherwise isolated sections of the City, the baseline option of “do nothing” is used for a point of comparison in determining the B/C ratio of the construction project. The Sun Mountain construction project assumed that the public would receive direct benefit in terms of time savings, fuel cost savings, and savings generated by public benefits related to greenhouse gas and emissions reductions. There are also a number of other intangible benefits that were not quantified in the analysis that would further add to the public benefit by completing the project such as increasing the viability of additional development in the immediate project area and creating safe pedestrian and bicycle corridors that connect residents to other parts of the City.

### **Bus Stop Rehabilitation for ADA Compliance (Build)**

Upgrades to bus stops on the West Side of the City will also result in public benefit. Improving the quality and accessibility of City bus stops will increase ridership. Increased ridership results in fewer vehicles on the road, lower greenhouse gas emissions, and increased revenue to Pueblo Transit that will allow improved service to City residents.

### **24th Street Bridge and Downtown Corridor (Planning and Design)**

This subproject does not include any construction activities, but the planning study will include a benefit-cost analysis that assists in the selection of the most appropriate routes for the planned corridor and a cost-effective design solution for the proposed 24th Street bridge and other required roadway improvements. If awarded, the project also sets aside funding to complete the acquisition of additional right-of-way that would be required to implement the project. Ultimately, this project will create a “shovel-ready” project, but a detailed benefit-cost analysis has not been prepared for this planning/design activity.

# Attachments

## Forms SF 424C

### SF 424C 1 Spaulding (Sun Mountain) Extension and Roundabouts

<b>BUDGET INFORMATION - Construction Programs</b>			
<i>NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.</i>			
COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 0.00	\$ 0.00	\$ 0.00
2. Land, structures, rights-of-way, appraisals, etc.	\$ 0.00	\$ 0.00	\$ 0.00
3. Relocation expenses and payments	\$ 0.00	\$ 0.00	\$ 0.00
4. Architectural and engineering fees	\$ 1,050,000.00	\$ 0.00	\$ 1,050,000.00
5. Other architectural and engineering fees	\$ 100,000.00	\$ 0.00	\$ 100,000.00
6. Project inspection fees	\$ 0.00	\$ 0.00	\$ 0.00
7. Site work	\$ 0.00	\$ 0.00	\$ 0.00
8. Demolition and removal	\$ 0.00	\$ 0.00	\$ 0.00
9. Construction	\$ 6,952,370.00	\$ 0.00	\$ 6,952,370.00
10. Equipment	\$ 0.00	\$ 0.00	\$ 0.00
11. Miscellaneous	\$ 0.00	\$ 0.00	\$ 0.00
12. SUBTOTAL (sum of lines 1-11)	\$ 8,102,370.00	\$ 0.00	\$ 8,102,370.00
13. Contingencies	\$ 1,215,355.00	\$ 0.00	\$ 1,215,355.00
14. SUBTOTAL	\$ 9,317,725.00	\$ 0.00	\$ 9,317,725.00
15. Project (program) income	\$ 0.00	\$ 0.00	\$ 0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 9,317,725.00	\$ 0.00	\$ 9,317,725.00
<b>FEDERAL FUNDING</b>			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X 100 %* Enter the resulting Federal share.			\$ 9,317,725.00

\* Because the project area is in a rural area, also a historically disadvantaged community, and also of persistent poverty, this project requests 100% of the costs from RAISE grant funding.

<b>BUDGET INFORMATION – Construction Programs</b>			
<i>NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.</i>			
COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 0.00	\$ 0.00	\$ 0.00
2. Land, structures, rights-of-way, appraisals, etc.	\$ 0.00	\$ 0.00	\$ 0.00
3. Relocation expenses and payments	\$ 0.00	\$ 0.00	\$ 0.00
4. Architectural and engineering fees	\$ 0.00	\$ 0.00	\$ 0.00
5. Other architectural and engineering fees	\$ 0.00	\$ 0.00	\$ 0.00
6. Project inspection fees	\$ 0.00	\$ 0.00	\$ 0.00
7. Site work	\$ 10,500.00	\$ 0.00	\$ 10,500.00
8. Demolition and removal	\$ 70,000.00	\$ 0.00	\$ 70,000.00
9. Construction	\$ 705,600.00	\$ 0.00	\$ 705,600.00
10. Equipment	\$ 4,900.00	\$ 0.00	\$ 4,900.00
11. Miscellaneous	\$ 49,000.00	\$ 0.00	\$ 49,000.00
12. SUBTOTAL (sum of lines 1-11)	\$ 840,000.00	\$ 0.00	\$ 840,000.00
13. Contingencies	\$ 0.00	\$ 0.00	\$ 0.00
14. SUBTOTAL	\$ 840,000.00	\$ 0.00	\$ 840,000.00
15. Project (program) income	\$ 0.00	\$ 0.00	\$ 0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 840,000.00	\$ 0.00	\$ 840,000.00
<b>FEDERAL FUNDING</b>			
17. Federal assistance requested, calculate as follows:  (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <b>100 %*</b> Enter the resulting Federal share.			\$ 840,000.00

**\*Because the project area is in a rural area, also a historically disadvantaged community, and an area of persistent poverty, this project requests 100% of the costs from RAISE grant funding.**

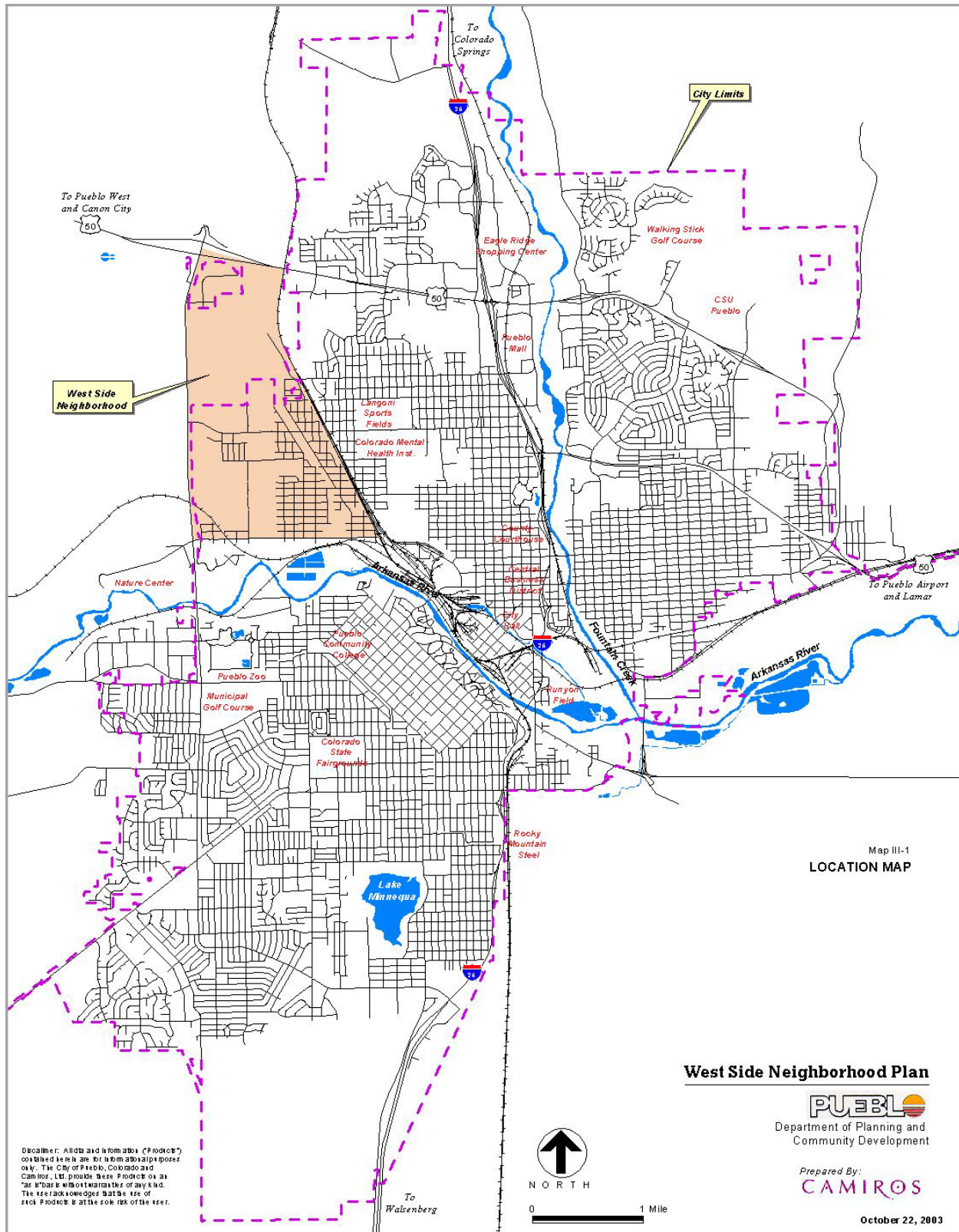
<b>BUDGET INFORMATION - Construction Programs</b>			
<i>NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.</i>			
COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 0.00	\$ 0.00	\$ 0.00
2. Land, structures, rights-of-way, appraisals, etc.	\$ 220,000.00	\$ 0.00	\$ 220,000.00
3. Relocation expenses and payments	\$ 0.00	\$ 0.00	\$ 0.00
4. Architectural and engineering fees	\$ 5,500,000.00	\$ 0.00	\$ 5,500,000.00
5. Other architectural and engineering fees	\$ 200,000.00	\$ 0.00	\$ 200,000.00
6. Project inspection fees	\$ 0.00	\$ 0.00	\$ 0.00
7. Site work	\$ 0.00	\$ 0.00	\$ 0.00
8. Demolition and removal	\$ 0.00	\$ 0.00	\$ 0.00
9. Construction	\$ 0.00	\$ 0.00	\$ 0.00
10. Equipment	\$ 0.00	\$ 0.00	\$ 0.00
11. Miscellaneous	\$ 150,000.00	\$ 0.00	\$ 150,000.00
12. SUBTOTAL (sum of lines 1-11)	\$ 6,070,000.00	\$ 0.00	\$ 6,070,000.00
13. Contingencies	\$ 607,000.00	\$ 0.00	\$ 607,000.00
14. SUBTOTAL	\$ 6,677,000.00	\$ 0.00	\$ 6,677,000.00
15. Project (program) income	\$ 0.00	\$ 0.00	\$ 0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 6,677,000.00	\$ 0.00	\$ 6,677,000.00
<b>FEDERAL FUNDING</b>			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X 100 %* Enter the resulting Federal share.			\$ 6,677,000.00

\* Because the project area is in a rural area, also a historically disadvantaged community, and in area of persistent poverty, this project requests 100% of the costs from RAISE grant funding.

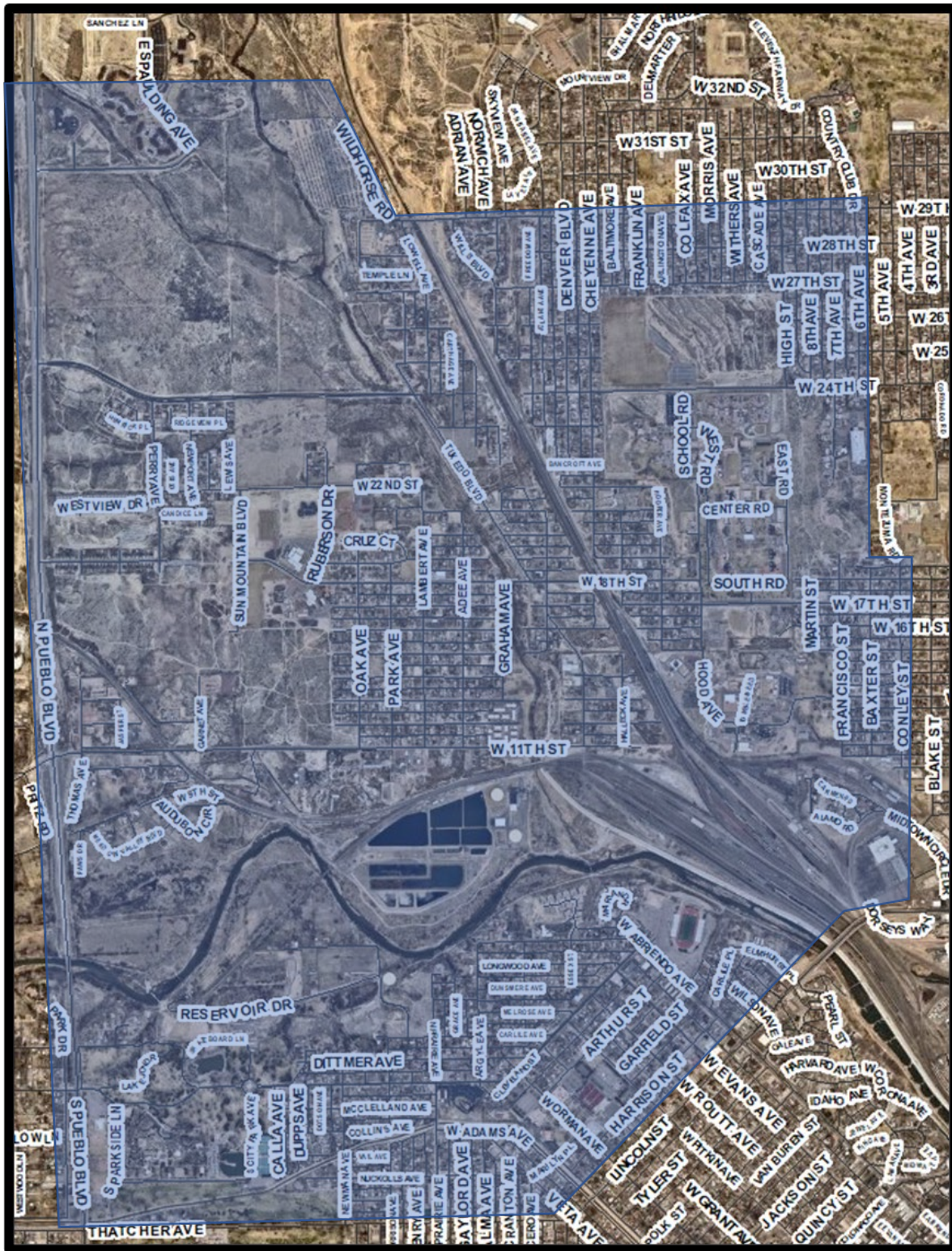


# Maps

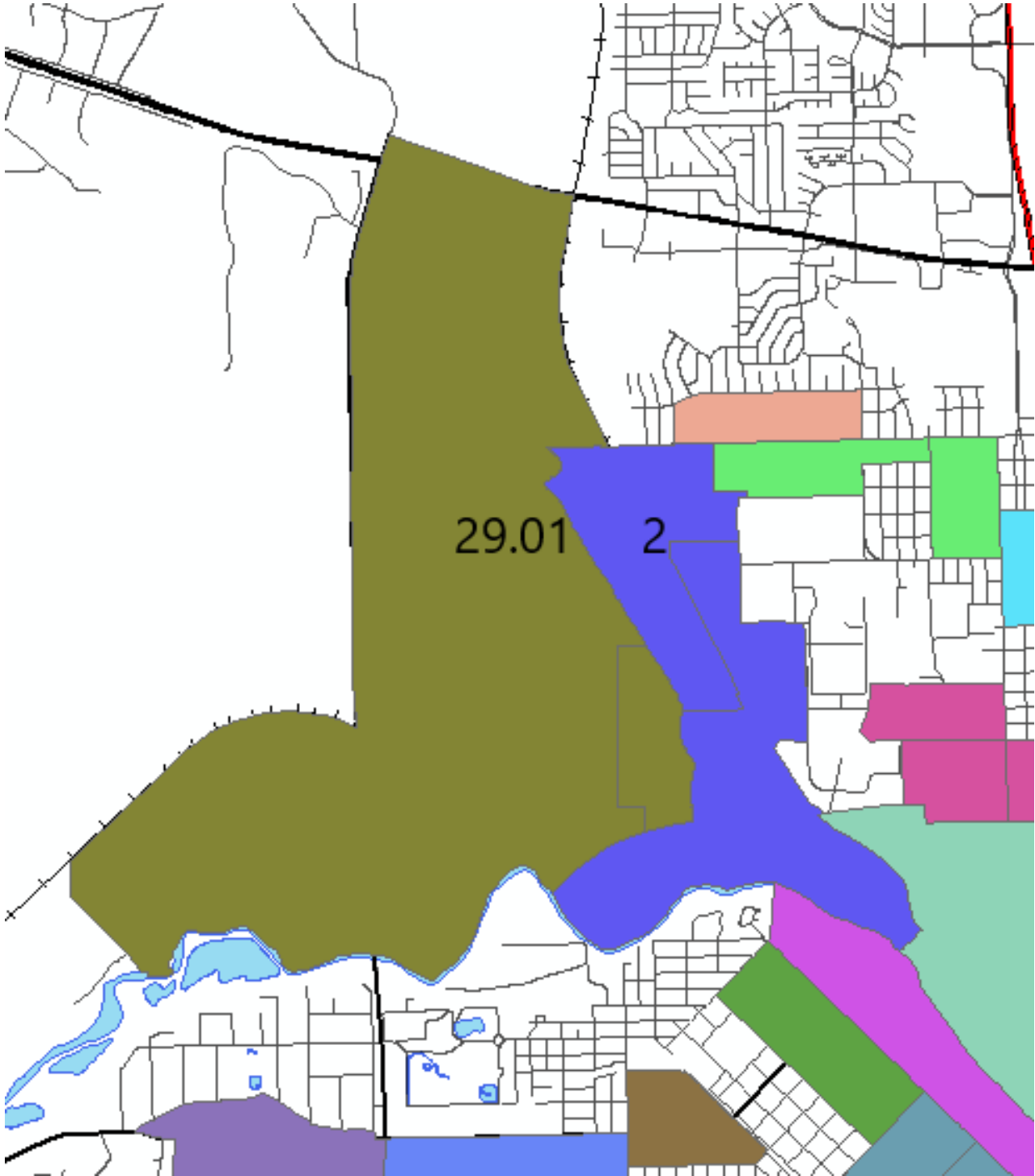
## Map 1.1 West Side Relation to City of Pueblo



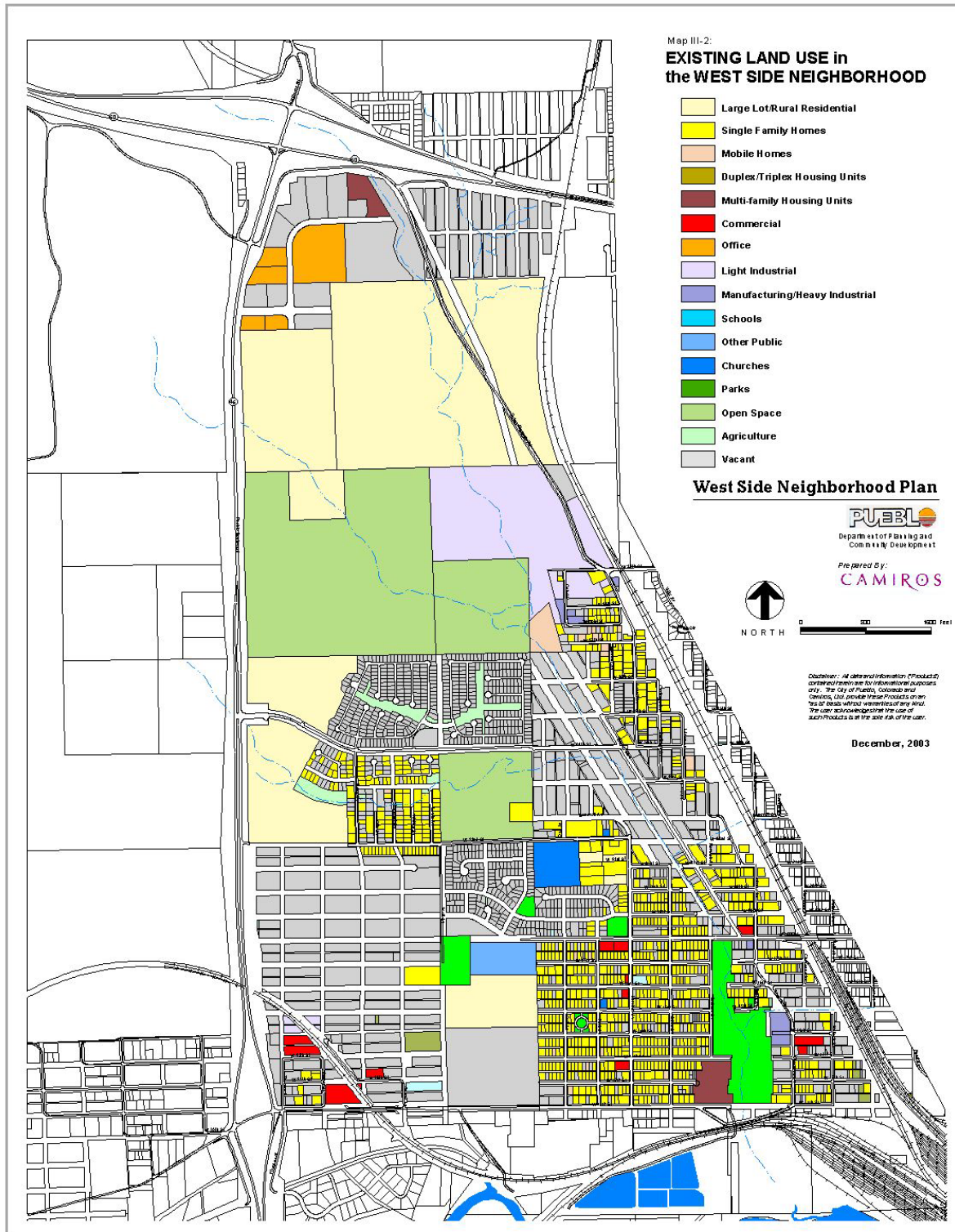
Map 2.1 Project Location



Map 2.2 Census Tract

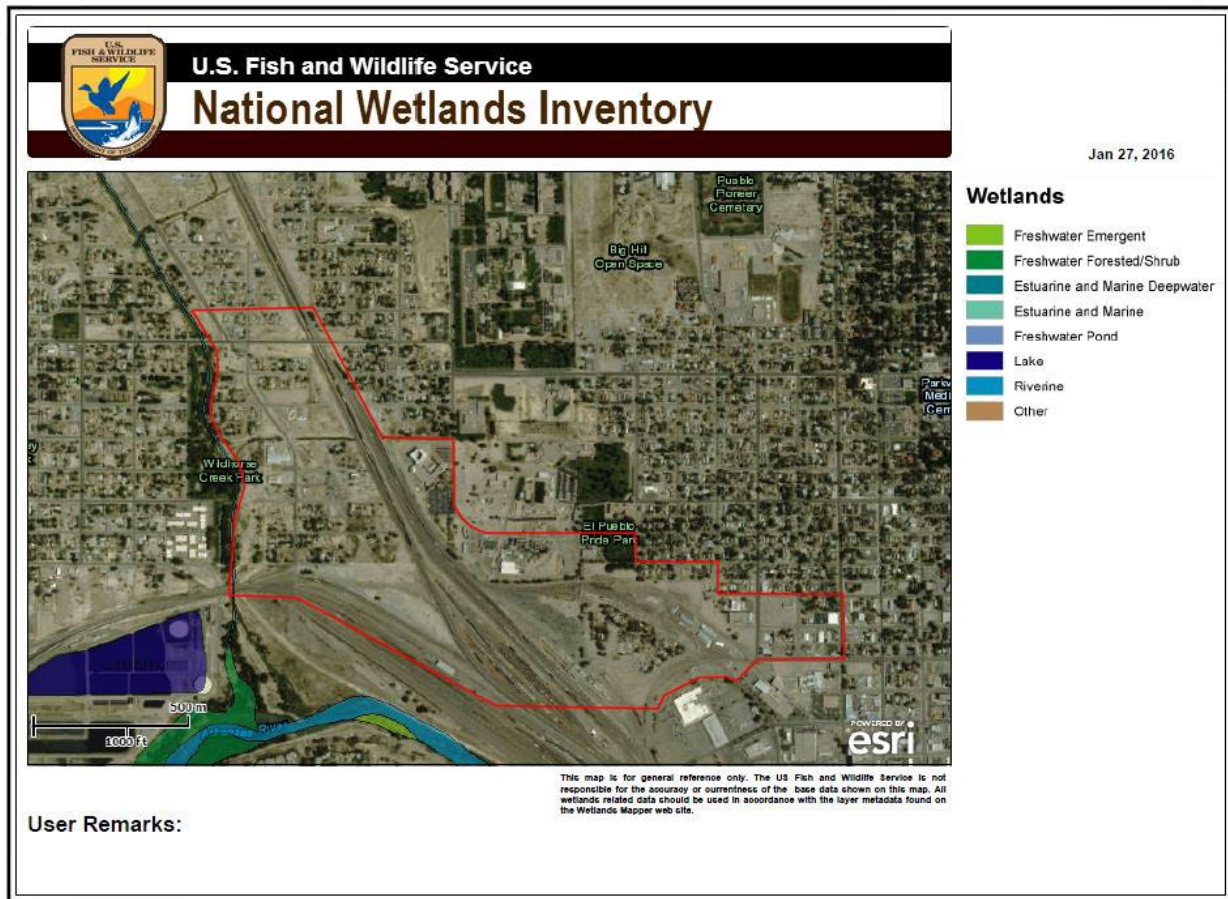


Map 2.3 West Side Land Use





Map 5.1: West Side Wetland Study



## Letters of Support

### Letter 1.1 Support for ADA accessible/compliant bus stops

From: Sharon Campbell <slccom@yahoo.com>  
Sent: Monday, April 4, 2022 2:42 PM  
To: Luann Martinez <LMartinez@pueblo.us>  
Subject: [External] Letter of support for ADA compliant bus stops

External email. Please use caution.

The Americans with Disabilities Act Advisory Committee is very pleased to support this application for funding to increase accessibility to the bus stops in Pueblo, Colorado. Pueblo has been making steady strides in making Pueblo more and more disability-friendly, and one linchpin in accessibility is our transit system. Pueblo's Transit Department employees have been exceptionally pro-active in working with this Committee to make their system more and more accessible, and we are delighted to learn about this latest initiative.

Currently, the large number of inaccessible bus stops prevents many people with mobility impairments from accessing the fixed transit system, which in turn forces them to have to use the more-expensive and less-flexible Paratransit system. If the funding to increase our percent of accessible bus stops from 30 to 70 percent is granted, that will greatly enhance the quality of life for our mobility-impaired residents. It should also help to reduce the Paratransit usage somewhat.

Furthermore, having more bus stops meet the needs of people with mobility impairments means that life will be much easier for people who use wheels in other ways. Mothers with strollers, people with rolling suitcases, and others will find that using the bus system is easier and more attractive. Pueblo has a consistent record of making their projects esthetically pleasing as well, contributing to the pleasant environment for everyone. Improved lighting will make riders much more confident of their safety, particularly in the darker hours.

This grant will provide an important advance towards the ultimate goal of becoming the first city with 100% compliant bus stops. We look forward to continuing to working with our outstanding Transit Department on this and other projects, and we are confident that this goal will be reached. We thank you for your consideration of this grant application.

Sharon Campbell, Heather Norton, co-Chairs, ADA Advisory Committee.



April 8, 2022

## **Pueblo Human Relations Commission**

2631 East 4<sup>th</sup> Street, Pueblo, CO 81001 719-582-4503

PuebloHRC15@gmail.com

To whom it may concern:

This is a letter of support for the City of Pueblo's request to rehabilitate Bus Stops for ADA Compliance.

The Pueblo Human Relations Commission mission is: to foster mutual respect and understanding among all Pueblo County marginalized groups discouraging and taking affirmative steps to prevent discriminatory practices against any such groups, or its members through outreach, education and cooperation.

Increasing the percentage of City of Pueblo's bus stops to be ADA compliant to approximately 70 percent is an affirmative step to preventing discriminatory practices within city boundaries. The beneficiaries of these improvements are not only the marginalized groups in the community, but all people that utilize the City's public transportation system.

The Pueblo Human Relations Commission strongly endorses the City of Pueblo's efforts to be the first urban community in Colorado with 100 percent ADA compliant bus stops.

Thank you in advance for any and all consideration of this grant proposal.

Respectfully submitted,

*Pueblo Human Relations Commission*

P.O. Box 434, Pueblo, CO 81002